

PLANNING PERMIT APPLICATION PLP060/16 FOR A STAGED RESIDENTIAL SUBDIVISION AT 57 MELBOURNE STREET, KILMORE (CONT.)

# **MITCHELL SHIRE COUNCIL**

## **Council Meeting Attachment**

### **SUSTAINABLE COMMUNITIES**

**20 FEBRUARY 2017**

**7.2**

**PLANNING PERMIT APPLICATION PLP060/16  
FOR A STAGED RESIDENTIAL SUBDIVISION  
AT 57 MELBOURNE STREET, KILMORE**

**Attachment No: 1**

**Clause 56 Assessment Table**

## Assessment Table – 16 – 59 Lot Subdivision (Clause 56)

Refer to Clause 56 of the Planning Scheme for objectives, decision guidelines and a full description of standards.

### Neighbourhood Site Description

### Clause 56.01

Title & Objective	
<p><b>Subdivision site and context description</b></p> <p>The site and context description may use a site plan, photographs or other techniques and must accurately describe:</p>	<ul style="list-style-type: none"> <li>• In relation to the site:               <ul style="list-style-type: none"> <li>○ Site shape, size, dimensions and orientation.</li> <li>○ Levels and contours of the site.</li> <li>○ Natural features including trees and other significant vegetation, drainage lines, water courses, wetlands, ridgelines and hill tops.</li> <li>○ The siting and use of existing buildings and structures.</li> <li>○ Street frontage features such as poles, street trees and kerb crossovers.</li> <li>○ Access points.</li> <li>○ Location of drainage and other utilities.</li> <li>○ Easements.</li> <li>○ Any identified natural or cultural features of the site.</li> <li>○ Significant views to and from the site.</li> <li>○ Noise and odour sources or other external influences.</li> <li>○ Soil conditions, including any land affected by contamination, erosion, salinity, acid sulphate soils or fill.</li> <li>○ Any other notable features or characteristics of the site.</li> <li>○ Adjacent uses.</li> <li>○ Any other factor affecting the capacity to develop the site including whether the site is affected by inundation.</li> </ul> </li> <li>• An application for subdivision of 3 or more lots must also describe in relation to the surrounding area:               <ul style="list-style-type: none"> <li>○ The pattern of subdivision.</li> <li>○ Existing land uses.</li> <li>○ The location and use of existing buildings on adjacent land.</li> <li>○ Abutting street and path widths, materials and detailing.</li> <li>○ The location and type of significant vegetation.</li> </ul> </li> </ul> <p>✓ <b>Complies</b></p> <p><b>Comments: -</b></p> <p>The applicant has supplied a neighbourhood site and context description that accurately describes the land and its surrounds.</p>
<p><b>Subdivision design response</b></p> <p>The design response must explain how the proposed design:</p>	<p>Derives from and responds to the site and context description.</p> <ul style="list-style-type: none"> <li>• Responds to any site and context features for the area identified in a local planning policy or a Neighbourhood Character Overlay.</li> <li>• Responds to any relevant objective, policy, strategy or plan set out for the area in this scheme.</li> <li>• Meets the relevant objectives of Clause 56.</li> </ul> <p>The design response must include a dimensioned plan to scale showing the layout of the subdivision in context with the surrounding area.</p> <p>If in the opinion of the responsible authority this requirement is not relevant to the assessment of an application, it may waive or reduce the requirement.</p> <p>✓ <b>Complies</b></p> <p><b>Comments:</b></p> <p>Further the applicant has supplied a design response plan that identifies how the proposed subdivision layout responds to the site and surrounds.</p>

