

**PP24/2019-1
S135858S**

20 Main Street BIRREGURRA

Lot: 1 TP: 413137 V/F: 3634/635

Two (2) Lot Subdivision

A H Jeavons

Officer - Erin Sonego

EXHIBITION FILE

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Submissions to this planning application will be accepted until a decision is made on the application.

If you would like to make a submission relating to a planning permit application, you must do so in writing to the Planning Department



a.h. & l.j. jeavons
LAND SURVEYORS
SOUTH WEST SURVEY GROUP

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ABN 18116675335

Our Ref. 1132
SPEAR Ref. S135858S
04 February 2019

Blaithin Butler
Statutory Planning Co-ordinator
Planning Department
Colac Otway Shire
P.O. Box 283
Colac VIC 3250

Dear Blaithin,

Re: Planning Permit Application
Two Lot Plan of Subdivision
Plan of Subdivision PS822882C
Address: 20 Main Street, Birregurra
Clients: Chris Barter

The following documents are submitted in support of this application:

- An application for a planning permit
- Planning report addressing the requirements of the Colac Otway Shire Planning Scheme
- Plan of Subdivision **PS822882C** version 01 for endorsement
- Copy of the relevant certificate of title and Title Plan

The application is for issue of a planning permit for a two-lot subdivision under the Subdivision Act 1988 of the land contained in certificate of title Vol 05989 Fol 656.

The subject land is vacant.

The planning permit application fee (\$ 1,286.10) in this matter will be paid directly to the Shire by my client.

Please present this planning permit application to the necessary authorities for assessment and to the Colac Otway Shire Council for a planning permit determination and plan certification.

If you have any queries in this matter, please do not hesitate to contact me in my office on 52 612 971 or on my mobile phone on 0430 401 954

Yours sincerely

A.H. Jeavons

A.H. Jeavons L.S., M.I.S.

SOUTH WEST SURVEY GROUP

Supplied by Anthony Jeavons
Submitted Date 07/02/2019

Application Details

Application Type Planning Permit for a Subdivision
Version 1
Applicant Reference Number 1132
Application name or Estate name Barter
Responsible Authority Name Colac Otway Shire
Responsible Authority Reference Number(s) (Not Supplied)
SPEAR Reference Number S135858S
Application Status Lodged with Responsible Authority
Planning Permit Issue Date NA
Planning Permit Expiry Date NA

The Land

Primary Parcel 20 MAIN STREET, BIRREGURRA VIC 3242
Crown Allotment No 1
Section No B
Parish Name BIRREGURRA
SPI 1~B\PP5085
CPN 12132
Zone: 32.05 Township
Overlay: 43.02 Design and Development
43.01 Heritage

The Proposal

Plan Number (Not Supplied)
Number of lots 2
Proposal Description Two lot subdivision of the land contained in TP391461N
Estimated cost of the development for which a permit is required \$ 0

Existing Conditions

Existing Conditions Description Vacant residential land with scattered vegetation
Title Information - Does the proposal breach an encumbrance on Title? The proposal does not breach an encumbrance on title, such as a restrictive covenant, section 173 agreement or other obligation such as an easement or building envelope.

Applicant Contact

Applicant Contact Mr Anthony Jeavons
A H and L J Jeavons
14 Ocean Boulevard, Jan Juc, VIC, 3228 and 14 Ocean Boulevard, Jan Juc, VIC, 3228
Business Phone: 0430 401 954
Email: tonyjeavons@swsg.com.au

Applicant

Applicant

(Applicant details as per Applicant Contact)

Owner

Owner

Clayburg Retirement Investments Pty Ltd
8 Morgan Avenue, Croydon, VIC, 3136 Australia
Mobile Phone: 0418 592 819

Declaration

I, Anthony Jeavons, declare that the owner (if not myself) has been notified about this application.

I, Anthony Jeavons, declare that all the information supplied is true.

Authorised by

Organisation

Anthony Jeavons

A H and L J Jeavons

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REGISTER SEARCH STATEMENT (Title Search) Transfer of Land Act 1958

VOLUME 05989 FOLIO 656

Security no : 124075971523L
Produced 03/02/2019 11:35 AM

LAND DESCRIPTION

Crown Allotment 1 Section B Township of Birregurra Parish of Birregurra.
PARENT TITLE Volume 00047 Folio 392
Created by instrument 1591781 03/10/1935

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor
CLAYBURG RETIREMENT INVESTMENTS PTY LTD of 8 MORGAN AVENUE CROYDON VIC 3136
AH155894E 13/04/2010

ENCUMBRANCES, CAVEATS AND NOTICES

For details of any other encumbrances see the plan or imaged folio set out under DIAGRAM LOCATION below.

DIAGRAM LOCATION

SEE TP391461N FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NIL

-----END OF REGISTER SEARCH STATEMENT-----

Additional information: (not part of the Register Search Statement)

Street Address: 20 MAIN STREET BIRREGURRA VIC 3242

DOCUMENT END

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Delivered by LANDATA®. Land Victoria timestamp 12/01/2010 13:40 Page 1 of 1
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| | | | |
|--|--|---|------------|
| TITLE PLAN | | EDITION 1 | TP 391461N |
| Location of Land Parish: BIRREGURRA Township: BIRREGURRA Section: B Crown Allotment: 1 Crown Portion: Last Plan Reference Derived From: VOL 588R FOL 656 Depth Limitation: NIL | | Notations ANY REFERENCE TO MAP IN THE TEXT MEANS THE DIAGRAM SHOWN ON THIS TITLE PLAN | |
| Description of Land / Easement Information | | THIS PLAN HAS BEEN PREPARED FOR THE LAND REGISTRY, LAND VICTORIA FOR TITLE DIAGRAM PURPOSES AS PART OF THE LAND TITLES AUTOMATION PROJECT COMPILED 07/04/2000 VERIFIED C.L. | |
| | | | |
| LENGTHS ARE IN LINKS Metres = 0.3048 x Feet Metres = 0.201168 x Links | | Sheet 1 of 1 sheets | |

| | | |
|------------------------------|-----------|---------------------|
| <h1>PLAN OF SUBDIVISION</h1> | EDITION 1 | <h1>PS 822882C</h1> |
|------------------------------|-----------|---------------------|

LOCATION OF LAND

PARISH: BIRREGURRA
TOWNSHIP: BIRREGURRA
SECTION: B
CROWN ALLOTMENT: 1
CROWN PORTION:
TITLE REFERENCE: VOL 05989 FOL 656

LAST PLAN REFERENCE: TP391461N

POSTAL ADDRESS: 20 MAIN STREET
(at time of subdivision) BIRREGURRA
VIC. 3242

MGA CO-ORDINATES: E: 743775 ZONE: 55
(of approx centre of land in plan) N: 5 753 070 GDA 94

VESTING OF ROADS AND/OR RESERVES

| IDENTIFIER | COUNCIL/BODY/PERSON |
|------------|---------------------|
| | |

NOTATIONS

WARNING:
THIS PLAN IS NOT CERTIFIED BY COUNCIL OR REGISTERED BY THE REGISTRAR OF TITLES

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NOTATIONS

DEPTH LIMITATION: DOES NOT APPLY

SURVEY:
This plan is ~~is not~~ based on survey.

STAGING:
This ~~is~~ is not a staged subdivision.
Planning Permit No.

This survey has been connected to permanent marks No(s).