## Policy Implementation

## Clause 56.02

Title & Objective	
<p><b>C1</b> <b>Strategic implementation objective</b></p>	<p>Respect the existing neighbourhood character or achieve a preferred neighbourhood character consistent with any relevant neighbourhood character objective, policy or statement set out in this scheme.</p> <p>- N/A</p> <p><b>Comment:</b></p> <p>There are no relevant strategic policies that provides specific policy direction in relation to the development of the area as identified within Standard C1 although it is noted that the Kilmore Structure Plan has recently been adopted by Council. The Kilmore Structure Plan does not provide any specific direction with regards to the site other than to suggest that it is encouraged for well-designed and connected infill residential development to occur on the site</p>

## Livable and Sustainable Communities

## Clause 56.03

Title & Objective	Standard	Complies / Does Not Comply / Variation Required
<p><b>C5</b> <b>Built environment objective</b></p> <p>To create urban places with identity and character.</p>	<p>The built environment should:</p> <ul style="list-style-type: none"> <li>• Implement any relevant urban design strategy, plan or policy for the area set out in this scheme.</li> <li>• Provide living and working environments that are functional, safe and attractive.</li> <li>• Provide an integrated layout, built form and urban landscape.</li> <li>• Contribute to a sense of place and cultural identity.</li> </ul> <p>An application should describe the identity and character to be achieved and the elements that contribute to that identity and character.</p> <p><b>Comments:</b></p> <p>There are no relevant urban design strategies that form part of the Mitchell Planning Scheme</p>	<p>- N/A</p>

## Lot Design

## Clause 56.04

Title & Objective	Standard	Complies / Does Not Comply / Variation Required
<p><b>C7</b> <b>Lot diversity and distribution objectives</b></p> <p>To achieve housing densities that support compact and walkable neighbourhoods and the efficient provision of public transport services.</p> <p>To provide higher housing densities within walking distance of activity centres.</p> <p>To achieve increased housing densities in designated growth areas.</p> <p>To provide a range of lot sizes to suit a variety of dwelling and household types.</p>	<p>A subdivision should implement any relevant housing strategy, plan or policy for the area set out in this scheme.</p> <p>Lot sizes and mix should achieve the average net residential density specified in any zone or overlay that applies to the land or in any relevant policy for the area set out in this scheme.</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><b>C8</b> <b>Lot area and building envelopes objective</b></p> <p>To provide lots with areas and dimensions that enable the appropriate siting and construction of a dwelling, solar access, private open space, vehicle access and parking, water management, easements and the retention of</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 of this standard.</li> </ul>	
	<p>✓ <b>Complies</b></p> <p><b>Comment:</b></p> <p>There are no housing strategies that form part of the Mitchell Planning Scheme. While the site is not located within the immediate vicinity of the main commercial centre of the township of Kilmore the site has been zoned for residential purposes for an extended period of time and it is noted that the closest train station is located in the settlement of Kilmore East.</p>	

Title & Objective	Standard	Complies / Does Not Comply / Variation Required
significant vegetation and site features.infrastructure and services.	<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, <b>or</b></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 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>	- N/A
	<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>	✓ Complies
	<p><b>Comment:</b></p> <p>The generic size and dimensions of the proposed lots does not necessitate a requirement for building envelopes to be shown on proposed lots. It is noted that while the land does undulate, the land is not so steep to be inappropriate for residential development.</p>	
<p><b>C9</b> <b>Solar orientation of lots objective</b></p> <p>To provide good solar orientation of lots and solar access for future dwellings.</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>1. 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.</p>	✓ Complies
	<p>2. 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</p>	- N/A
	<p>3. 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.</p>	✓ Complies

Title & Objective	Standard	Complies / Does Not Comply / Variation Required
	<p><b>Comment:</b></p> <p>The street layout and lot layout has generally been arranged to respond to the undulating nature of the site. Each lot can easily fit a dwelling. Further, each proposed lot is provided with either a north-south orientation or an east-west orientation. Each lot is also of a size that can adequately fit a dwelling that can access and appropriate amount of access to solar</p>	
<p><b>C10</b>  <b>Street orientation objective</b>                      To provide a lot layout that contributes to community social interaction, personal safety and property security.</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> </ul>	<p>✓ <b>Complies</b></p>
	<ul style="list-style-type: none"> <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> </ul>	<p><b>N/A</b></p>
	<ul style="list-style-type: none"> <li>Ensuring streets and houses look onto public open space and avoiding sides and rears of lots along public open space boundaries.</li> </ul>	<p>✓ <b>Complies</b></p>
	<ul style="list-style-type: none"> <li>Providing roads and streets along public open space boundaries.</li> </ul>	<p>✓ <b>Complies</b></p>
	<p><b>Comment:</b></p> <p>All proposed lots front streets and the proposed road network traverses along the front of the proposed reserve within the south eastern corner of the site</p>	

Title & Objective	Standard	Complies / Does Not Comply / Variation Required
<p><b>C11</b> <b>Common area objectives</b></p> <p>To identify common areas and the purpose for which the area is commonly held.</p> <p>To ensure the provision of common area is appropriate and that necessary management arrangements are in place.</p> <p>To maintain direct public access throughout the neighbourhood street network.</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>N/A</b></p> <p><b>Comments:</b></p> <p>No common property is proposed as part of this subdivision</p>

## Urban Landscape

## Clause 56.05

Title & Objective	Standard	Complies / Does Not Comply / Variation Required
<p><b>C12</b> <b>Lot access objective</b></p> <p>To provide attractive and continuous landscaping in streets and public open spaces that contribute to the character and identity of new neighbourhoods and urban places or to existing or preferred neighbourhood character in existing urban areas.</p> <p>To incorporate natural and cultural features in the design of streets and public open space where appropriate.</p> <p>To protect and enhance native habitat and discourage the planting and spread of noxious weeds.</p> <p>To provide for integrated water management systems and contribute to drinking water conservation.</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> </ul> <p>The landscape design must include a maintenance plan that sets out maintenance responsibilities, requirements and costs.</p>	

Title & Objective	Standard	Complies / Does Not Comply / Variation Required
	<p>✓ <b>Complies</b></p> <p><b>Comment:</b></p> <p>There are no relevant streetscape strategies identified within the Mitchell Planning Scheme. The applicant has supplied concept streetscape plans that identify the street trees that are proposed to be planted although amended plans are required</p>	
<p><b>C13</b></p> <p><b>Public open space provision objectives</b></p> <ul style="list-style-type: none"> <li>· 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.</li> <li>· To provide a network of public open space that caters for a broad range of users.</li> <li>· To encourage healthy and active communities.</li> <li>· To provide adequate unencumbered land for public open space and integrate any encumbered land with the open space network.</li> <li>· To ensure land provided for public open space can be managed in an environmentally sustainable way and contributes to the development of sustainable neighbourhoods.</li> </ul>	<p>The provision of public open space should:</p> <ul style="list-style-type: none"> <li>· Implement any relevant objective, policy, strategy or plan (including any growth area precinct structure plan) for open space set out in this scheme.</li> <li>· Provide a network of well-distributed neighbourhood public open space that includes: <ul style="list-style-type: none"> <li>· 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.</li> <li>· Additional small local parks or public squares in activity centres and higher density residential areas.</li> <li>· Active open space of a least 8 hectares in area within 1 kilometre of 95 percent of all dwellings that is: <ul style="list-style-type: none"> <li>· Suitably dimensioned and designed to provide for the intended use, buffer areas around sporting fields and passive open space</li> <li>· Sufficient to incorporate two football/cricket ovals</li> <li>· Appropriate for the intended use in terms of quality and orientation</li> <li>· Located on flat land (which can be cost effectively graded)</li> <li>· Located with access to, or making provision for, a recycled or sustainable water supply</li> <li>· Adjoin schools and other community facilities where practical</li> <li>· Designed to achieve sharing of space between sports.</li> <li>· Linear parks and trails along waterways, vegetation corridors and road reserves within 1 kilometre of 95 percent of all dwellings.</li> </ul> </li> </ul> </li> </ul>	<p>✓ <b>Complies</b></p> <p><b>Comment:</b></p> <p>The application proposes a small area of open space that is located within the south eastern portion of the site. The proposed area of open space will be encumbered due to the fact that a ruin associated with a brewery in Kilmore is located below the area which has been conserved in consultation with the requirements of Heritage Victoria. The park is envisaged to be largely passive open space with interpretive signage to describe the ruin underground and to also include picnic tables or similar.</p>