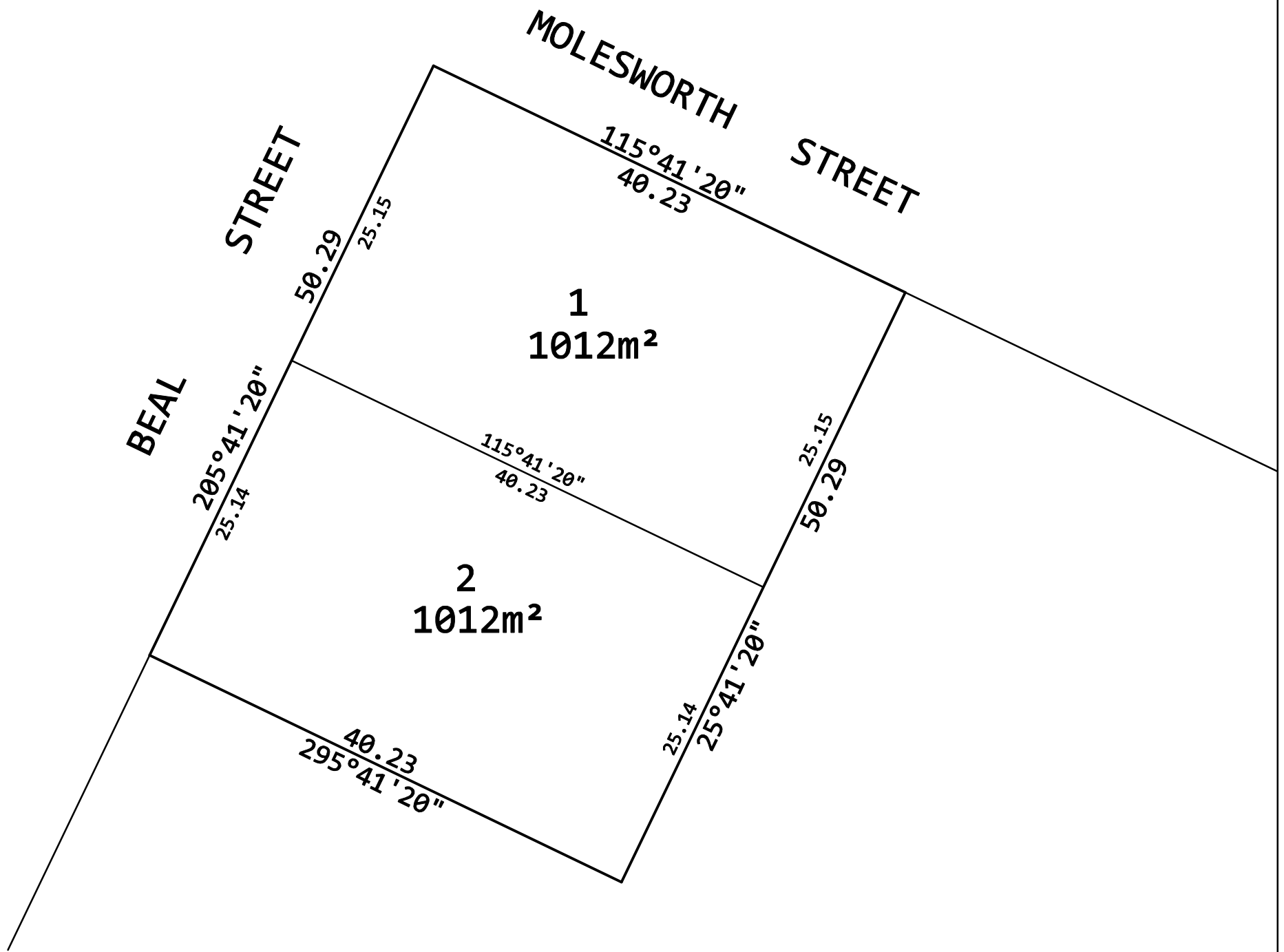
In Proclaimed Survey Area No.

EASEMENT INFORMATION

LEGEND: A - Appurtenant Easement E - Encumbering Easement R - Encumbering Easement (Road)

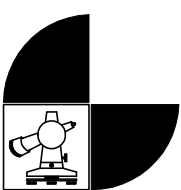
| Easement Reference | Purpose | Width (Metres) | Origin | Land Benefited/In Favour Of |
|--------------------|---------|----------------|--------|-----------------------------|
| | | | | |

MGA 94
ZONE 54



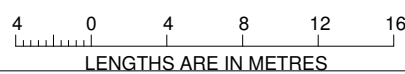
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14 Ocean Boulevard, Jan Juc, VIC 3228
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SCALE
1:400



ORIGINAL SHEET
SIZE: A3

SHEET 2

ANTHONY H JEAVONS VERSION NO. 01

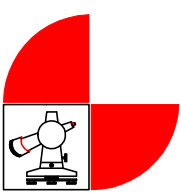
PS 822882C

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tonyjeavons@swsg.com.au www.swsg.com.au

SCALE 1:400
4 0 4 8 12 16
LENGTHS ARE IN METRES

ORIGINAL SHEET SIZE: A3

SHEET 3

ANTHONY H JEAVONS VERSION NO. 01

Planning Property Report

from www.planning.vic.gov.au on 07 February 2019 01:46 PM

Address: 20 MAIN STREET BIRREGURRA 3242

Lot and Plan Number: Lot 1 TP413137

Local Government (Council): COLAC OTWAY **Council Property Number:** 12132

Directory Reference: VicRoads 521 O8

This property has 2 parcels.

For full parcel details get the free Basic Property report at [Property Reports](#)

See next page for planning information

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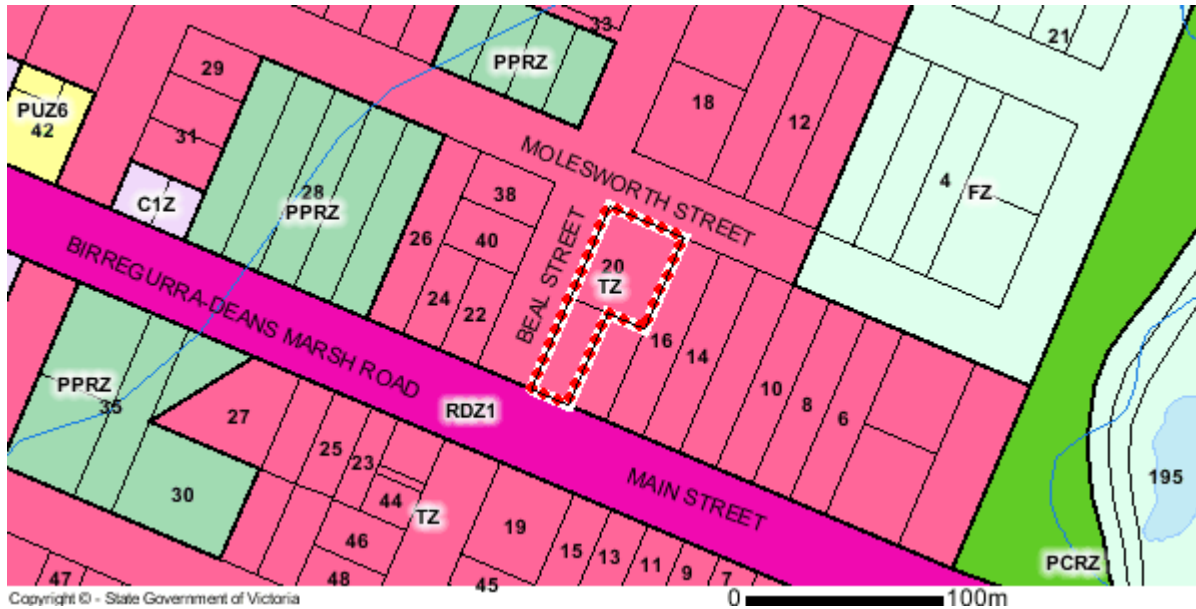
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Planning Zone

TOWNSHIP ZONE (TZ)

SCHEDULE TO THE TOWNSHIP ZONE (TZ)



Note: labels for zones may appear outside the actual zone - please compare the labels with the legend.