Title & Objective	Standard	Complies / Does Not Comply / Variation Required
	Public open space should: <ul style="list-style-type: none"> <li>· Be provided along foreshores, streams and permanent water bodies.</li> <li>· Be linked to existing or proposed future public open spaces where appropriate.</li> <li>· Be integrated with floodways and encumbered land that is accessible for public recreation.</li> <li>· Be suitable for the intended use.</li> <li>· Be of an area and dimensions to allow easy adaptation to different uses in response to changing community active and passive recreational preferences.</li> <li>· Maximise passive surveillance.</li> <li>· Be integrated with urban water management systems, waterways and other water bodies.</li> <li>· Incorporate natural and cultural features where appropriate.</li> </ul>	

## Access and Mobility Management

## Clause 56.06

Title & Objective	Standard	Complies / Does Not Comply / Variation Required
<p><b>C15</b> <b>Walking and cycling network objectives</b></p> <p>To contribute to community health and well being by encouraging walking and cycling as part of the daily lives of residents, employees and visitors.</p> <p>To provide safe and direct movement through and between neighbourhoods by pedestrians and cyclists.</p> <p>To reduce car use, greenhouse gas emissions and air pollution.</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</li> <li>• Have natural surveillance along streets and from abutting dwellings and be designed for personal safety and security particularly at night.</li> <li>• Be accessible to people with disabilities.</li> </ul> <p>✓ <b>Complies</b></p> <p><b>Comment:</b></p> <p>Footpaths are shown throughout the proposed subdivision on both sides of the streets. It is noted however that a footpath is not shown on the western side of John/Murray Street which will be an additional requirement of any permit issued.</p>	

Title & Objective	Standard	Complies / Does Not Comply / Variation Required
<p><b>C17</b> <b>Neighbourhood street network objective</b></p> <p>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.</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 Roads Corporation's arterial road access management policies.</li> <li>• Provide an appropriate speed environment and movement priority for the safe and easy movement of pedestrians and cyclists and for accessing public transport.</li> <li>• Provide safe and efficient access to activity centres for commercial and freight vehicles.</li> <li>• Provide safe and efficient access to all lots for service and emergency vehicles.</li> <li>• Provide safe movement for all vehicles.</li> <li>• Incorporate any necessary traffic control measures and traffic management infrastructure.</li> </ul> <p>The neighbourhood street network should be designed to:</p> <ul style="list-style-type: none"> <li>• Implement any relevant transport strategy, plan or policy for the area set out in this scheme.</li> <li>• Include arterial roads at intervals of approximately 1.6 kilometres that have adequate reservation widths to accommodate long term movement demand.</li> <li>• Include connector streets approximately halfway between arterial roads and provide adequate reservation widths to accommodate long term movement demand.</li> <li>• Ensure connector streets align between neighbourhoods for direct and efficient movement of pedestrians, cyclists, public transport and other motor vehicles.</li> <li>• Provide an interconnected and continuous network of streets within and between neighbourhoods for use by pedestrians, cyclists, public transport and other vehicles.</li> <li>• Provide an appropriate level of local traffic dispersal.</li> <li>• Indicate the appropriate street type.</li> <li>• Provide a speed environment that is appropriate to the street type.</li> <li>• Provide a street environment that appropriately manages movement demand (volume, type and mix of pedestrians, cyclists, public transport and other motor vehicles).</li> <li>• Encourage appropriate and safe pedestrian, cyclist and driver behaviour.</li> <li>• Provide safe sharing of access lanes and access places by pedestrians, cyclists and vehicles.</li> <li>• Minimise the provision of culs-de-sac.</li> <li>• Provide for service and emergency vehicles to safely turn at the end of a dead-end street.</li> <li>• Facilitate solar orientation of lots.</li> <li>• Facilitate the provision of the walking and cycling network, integrated water management systems, utilities and planting of trees.</li> <li>• Contribute to the area's character and identity.</li> <li>• Take account of any identified significant features.</li> </ul>	<p>✓ <b>Complies</b></p> <p><b>Comment:</b></p> <p>The proposed street network provides road width compliant with Council Requirements</p>

Title & Objective	Standard	Complies / Does Not Comply / Variation Required
<p><b>C18</b> <b>Walking and cycling network detail objectives</b></p> <p>To design and construct footpaths, shared path and cycle path networks that are safe, comfortable, well constructed and accessible for people with disabilities.</p> <p>To design footpaths to accommodate wheelchairs, prams, scooters and other footpath bound vehicles.</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> </ul> <p>Accommodate projected user volumes and mix.</p> <ul style="list-style-type: none"> <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:</li> <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> <li>• Be accessible to people with disabilities and include tactile ground surface indicators, audible signals and kerb ramps required for the movement of people with disabilities.</li> </ul>	<p>✓ <b>Complies</b></p> <p><b>Comment:</b> Footpaths are of an appropriate size and meet Council requirements. Conditions requiring detailed plans being submitted will form part of a condition on any permit issued</p>

Title & Objective	Standard	Complies / Does Not Comply / Variation Required
<p><b>C19</b></p> <p><b>Public transport network detail objectives</b></p> <p>To provide for the safe, efficient operation of public transport and the comfort and convenience of public transport users.</p> <p>To provide public transport stops that are accessible to people with disabilities.</p>	<p>Bus priority measures must be provided along arterial roads forming part of the existing or proposed Principal Public Transport Network in Metropolitan Melbourne 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> <li>· Safe pedestrian crossings on arterial roads and at schools</li> </ul> <p>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><b>N/A</b></p> <p><b>Comment:</b></p> <p>No public transport nodes are located within proximity of the site and no additional requirement for public transport is generated as a consequence of the proposed subdivision</p>