Zones Legend

| | | |
|---------------------------------|--|---------------------------|
| ACZ - Activity Centre | IN1Z - Industrial 1 | R1Z - General Residential |
| B1Z - Commercial 1 | IN2Z - Industrial 2 | R2Z - General Residential |
| B2Z - Commercial 1 | IN3Z - Industrial 3 | R3Z - General Residential |
| B3Z - Commercial 2 | LDRZ - Low Density Residential | RAZ - Rural Activity |
| B4Z - Commercial 2 | MUZ - Mixed Use | RCZ - Rural Conservation |
| B5Z - Commercial 1 | NRZ - Neighbourhood Residential | RDZ1 - Road - Category 1 |
| C1Z - Commercial 1 | PCRZ - Public Conservation & Resource | RDZ2 - Road - Category 2 |
| C2Z - Commercial 2 | PDZ - Priority Development | RGZ - Residential Growth |
| CA - Commonwealth Land | PPRZ - Public Park & Recreation | RLZ - Rural Living |
| CCZ - Capital City | PUZ1 - Public Use - Service & Utility | RUZ - Rural |
| CDZ - Comprehensive Development | PUZ2 - Public Use - Education | SUZ - Special Use |
| DZ - Dockland | PUZ3 - Public Use - Health Community | TZ - Township |
| ERZ - Environmental Rural | PUZ4 - Public Use - Transport | UFZ - Urban Floodway |
| FZ - Farming | PUZ5 - Public Use - Cemetery/Crematorium | UGZ - Urban Growth |
| GRZ - General Residential | PUZ6 - Public Use - Local Government | Urban Growth Boundary |
| GWAZ - Green Wedge A | PUZ7 - Public Use - Other Public Use | |
| GWZ - Green Wedge | PZ - Port | |

Railway
 Tram
 River, stream
 Lake, waterbody

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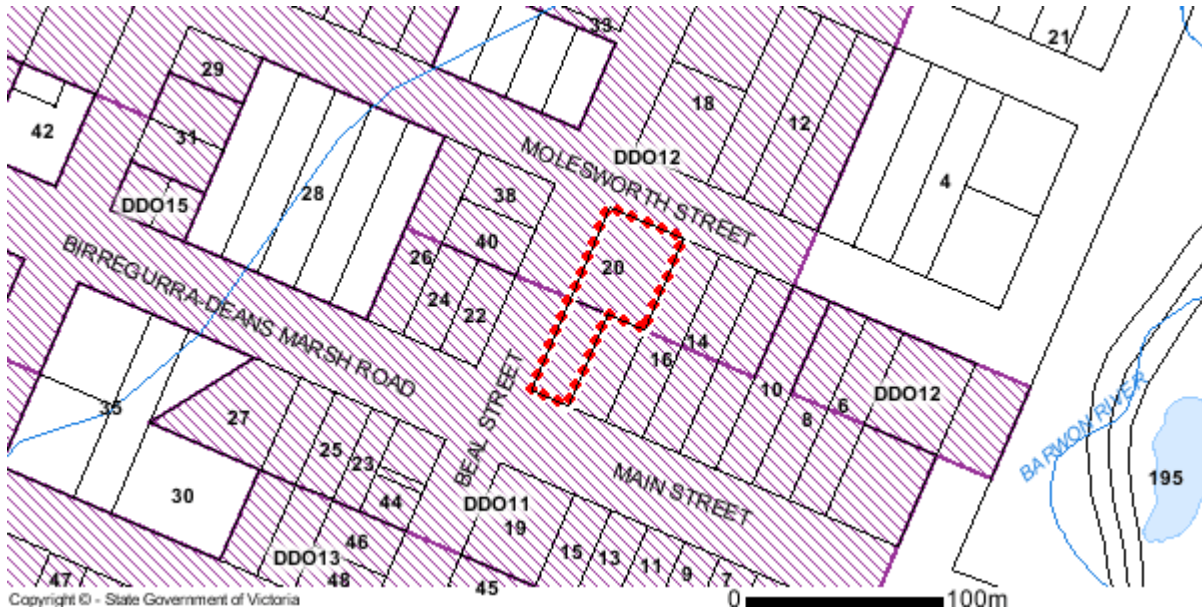
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Planning Overlays

DESIGN AND DEVELOPMENT OVERLAY (DDO)

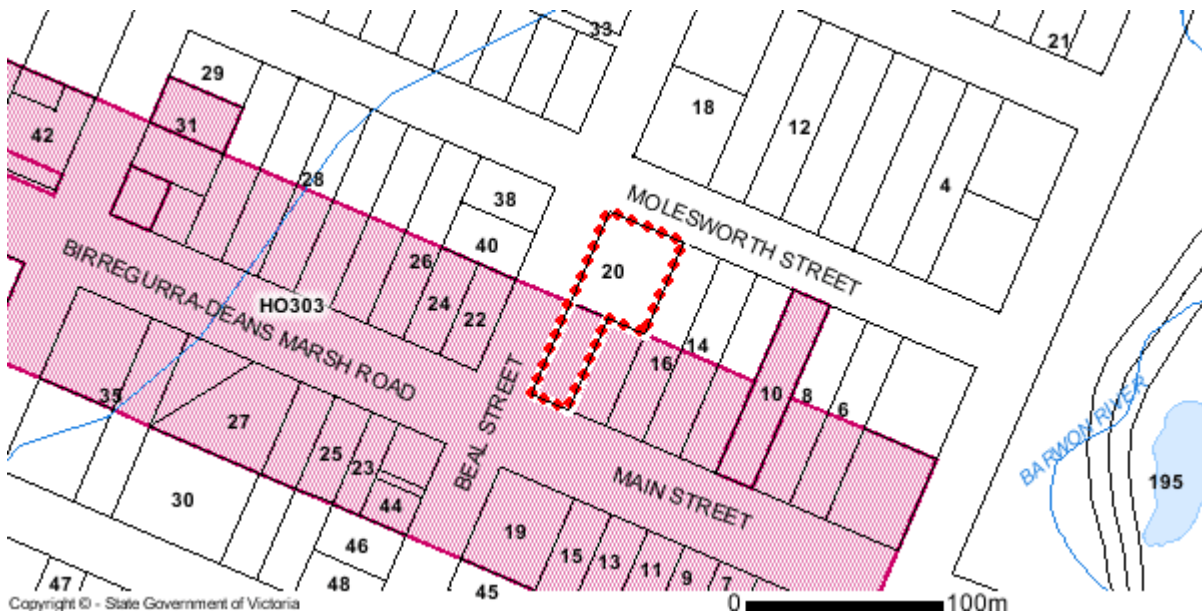
DESIGN AND DEVELOPMENT OVERLAY - SCHEDULE 11 (DDO11)

DESIGN AND DEVELOPMENT OVERLAY - SCHEDULE 12 (DDO12)



HERITAGE OVERLAY (HO)

HERITAGE OVERLAY SCHEDULE (HO86)



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Planning Overlays

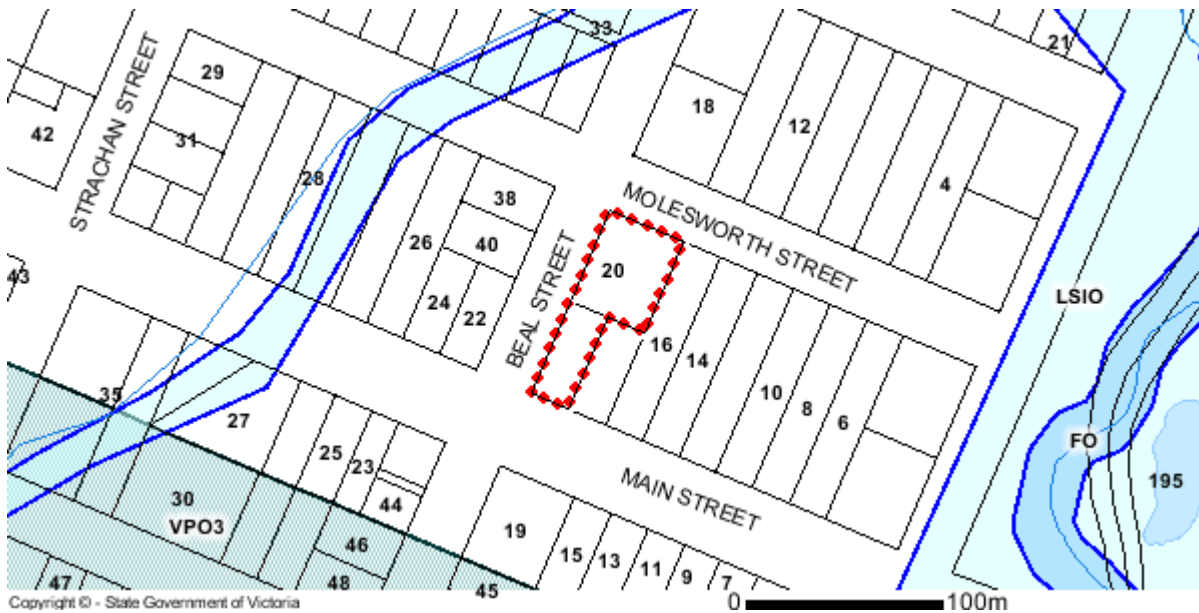
OTHER OVERLAYS

Other overlays in the vicinity not directly affecting this land

[FLOODWAY OVERLAY \(FO\)](#)