Title & Objective	Standard	Complies / Does Not Comply / Variation Required
<p><b>C20</b>  <b>Neighbourhood street network detail objective</b>            To design and construct street carriageways and verges so that the street geometry and traffic speeds provide an accessible and safe neighbourhood street system for all users.</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> <li>• Have street geometry appropriate to the street type and function, the physical land characteristics and achieve a safe environment for all users.</li> <li>• Provide a low-speed environment while allowing all road users to proceed without unreasonable inconvenience or delay.</li> <li>• Provide a safe environment for all street users applying speed control measures where appropriate.</li> <li>• Ensure intersection layouts clearly indicate the travel path and priority of movement for pedestrians, cyclists and vehicles.</li> <li>• Provide a minimum 5 metre by 5 metre corner splay at junctions with arterial roads and a minimum 3 metre by 3 metre corner splay at other junctions unless site conditions justify a variation to achieve safe sight lines across corners.</li> <li>• Ensure streets are of sufficient strength to:               <ul style="list-style-type: none"> <li>○ Enable the carriage of vehicles.</li> <li>○ Avoid damage by construction vehicles and equipment.</li> </ul> </li> <li>• Ensure street pavements are of sufficient quality and durability for the:               <ul style="list-style-type: none"> <li>○ Safe passage of pedestrians, cyclists and vehicles.</li> <li>○ Discharge of urban run-off.</li> <li>○ Preservation of all-weather access and maintenance of a reasonable, comfortable riding quality.</li> </ul> </li> <li>• Ensure carriageways of planned arterial roads are designed to the requirements of the relevant road authority.</li> <li>• Ensure carriageways of neighbourhood streets are designed for a minimum 20 year life span.               <ul style="list-style-type: none"> <li>• Provide pavement edges, kerbs, channel and crossover details designed to:                   <ul style="list-style-type: none"> <li>○ Perform the required integrated water management functions.</li> <li>○ Delineate the edge of the carriageway for all street users.</li> <li>○ Contribute to streetscape design.</li> </ul> </li> <li>• Provide for the safe and efficient collection of waste and recycling materials from lots.</li> </ul> </li> <li>• Be accessible to people with disabilities.</li> <li>• Meet the requirements of Table C1. Where the widths of access lanes, access places, and access streets do not comply with the requirements of Table C1, the requirements of the relevant fire authority and roads authority must be met. Where the widths of connector streets do not comply with the requirements of Table C1, the requirements of the relevant public transport authority must be met.</li> </ul> <p>A street detail plan should be prepared that shows, as appropriate:</p> <ul style="list-style-type: none"> <li>• The street hierarchy and typical cross-sections for all street types.</li> <li>• Location of carriageway pavement, parking, bus stops, kerbs, crossovers, footpaths, tactile surface indicators, cycle paths and speed control and traffic management devices.</li> <li>• Water sensitive urban design features.</li> <li>• Location and species of proposed street trees and other vegetation.</li> <li>• Location of existing vegetation to be retained and proposed treatment to ensure its health.</li> <li>• Any relevant details for the design and location of street furniture, lighting, seats, bus stops, telephone boxes and mailboxes.</li> </ul>	<p>✓ <b>Complies</b></p> <p><b>Comment:</b></p> <p>Conditions will be included on any permit issued requiring detailed streetscape design plans to be submitted</p>

Title & Objective	Standard	Complies / Does Not Comply / Variation Required
<b>C21</b> <b>Lot access objective</b> To provide for safe vehicle access between roads and lots.	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.	- N/A
	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.	- N/A
	The design and construction of a crossover should meet the requirements of the relevant road authority.	✓ Complies
	<b>Comments:</b> Access to all proposed or existing streets can be provided in accordance with the requirements of this standard.	

## Integrated Water Management

## Clause 56.07

Title & Objective	Standard	Complies / Does Not Comply / Variation Required
<b>C22</b> <b>Drinking water objective</b> To reduce the use of drinking water.  To provide an adequate, cost-effective supply of drinking water.	The supply of drinking water must be: <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>	✓ Complies
	<b>Comments:</b> The application has been referred to the relevant water supply authority who has not objected to the application.	
	Reused and recycled water supply systems must be:	

Title & Objective	Standard	Complies / Does Not Comply / Variation Required
<p><b>C23</b> <b>Reused and recycled water objective</b></p> <p>To provide for the substitution of drinking water for non-drinking purposes with reused and recycled water.</p>	<p>Designed, constructed and managed in accordance with the requirements and to the satisfaction of the relevant water authority, Environment Protection Authority and Department of Human Services.</p>	<p>- N/A</p>
	<p>Provided to the boundary of all lots in the subdivision where required by the relevant water authority.</p>	<p>- N/A</p>
	<p><b>Comments:</b> Recycled water is not available within the Kilmore area to date.</p>	
<p><b>C24</b> <b>Waste water management objective</b></p> <p>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.</p>	<p>Waste water systems must be:</p> <ul style="list-style-type: none"> <li>• Designed, constructed and managed in accordance with the requirements and to the satisfaction of the relevant water authority and the Environment Protection Authority.</li> <li>• Consistent with any relevant approved domestic waste water management plan.</li> </ul> <p>Reticulated waste water systems must be provided to the boundary of all lots in the subdivision where required by the relevant water authority.</p>	<p>✓ <b>Complies</b></p>
	<p><b>Comment</b></p> <p>The application has been referred to the relevant sewerage authority who has not objected to the application.</p>	
<p><b>C25</b> <b>Urban run-off management objectives</b></p> <p>To minimise damage to properties and inconvenience to residents from urban run-off.</p> <p>To ensure that the street operates adequately during major storm events and provides for public safety.</p> <p>To minimise increases in stormwater run-off and protect the environmental values and physical</p>	<p>The urban stormwater management system must be:</p> <ul style="list-style-type: none"> <li>• Designed and managed in accordance with the requirements and to the satisfaction of the relevant drainage authority.</li> </ul>	<p>✓ <b>Complies</b></p>