[LAND SUBJECT TO INUNDATION OVERLAY \(LSIO\)](#)

[VEGETATION PROTECTION OVERLAY \(VPO\)](#)



Overlays Legend

| | |
|--|--------------------------------------|
| AEO - Airport Environs | IPO - Incorporated Plan |
| BMO - Bushfire Management | LSIO - Land Subject to Inundation |
| CLPO - City Link Project | MAEO1 - Melbourne Airport Environs 1 |
| DCPO - Development Contributions Plan | MAEO2 - Melbourne Airport Environs 2 |
| DDO - Design & Development | NCO - Neighbourhood Character |
| DDOPT - Design & Development Part | PO - Parking |
| DPO - Development Plan | PAO - Public Acquisition |
| EAO - Environmental Audit | RO - Restructure |
| EMO - Erosion Management | RCO - Road Closure |
| ESO - Environmental Significance | SBO - Special Building |
| FO - Floodway | SLO - Significant Landscape |
| HO - Heritage | SMO - Salinity Management |
| ICPO - Infrastructure Contributions Plan | SRD - State Resource |
| VPO - Vegetation Protection | |
| Railway | Tram |
| River, stream | Lake, waterbody |

Note: due to overlaps some colours on the maps may not match those in the legend.

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Further Planning Information

Planning scheme data last updated on 6 February 2019.

A **planning scheme** sets out policies and requirements for the use, development and protection of land.

This report provides information about the zone and overlay provisions that apply to the selected land.

Information about the State and local policy, particular, general and operational provisions of the local planning scheme that may affect the use of this land can be obtained by contacting the local council or by visiting [Planning Schemes Online](#)

This report is NOT a **Planning Certificate** issued pursuant to Section 199 of the *Planning and Environment Act 1987*.

It does not include information about exhibited planning scheme amendments, or zonings that may affect the land.

To obtain a Planning Certificate go to [Titles and Property Certificates](#)

For details of surrounding properties, use this service to get the Reports for properties of interest

To view planning zones, overlay and heritage information in an interactive format visit [Planning Maps Online](#)

For other information about planning in Victoria visit www.planning.vic.gov.au



Rosevear Planning Associates

7 Sky Court

Jan Juc Victoria 3228

Phone: 0418 398 652

E-Mail: rosevearpa@bigpond.com

January 2019

20 MAIN STREET BIRREGURRA.

1: Introduction

South West Survey Group has been engaged to undertake a subdivision of the land at 20 Main Street in Birregurra. The property is currently described as Crown Allotment 1 Section B on TP391461N.

The planning property report obtained from the Department of Land Water and Planning website identifies that the property is held in two parcels, configured in two rectangular sections as shown in the following image.



The front parcel, located adjacent Birregurra Deans Marsh Road, contains an existing heritage building and associated sheds, is held as a separate title (Lot 1: TP413137G) and is not part of this subdivision.

The subject land is essentially vacant and is located at the corner of Beal Street and Molesworth Street.

The proposed subdivision will create two new titles on the rear parcel and requires a Planning Permit under the provisions of the Township Zone and the Design and Development Overlay Schedule 12.

This report addresses the relevant permit application requirements and assesses the proposal against the relevant provisions of the Colac Otway Planning Scheme.

2: Proposal

The proposal will subdivide Crown Allotment 1 Section B: TP391461N into two new lots as follows:

- Lot 1 will be a corner allotment with frontages to Molesworth Street in the north and Beal Street to the west. This Lot is currently vacant with established trees growing proximate to the street frontages and the new common boundary. The lot will be rectangular in shape with boundaries of 40.23 metres, and 25.15 metres, comprising a total area of 1012sqm.
- Lot 2 will have a frontage to Beale Street adjacent the west side boundary, will also comprise 1012 square metres and has the same boundary dimensions as proposed lot 1. This lot will share a common boundary with the properties at 18 and 20 Birregurra Deans Marsh Road which are both developed with existing dwellings.



3: Existing Site & Surrounding Area

The subject land is well located proximate to the centre of Birregurra on the north side of Birregurra Deans Marsh Road, which is the main arterial road providing access from areas located south, east and west of the town.

The site is located approximately 250 metres from the Birregurra 'activity centre' and 200 metres from the recreation reserve.

The new lot 2 will be accessed via Beal Street, which is a constructed gravel road connecting with Molesworth Street adjacent the north boundary of proposed lot 1. The new Lot 1 will be accessed from Molesworth Street, which is also a gravel road.

The land is generally flat and has a moderate coverage of established trees.

Development proximate to the site is generally residential in nature and typically comprises one dwelling on a lot. Properties in the area are of a similar size to those proposed by this application fronting Beal Street and a number of larger properties are located further to the east as shown in the following image.



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4: Restrictions on Title

Under Section 61(4) of the *Planning & Environment Act 1987* the Responsible Authority must not issue a planning permit that would result in a breach of a registered restriction.

The subject land is not affected by registered restrictions.

4: State & Local Planning Provisions

The subdivision of land as proposed in this application is entirely supported at a strategic level by the State and Local Planning Policy Provisions and it is therefore not considered necessary to undertake a detailed analysis in this case. For completeness; it has been identified that the following State level strategies are relevant and supportive of the proposal.

- Clause 12.05 Significant environments and landscapes
- Clause 13.03 Bushfire
- Clause 15.01 Urban environment
- Clause 15.01-3S Subdivision design
- Clause 15.01-5S Neighbourhood character
- Clause 15.02 Sustainable development
- Clause 16.01 Residential development

While the State provisions provide guidance at a very high strategic level, more specific guidance is provided through the local strategies and policies; particularly Clause 21.03-4 of the Municipal Strategic Statement, which recognises Birregurra has having a compact urban form that sits discreetly within its rural surrounds.

As relevant to this application, the objectives for 'Settlement and housing' seek;

To manage modest growth and development in Birregurra in a co-ordinated and sustainable manner that ensures Birregurra retains its rural township character.

Strategies to support this objective include:

- *Contain urban development within the existing defined township boundary.*
- *Encourage sensitive infill development on vacant lots and support further subdivision of larger developed lots within the existing township boundary.*
- *New subdivisions should include a grid-based road network that easily integrates with the existing surrounding road network. Avoid cul-de-sacs and battleaxe driveways as a means of providing access to new residential lots.*

The proposed subdivision is considered to be consistent with the strategic intent of the planning scheme as:

- The land is appropriately located within the defined town boundary.
- The proposal will provide for infill development with lots of a size that support the existing town character, and

- The lots will be accessed via the existing road network.

5: Permit triggers

The subject land is included in the Township Zone (TZ) under the provisions of the Colac Otway Planning Scheme and a planning permit is required to subdivide land at Clause 32.05-4.

Clause 32.05-5 requires that an application to subdivide land should meet the requirements of Clause 56 but specifically must meet the Objectives and should meet the Standards specified in Clauses 56.03-5, 56.04-2 to 56.04-5, 56.05-1, 56.06-2, 56.06-4, 56.06-5, 56.06-7 and 56.06-8 to 56.09-4

The proposal also requires a permit under the Design and Development Overlay Schedule 12, which nominates a preferred minimum lot size of 700 square metres and provides design objectives which seek to minimise building bulk and maximise opportunities for landscaping.

6: Assessment

The subdivision of the subject land as proposed is entirely in keeping with the strategic intent of the planning scheme and the purpose of the Township Zone, which seeks:

To provide for residential development and a range of commercial, industrial and other uses in small towns.

To encourage development that respects the neighbourhood character of the area.

An application to subdivide land that creates 3-15 lots must meet the requirements of Clause 56 and specifically; must meet the objectives and should meet the standards included in Clauses 56.03-5, 56.04-2 to 56.04-5, 56.05-1, 56.06-2, 56.06-4, 56.06-5, 56.06-7 and 56.06-8 to 56.09-4.

The proposal has been assessed against Clause 56 and is entirely compliant with these requirements.

The decision guidelines of the Township Zone are set out at Clause 32.05-12 and require that before deciding on an application the responsible authority must consider the following, as appropriate:

General

- *The State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
- *The objectives set out in a schedule to this zone.*
- *The protection and enhancement of the character of the town and surrounding area including the retention of vegetation.*
- *The availability and provision of utility services, including sewerage, water, drainage, electricity, gas and telecommunications.*

- *In the absence of reticulated sewerage, the capability of the lot to treat and retain all wastewater in accordance with the State Environment Protection Policy (Waters of Victoria) under the Environment Protection Act 1970.*
- *The design, height, setback and appearance of the proposed buildings and works including provision for solar access.*
- *The need for a verandah along the front or side of commercial buildings to provide shelter for pedestrians.*
- *Provision of car and bicycle parking and loading bay facilities and landscaping.*
- *The effect that existing uses on adjoining or nearby land may have on the proposed use.*
- *The scale and intensity of the use and development.*
- *The safety, efficiency and amenity effects of traffic to be generated by the proposal.*
- *Any other decision guidelines specified in a schedule to this zone.*

Subdivision

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

- *The State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
- *The pattern of subdivision and its effect on the spacing of buildings.*
- *For subdivision of land for residential development, the objectives and standards of Clause 56.*
- *Any other decision guidelines specified in a schedule to this zone.*

The proposed subdivision of the land into lots of 1012sqm is consistent with the established pattern of subdivision and the character of the area. The proposal has been assessed against Clause 56 of the planning scheme and has been found to comply with the relevant Objectives and Standards. A copy of this assessment is attached to this report.

The proposed subdivision also requires a permit under Schedule 12 of the Design and Development Overlay, which includes the following design objectives

- *To encourage sensitively designed and sited responsive medium density residential development within walking distance of Main Street (i.e. 400 metres).*
- *To reduce building bulk and the visual impact on the streetscape.*
- *To promote flexibility in material use, whilst also encouraging the use of lightweight materials such as timber cladding.*
- *To discourage straight driveways and reduce driveway length to increase the permeable areas available for landscaping.*
- *To encourage the retention of trees where possible and the planting of new canopy trees and understorey vegetation to the front, side and rear of dwellings.*

- *To encourage a more open streetscape presentation with mid-rise canopy trees interspersed with low-rise shrubs and ground cover.*

Subdivision requirements are also provided at part 3.0 of the Schedule and include the following:

The minimum lot size is 700 square metres.

The minimum lot size requirement may be varied with a permit where:

- *The minimum lot size is reduced by a maximum of 10% to allow for specific design constraints.*
- *The minimum lot size is reduced to not less than 500 square metres to create a lot for an existing dwelling or a dwelling approved under this scheme.*

In the event a permit allows the creation of such sized lots, conditions will be imposed to prevent further subdivision of the lots and to ensure that the development is carried out solely in accordance with the endorsed plans unless otherwise approved by the Responsible Authority.

The proposal will create lots of 1,012sqm, which significantly exceeds the minimum lot size required under DDO12. The lots can be connected to reticulated sewerage and potable water, are regularly shaped and have direct access to the existing road network, ensuring that they can be developed in the future with single dwellings designed to deliver a development outcome that is consistent with the preferred neighbourhood character for this area.

8: Conclusion

The subdivision of the subject land as proposed, is entirely consistent with the relevant provisions of the planning scheme, including the strategic policy context for Birregurra, and the purpose and objectives of the Township Zone.

In accordance with these provisions the proposed subdivision facilitates infill development and provides lots of a suitable size and shape to ensure future development achieves an outcome, which is consistent with the existing and preferred neighbourhood character and is respectful of the environment.

ATTACHMENT – ASSESSMENT AGAINST CLAUSE 56: RESIDENTIAL SUBDIVISION – 3-15 LOTS

LIVEABLE AND SUSTAINABLE COMMUNITIES

| Neighbourhood Character | Met? | Comments | Standard C6 | Met? | Comments |
|---|------|----------|---|----------------------------------|--|
| <i>To design subdivisions that respond to neighbourhood character</i> | Yes | Yes | <p><i>Subdivision should</i></p> <ul style="list-style-type: none"> <i>Respect the existing neighbourhood character or achieve a preferred neighbourhood character consistent with any relevant objective, policy or statement set out in this scheme.</i> <i>Respond to and integrate with the surrounding urban environment.</i> <i>Protect significant vegetation and site features</i> | <p>Yes</p> <p>Yes</p> <p>Yes</p> | <p>The proposed subdivision will create lots, which substantially exceed the preferred 700sqm minimum lot size nominated in DDO12.</p> <p>The proposed lots are well configured with good road access and will allow future development to make an appropriate response to the existing and preferred neighbourhood character.</p> |

LOT DESIGN

| Lot Diversity and Distribution | Met? | Comments | Standard C7 | Met? | Comments |
|---|------|----------|--|------|---|
| <i>To achieve housing densities that support compact and walkable neighbourhoods and the efficient provision of public transport services</i> | Yes | | <i>A subdivision should implement any relevant housing strategy, plan or policy for the area set out in this scheme.</i> | N/A | |
| <i>To provide higher housing densities within walking distance of activity centres.</i> | Yes | | <i>Lot sizes and mix should achieve the average net residential density specified in any zone or overlay that applies to the land or in any relevant policy for the area set out in this scheme.</i> | Yes | The proposal will achieve lots of 1012sqm exceeding the requirements of DDO12, which nominates a minimum Lot size of 700sqm in this area of Birregurra. |
| <i>To achieve increased housing densities in designated growth areas.</i> | Yes | | <p><i>A range and mix of lot sizes should be provided including lots suitable for the development of:</i></p> <ul style="list-style-type: none"> <i>Single dwellings</i> <i>Two dwellings or more.</i> <i>Higher density housing.</i> <i>Residential buildings and Retirement Villages</i> | Yes | It is expected that the proposed lots will be used for single dwellings, which is consistent with the established character of the area. |

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| To provide a range of lot sizes to suit a variety of dwelling and household types. | Yes | | 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. | Yes | The subject land is located approximately 200 metres from the main commercial area of Birregurra and the public transport options provided therein. |
| | | | Lots of 300sqm or less in area, lots suitable for 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. | N/A | |
| Lot Area and Building Envelopes | Met? | Comments | Standard C8 | Met? | Comments |
| 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. | Yes | | An application to subdivide land that creates lots of less than 300sqm should be accompanied by information that shows: <ul style="list-style-type: none"> That the lots are consistent or contain a building envelope that is consistent with a development approved under this scheme, or That a dwelling may be constructed on each lot in accordance with the requirements of this scheme. | N/A | |
| | | | Lots of between 300sqm and 500sqm should: <ul style="list-style-type: none"> Contain a building envelope that is consistent with a development of the lot approved under this scheme, or If no development of the lot has been approved under this scheme, contain a building envelope and be able to contain a rectangle measuring 10m x 15m, or 9m x 15m if a boundary wall is nominated as part of the building envelope | N/A | |
| | | | If lots of between 300sqm and 500sqm are proposed to contain buildings that are built to the boundary, the long axis of the lots should be within 30°E and 20°W of N unless there are significant physical constraints that make this difficult to achieve. | N/A | |

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| | | | <p>Lots greater than 500sqm in area should be able to contain a rectangle measuring 10m x 15m, and may contain a building envelope.</p> | Yes | Lots can contain a 10x15m rectangle. |
| | | | <p>A building envelope may specify or incorporate any relevant siting and design requirement. Any requirement should meet the relevant standards of Clause 54, unless:</p> <ul style="list-style-type: none"> The objectives of the relevant standard are met, and The building envelope is shown as a restriction on a plan of subdivision registered under the Subdivision Act 1988, or is specified as a covenant in an agreement under Section 173 of the Act. | N/A | |
| | | | <p>Where a lot with a building envelope adjoins a lot that is not on the same plan of subdivision or is not subject to the same agreement relating to the relevant building envelope:</p> <ul style="list-style-type: none"> The building envelope must meet Standards A10 and A11 and 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. | N/A | The proposed lots are regularly shaped and sufficiently large to accommodate future development. A building envelope is not required. |
| | | | <p>Lot dimensions and building envelopes should protect:</p> <ul style="list-style-type: none"> Solar access for future dwellings and support the siting and design of dwellings that achieve the energy rating requirements of the Building Regulations. Existing or proposed easements on lots. Significant vegetation and site features. | Yes | Lot dimensions are adequate to protect solar access and vegetation on the land. |
| Solar Orientation | Met? | Comments | Standard C9 | Met? | Comments |
| To provide good solar orientation of lots and solar access for future dwellings | Yes | | Unless the site is constrained by topography or other site conditions, at least 70 per cent of lots should have appropriate solar orientation. | Yes | |

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| | | | <p><i>Lots have appropriate solar orientation when:</i></p> <ul style="list-style-type: none"> <i>The long axes of lots are within the range N20°W to N30°E, or E20°N to E30°S.</i> <i>Lots between 300sqm and 500sqm are proposed to contain dwellings that are built to the boundary, the long axis of the lots should be within N20°W to N30°E.</i> <i>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.</i> | <p>Yes</p> <p>N/A</p> <p>Yes</p> | <p>Lots dimensions are adequate to provide appropriate solar orientation.</p> | |
| Street Orientation | Met? | Comments | Standard C10 | Met? | Comments | |
| <i>To provide a lot layout that contributes to community social interaction, person safety and property security.</i> | Yes | | <p><i>Subdivision should increase visibility and surveillance by:</i></p> <ul style="list-style-type: none"> <i>Ensuring lots front all roads and streets and avoid the side and rear lots being orientated to connector streets and arterial roads.</i> <i>Providing lots of 300sqm or less in area and lots for 2 or more dwellings around activity centres and public open space.</i> <i>Ensuring streets and houses look onto public open space and avoiding sides and rears of lot along public open space boundaries.</i> | <p>Yes</p> <p>N/A</p> <p>N/A</p> | <p><i>All lots have frontage to the established street network.</i></p> | |
| Common Area | Met? | Comments | Standard C11 | Met? | Comments | |
| <i>To identify common areas and the purpose for which the area is commonly held.</i> | N/A | | <p><i>An application to subdivide land that creates common land must be accompanied by a plan and a report identifying:</i></p> <ul style="list-style-type: none"> <i>The common area to be owned by the body corporate, including any streets and open space.</i> <i>The reasons why the area should be commonly held.</i> <i>Lots participating in the body corporate.</i> <i>The proposed management arrangements including maintenance standards for streets and open spaces to be commonly held.</i> | | | |
| <i>To ensure the provision of common area is appropriate and that necessary management arrangements are in place.</i> | N/A | | | N/A | | |
| <i>To maintain direct public access throughout the neighbourhood street network.</i> | N/A | | | N/A | | |

URBAN LANDSCAPE

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| Integrated Urban Landscape | Met? | Comments | Standard C12 | Met? | Comments |
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| <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>Yes</p> | | <p><i>An application for subdivision that creates streets or public open space should be accompanied by a landscape design.</i></p> | <p>N/A</p> | <p>No new streets will be created by the proposed subdivision.</p> |
| <p><i>To incorporated natural and cultural features in the design of streets and public open space where appropriate.</i></p> | <p>N/A</p> | | <p><i>The landscape design should:</i></p> <ul style="list-style-type: none"> • <i>Implement any relevant streetscape, landscape, urban design or native vegetation precinct plan, strategy or policy for the area set out in this scheme.</i> • <i>Create attractive landscapes that visually emphasise streets and public spaces.</i> • <i>Respond to the site and context description for the site and surrounding area.</i> • <i>Maintain significant vegetation where possible within an urban context.</i> • <i>Take account of the physical features of the land including landform, soil and climate.</i> • <i>Protect and enhance any significant natural and cultural features.</i> • <i>Protect and link areas of significant local habitat where appropriate.</i> • <i>Support integrated water management systems with appropriate landscape design</i> | <p>N/A</p> | <p>No new streets or public open space will be created by the proposal</p> |

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| <i>To protect and enhance native habitat and discourage the planting and spread of noxious weeds.</i> | N/A | | <p><i>techniques for managing urban run-off including wetlands and other water sensitive urban design features in streets and public open space.</i></p> <ul style="list-style-type: none"> <i>Promote the use of drought tolerant and low maintenance plants and avoid species that are likely to spread to the surrounding environment.</i> <i>Ensure landscaping supports surveillance and provides shade in streets, parks and public open space.</i> <i>Develop appropriate landscape for the intended use of public open space including areas for passive and active recreation, the exercising of pets, playgrounds and shaded areas.</i> <i>Provide for walking and cycling networks that link with community facilities.</i> <i>Provide appropriate pathways, signage, fencing, public lighting and street furniture.</i> <i>Create low maintenance, durable landscapes that are capable of a long life.</i> | | |
| <i>To provide integrated water management systems and contribute to drinking water conservation.</i> | N/A | | <i>The landscape design must include a maintenance plan that sets out maintenance responsibilities, requirements and costs.</i> | N/A | |

ACCESS AND MOBILITY MANAGEMENT

| Walking and Cycling Network | Met? | Comments | Standard C15 | Met? | Comments |
|---|------|--|--|------|--|
| <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> | Yes | Future development will access existing walking and cycling assets | <p><i>The walking and cycling network should be designed to:</i></p> <ul style="list-style-type: none"> <i>Implement any relevant regional and local walking and cycling strategy, plan or policy for the area set out in this scheme.</i> <i>Link to any existing pedestrian and cycling networks.</i> <i>Provide safe walkable distances to activity centres, community</i> | Yes | Future development will access existing walking and cycling assets |
| <i>To provide safe and direct movement through and between neighbourhoods by pedestrians and cyclists.</i> | Yes | Future development will access existing walking and cycling assets | | | |

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| <p><i>To reduce car use, greenhouse gas emissions and air pollution.</i></p> | <p>Yes</p> | <p>Future development will access existing walking and cycling assets</p> | <p><i>facilities, public transport stops and public open spaces.</i></p> <ul style="list-style-type: none"> • <i>Provide an interconnected and continuous network of safe and efficient and convenient footpaths, shared paths, cycle paths and cycle lanes based primarily on the network of arterial roads, neighbourhood streets and regional public open spaces.</i> • <i>Provide direct cycling routes for regional journeys to major activity centres, community facilities, public transport and other regional activities and for regional recreational cycling.</i> • <i>Ensure safe street and road crossings including the provision for traffic controls where required.</i> • <i>Provide an appropriate level of priority for pedestrians and cyclists.</i> • <i>Have natural surveillance along streets and from abutting dwellings and be designed for personal safety and security particularly at night.</i> • <i>Be accessible to people with disabilities.</i> | | |
| <p>Neighbourhood Street Network</p> | <p>Met?</p> | <p>Comments</p> | <p>Standard C17</p> | <p>Met?</p> | <p>Comments</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>Yes</p> | <p>Future development will access the existing street network</p> | <p><i>The neighbourhood street network must:</i></p> <ul style="list-style-type: none"> • <i>Take account of the existing mobility network of arterial roads, neighbourhood streets, cycle paths, footpaths and public transport routes.</i> • <i>Provide clear physical distinctions between arterial roads and neighbourhood street types.</i> • <i>Comply with the Roads Corporation's arterial road access management policies.</i> • <i>Provide an appropriate speed environment and movement priority for the safe and easy movement of pedestrians and cyclists and for accessing public transport.</i> • <i>Provide safe and efficient access to activity centres for commercial and freight vehicles.</i> • <i>Provide safe and efficient access to all lots for service and emergency vehicles.</i> • <i>Provide safe movement for all vehicles.</i> • <i>Incorporate any necessary traffic control measures and traffic management infrastructure.</i> | <p>Yes</p> | <p>Future development will access the existing street network</p> |

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| | | | <p><i>The neighbourhood street network should be designed to:</i></p> <ul style="list-style-type: none"> • <i>Implement any relevant transport strategy, plan or policy for the area set out in this scheme.</i> • <i>Include arterial roads at intervals of approximately 1.6km that have adequate reservation widths to accommodate long term movement demand.</i> • <i>Include connector streets approximately halfway between arterial roads and provide adequate reservation widths to accommodate long term movement demand.</i> • <i>Ensure connector streets align between neighbourhoods for direct and efficient movement of pedestrians, cyclists, public transport and other motor vehicles.</i> • <i>Provide and interconnected and continuous network of street within and between neighbourhoods for use by pedestrians, cyclists, public transport and other vehicles.</i> • <i>Provide an appropriate level of local traffic dispersal.</i> • <i>Indicate the appropriate street type.</i> • <i>Provide a speed environment that is appropriate to the street type.</i> • <i>Provide a street environment that appropriately management movement demand (volume, type and mix of pedestrians, cyclists, public transport and other motor vehicles).</i> • <i>Encourage appropriate sharing of access lanes and access places by pedestrians, cyclists and vehicles.</i> • <i>Minimise the provision of culs-de-sac.</i> • <i>Provide for service and emergency vehicles to safely turn at the end of a dead-end street.</i> • <i>Facilitate solar orientation of lots.</i> • <i>Facilitate the provision of the walking and cycling network, integrated water management systems, utilities and planting of trees.</i> • <i>Contribute to the area's character and identity.</i> • <i>Take account of any identified significant features.</i> | <p>N/A</p> | |
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| Walking and Cycling Network | Met? | Comments | Standard C18 | Met? | Comments |
|---|------|--|--|------|--|
| <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> | Yes | Future development will access existing walking and cycling assets | <p><i>Footpaths, shared paths, cycle paths and cycle lanes should be designed to:</i></p> <ul style="list-style-type: none"> <i>Be part of a comprehensive design of the road or street reservation.</i> <i>Be continuous and connect.</i> <i>Provide for public transport stops, street crossings for pedestrians and cyclists and kerb crossovers for access to lots.</i> <i>Accommodate projected volumes and mix.</i> <i>Meet the requirements of Table C1.</i> <i>Provide pavement edge, kerb, channel and crossover details that support safe travel for pedestrians, footpath bound vehicles and cyclists, perform required drainage functions and are structurally sound.</i> <i>Provide appropriate signage.</i> <i>Be constructed to allow access to lots without damage to footpath or shared path surfaces.</i> <i>Be constructed with a durable, non-skid surface.</i> <i>Be of a quality and durability to ensure:</i> <ul style="list-style-type: none"> <i>Safe passage for pedestrians, cyclists, footpath bound vehicles and vehicles.</i> <i>Discharge of urban run-off.</i> <i>Preservation of all weather access.</i> <i>Maintenance of a reasonable, comfortable riding quality.</i> <i>A minimum 20 year life space.</i> <i>Be accessible to people with disabilities and include tactile ground surface indicators, audible signals and kerb ramps required for the movement of people with disabilities.</i> | Yes | Future development will access existing walking and cycling assets |
| <i>To design footpaths to accommodate wheelchairs, prams, scooters and other footpath bound vehicles.</i> | Yes | Future development will access the existing footpath network. | | | |
| Neighbourhood Street Network Detail | Met? | Comments | Standard C20 | Met? | Comments |
| <i>To design and construct street carriageways and verges so that the street geometry and traffic speed provide an accessible and safe neighbourhood street system for all users.</i> | Yes | | <p><i>The design of streets and roads should:</i></p> <ul style="list-style-type: none"> <i>Meet the requirements of Table C1. Where the widths of access lanes, access places, and access streets do not comply with the requirements of Table C1, the requirements of the relevant fire authority and roads authority must be met.</i> <i>Provide street blocks that are generally between 120m and 240m in length and generally</i> | N/A | N/A |

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| | | | <p><i>between 60m and 120m in width to facilitate pedestrian movement and control traffic speed.</i></p> <ul style="list-style-type: none"> • <i>Have verges of sufficient width to accommodate footpaths, shared paths, cycle paths, integrated water management, street tree planting, lighting and utility needs.</i> • <i>Have street geometry appropriate to the street type and function, the physical land characteristics and achieve a safe environment for all users.</i> • <i>Provide a low-speed environment while allowing all road users to proceed without inconvenience or delay.</i> • <i>Provide a safe environment for all street users applying speed control measures where appropriate.</i> • <i>Ensure intersection layouts clearly indicate the travel path and priority movement for pedestrians, cyclists and vehicles.</i> • <i>Provide a minimum 5m by 5m corner splay at junctions with arterial roads and a minimum 3m by 3m corner splay at other junctions unless site conditions justify a variation to achieve safe sight lines across corners.</i> • <i>Ensure street are sufficient strength to:</i> <ul style="list-style-type: none"> ▪ <i>Enable the carriage of vehicles.</i> ▪ <i>Avoid damage by construction vehicles and equipment.</i> • <i>Ensure street pavements are of sufficient quality and durability for the:</i> <ul style="list-style-type: none"> ▪ <i>Safe passage of pedestrians, cyclists and vehicles.</i> ▪ <i>Discharge of urban run-off. Preservation of all-weather access and maintenance of a reasonable, comfortable riding quality.</i> • <i>Ensure carriageways of planned arterial roads are designed to the requirements of the relevant road authority.</i> • <i>Ensure carriageways of neighbourhood streets are designed for a minimum 20 year life span.</i> • <i>Provide pavement edges, kerbs, channel and crossover details designed to:</i> <ul style="list-style-type: none"> ▪ <i>Perform the required integrated water management functions.</i> | |
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| | | | <ul style="list-style-type: none"> ▪ 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. | | |
| | | | <p>A street detail plan should be prepared that shows, as appropriate:</p> <ul style="list-style-type: none"> • The street hierarchy and typical cross-sections for all street types. • Location of carriageway pavement, parking, bus stops, crossovers, footpaths, tactile surface indicators, cycle paths and speed control and traffic management devices. • Water sensitive urban design features. • Location and species of proposed street trees and other vegetation. • Location of existing vegetation to be retained and proposed treatment to ensure its health. • Any relevant details for the design and location of street furniture, lighting, seats, bus stops, telephone boxes and mailboxes. | N/A | |
| Lot Access | Met? | Comments | Standard C21 | Met? | Comments |
| To provide for safe vehicle access between roads and lots. | Yes | | <p>Vehicle access to lots abutting arterial roads should be provided from service roads, side or rear lanes, access places or access streets where appropriate and in accordance with the access management requirements of the relevant roads authority.</p> | N/A | |
| | | | <p>Vehicle access to lots of 300sqm or less in area and lots with frontage of 7.5m or less should be provided via rear or side access lanes, places or streets.</p> | N/A | |
| | | | <p>The design and construction of a crossover should meet the requirements of the relevant road authority.</p> | Yes | Crossovers will be constructed to Council specifications. |

INTEGRATED WATER MANAGEMENT

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|-------------------------------------|-------------|-----------------|--|-------------|--|
| Drinking Water Supply | Met? | Comments | Standard C22 | Met? | Comments |
| To reduce the use of drinking water | Yes | | <p>The supply of drinking water must be:</p> <ul style="list-style-type: none"> • Designed and constructed in | Yes | All proposed lots can be serviced with reticulated |

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| <i>To provide adequate, cost-effective supply of drinking water</i> | Yes | | <p><i>accordance with the requirements and to the satisfaction of the relevant water authority.</i></p> <ul style="list-style-type: none"> <i>Provided to the boundary of all lots in the subdivision to the satisfaction of the relevant water authority</i> | Yes | water. |
| Reused and Recycled Water | Met? | Comments | Standard C23 | Met? | Comments |
| <i>To provide for the substitution of drinking water for non-drinking water purposes with reused and recycled water,</i> | Yes | | <p><i>Reused and recycled water supply systems must be:</i></p> <ul style="list-style-type: none"> <i>Designed and constructed in accordance with the requirements and to the satisfaction of the relevant water authority, Environment Protection Authority and Department of Human Services.</i> <i>Provided to the boundary of all lots in the subdivision where required by the relevant water authority.</i> | N/A | The water supply to each lot proposed can be supplemented by rainwater tanks if required. |
| Waste Water Management | Met? | Comments | Standard C24 | Met? | Comments |
| <i>To provide a waste water system that is adequate for the maintenance of public health and the management of effluent in an environmentally friendly manner.</i> | Yes | | <p><i>Waste water systems must be:</i></p> <ul style="list-style-type: none"> <i>Designed, constructed and managed in accordance with the requirements and to the satisfaction of the relevant water authority and the Environmental Protection Authority.</i> <i>Consistent with any relevant approved domestic waste water management plan.</i> | Yes | All lots proposed can be connected to a reticulated sewerage system. |
| | | | <p><i>Reticulated waste water must be provided to the boundary of all lots in the subdivision where required by the relevant water authority.</i></p> | Yes | All lots proposed can be connected to a reticulated sewerage system. |
| Urban Run-Off Management | Met? | Comments | Standard C25 | Met? | Comments |

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| <p>To minimise damage to properties and inconvenience to residents from urban run-off.</p> | <p>Yes</p> | | <p>The urban stormwater management system must be:</p> <ul style="list-style-type: none"> Designed and managed in accordance with the requirements and to the satisfaction of the relevant drainage authority. Designed and managed in accordance with the requirements and to the satisfaction of the water authority where reuse of urban run-off is proposed. Designed to meet the current best practice performance objectives for stormwater quality as contained in the Urban Stormwater – Best Practice Environmental Management Guidelines (Victorian Stormwater Committee 1999) as amended. Designed to ensure that flows downstream of the subdivision site are restricted to pre-development levels unless increased flows are approved by the relevant drainage authority and there are no detrimental downstream impacts. | <p>Yes Yes Yes Yes</p> | <p>All proposed lots can be drained to the existing drainage network, in accordance with Council specifications.</p> |
| <p>To ensure that the street operates adequately during major storm events and provides for public safety.</p> | <p>Yes</p> | | <p>The stormwater management system should be integrated with the overall development plan including the street and public open space networks and landscape design.</p> | <p>N/A</p> | |
| <p>To minimise increases in stormwater run-off and protect the environmental values and physical characteristics of receiving waters from degradation by urban run-off.</p> | <p>Yes</p> | | <p>For all storm events up to and including the 20% Average Exceedence Probability (AEP) standard:</p> <ul style="list-style-type: none"> Stormwater flows should be contained within the drainage system to the requirements of the relevant authority. Ponding on roads should not occur for longer than 1 hour after the cessation of rainfall. | <p>Yes Yes</p> | |
| | | | <p>For storm events greater than 20% AEP and up to and including 1% AEP standard:</p> <ul style="list-style-type: none"> Provision must be made for the safe and effective passage of stormwater flows. All new lots should be free from inundation or to a lesser standard of flood protection where agreed by the relevant floodplain management authority. Ensure that streets, footpaths and cycle paths that are subject to flooding meet the safety criteria $d_a V_{ave} < 0.35m^2/s$ (where, d_a = average depth in metres and V_{ave} = average velocity in metres per second). | <p>Yes Yes Yes</p> | |

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| | | | <p>The design of the local drainage network should:</p> <ul style="list-style-type: none"> • Ensure run-off is retarded to a standard required by the responsible drainage authority. • Ensure that every lot is provided with drainage to a standard acceptable to the relevant drainage authority. Where possible, run-off should be directed to the front of the lot and discharged into the street drainage system or legal point of discharge. • Ensure that inlet and outlet structures take account of the effects of obstructions and debris build up. Any surcharge drainage pit should discharge into an overload flow in a safe and predetermined manner. • Include water sensitive urban design features to manage run-off in streets and public open space. Where such features are provided, an application must describe maintenance responsibilities, requirements and costs. | Yes | |
| | | | Any flood mitigation works must be designed and constructed in accordance with the requirements of the relevant floodplain management authority. | Yes | |

SITE MANAGEMENT

| Site Management | Met? | Comments | Standard C26 | Met? | Comments |
|--|------|----------|---|------|----------|
| To protect drainage infrastructure and receiving waters from sedimentation and contamination. | Yes | | <p>A subdivision application must describe how the site will be managed prior to and during the construction period and may set out requirements for managing::</p> <ul style="list-style-type: none"> • Erosion and sedimentation. • Dust • Run-off • Litter, concrete and other construction wastes. • Chemical contamination. • Vegetation and natural features planned for retention. | N/A | |
| To protect the site and surrounding area from environmental degradation or nuisance prior to and during construction of subdivision works. | Yes | | Recycled materials should be used for the construction of streets, shared paths and other infrastructure where practicable. | N/A | |

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| <i>To encourage the re-use of materials from the site and recycled materials in the construction of subdivisions where practicable.</i> | Yes | | | | |
|---|-----|--|--|--|--|

UTILITIES

| Shard Trenching | Met? | Comments | Standard C27 | Met? | Comments |
|---|------|----------|---|------|----------|
| <i>To maximise the opportunities for shared trenching.</i> | Yes | | <i>Reticulated services for water, gas, electricity and telecommunications should be provided in shared trenching to minimise construction costs and land allocation for underground services.</i> | Yes | |
| <i>To minimise constraints on landscaping within street reserves.</i> | Yes | | | Yes | |
| Electricity, Telecommunications and Gas | Met? | Comments | Standard C28 | Met? | Comments |
| <i>To provide public utilities to each lot in a timely, efficient and cost effective manner.</i> | Yes | | <i>The electricity supply system must be designed in accordance with the requirements of the relevant electricity supply agency and be provided to the boundary of all lots in the subdivision to the satisfaction of the relevant electricity authority.</i> | Yes | |
| <i>To reduce greenhouse gas emissions by supporting generation and use of electricity from renewable sources.</i> | Yes | | <i>Arrangements that support the generation or use of renewable energy at a lot or neighbourhood level are encouraged.</i> | Yes | |
| | | | <i>The telecommunication system must be designed in accordance with the requirements of the relevant telecommunications servicing agency and should be consistent with any approved strategy, policy or plan for the provision of advanced telecommunications infrastructure, including fibre optic technology. The telecommunications system must be provided to the boundary of all lots in the subdivision to the satisfaction of the relevant telecommunications servicing authority.</i> | Yes | |
| | | | <i>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.</i> | Yes | |
| Fire Hydrants | Met? | Comments | Standard C29 | Met? | Comments |
| <i>To provide fire hydrants and fire plugs in positions that enable fire fighters to access water safely,</i> | Yes | | <i>Fire hydrants should be provided:</i> <ul style="list-style-type: none"> <i>A maximum distance of 120 metres from the rear of each lot.</i> <i>No more than 200 metres apart</i> | N/A | |

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|---|-------------|-----------------|--|-------------|-----------------|
| <i>effectively and efficiently.</i> | | | <i>Hydrants and fire plugs must be compatible with the relevant fire service authority.</i> | N/A | |
| Public Lighting | Met? | Comments | Standard C30 | Met? | Comments |
| <i>To provide public lighting to ensure the safety of pedestrians, cyclists and vehicles.</i> | Yes | | <i>Public lighting should be provided to streets, footpaths, public telephones, public transport stops and to major pedestrian and cycle paths including public open spaces that are likely to be well used at night to assist in providing safe passage for pedestrians, cyclists and vehicles.</i> | N/A | |
| <i>To provide pedestrians with a sense of personal safety at night.</i> | Yes | | <i>Public lighting should be designed in accordance with relevant Australian Standards.</i> | N/A | |
| <i>To contribute to reducing greenhouse emissions and to saving energy</i> | Yes | | <i>Public lighting should be consistent with any strategy, policy or plan for the use of renewable energy and energy efficient fittings.</i> | N/A | |