Title & Objective	Standard	Complies / Does Not Comply / Variation Required
characteristics of receiving waters from degradation by urban run-off.	<b>Comment:</b> Councils Engineering Department have been referred the application and have no objection to the proposal subject to condition for detailed design plans being submitted prior to works commencing.	

## Site Management

## Clause 56.08

Title & Objective	Standard	Complies / Does Not Comply / Variation Required
<p><b>C26</b> <b>Site management objectives</b></p> <p>To protect drainage infrastructure and receiving waters from sedimentation and contamination.</p> <p>To protect the site and surrounding area from environmental degradation or nuisance prior to and during construction of subdivision works.</p> <p>To encourage the re-use of materials from the site and recycled materials in the construction of subdivisions where practicable.</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>Comment:</b> A condition will be included on any permit issued requiring a construction management plan to be submitted prior to commencement of the subdivision.</p>	<p>✓ <b>Complies</b></p>

## Utilities

## Clause 56.09

Title & Objective	Standard	Complies / Does Not Comply / Variation Required
<p><b>C27</b> <b>Shared trenching objectives</b></p> <p>To maximise the opportunities for shared trenching.</p> <p>To minimise constraints on landscaping within street reserves.</p>	<p>Reticulated services for water, gas, electricity and telecommunications should be provided in shared trenching to minimize construction costs and land allocation for underground services.</p> <p><b>Comments:</b> Shared trenching will be undertaken where possible</p>	<p>✓ <b>Complies</b></p>



Title & Objective	Standard	Complies / Does Not Comply / Variation Required
<p><b>C28</b> <b>Electricity, telecommunications and gas objectives</b></p> <p>To provide public utilities to each lot in a timely, efficient and cost effective manner.</p> <p>To reduce greenhouse gas emissions by supporting generation and use of electricity from renewable sources.</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.</p> <p>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>Complies</b></p>
	<p><b>Comments:</b></p> <p>The application has been referred to the relevant electricity supply authority who have sought conditions to be included on any permit issued.</p>	
<p><b>C29</b> <b>Fire hydrants objective</b></p> <p>To provide fire hydrants and fire plugs in positions that enable fire fighters to access water safely, effectively and efficiently.</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> <li>• Hydrants and fire plugs must be compatible with the relevant fire service equipment.</li> </ul> <p>Where the provision of fire hydrants and fire plugs does not comply with the requirements of standard C29, fire hydrants must be provided to the satisfaction of the relevant fire authority.</p>	<p>✓ <b>Complies</b></p>

Title & Objective	Standard	Complies / Does Not Comply / Variation Required
	<p><b>Comments:</b> The application has been referred to the CFA who have sought conditions to be included on any permit issued.</p>	
<p><b>C30</b> <b>Public lighting objective</b></p> <p>To provide public lighting to ensure the safety of pedestrians, cyclists and vehicles.</p> <p>To provide pedestrians with a sense of personal safety at night.</p> <p>To contribute to reducing greenhouse gas emissions and to saving energy.</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>Complies</b></p>
	<p><b>Comments:</b> Street lighting will form part of detailed design plans to be submitted prior to the commencement of the subdivision.</p>	

# **MITCHELL SHIRE COUNCIL**

## **Council Meeting Attachment**

### **SUSTAINABLE COMMUNITIES**

**20 FEBRUARY 2017**

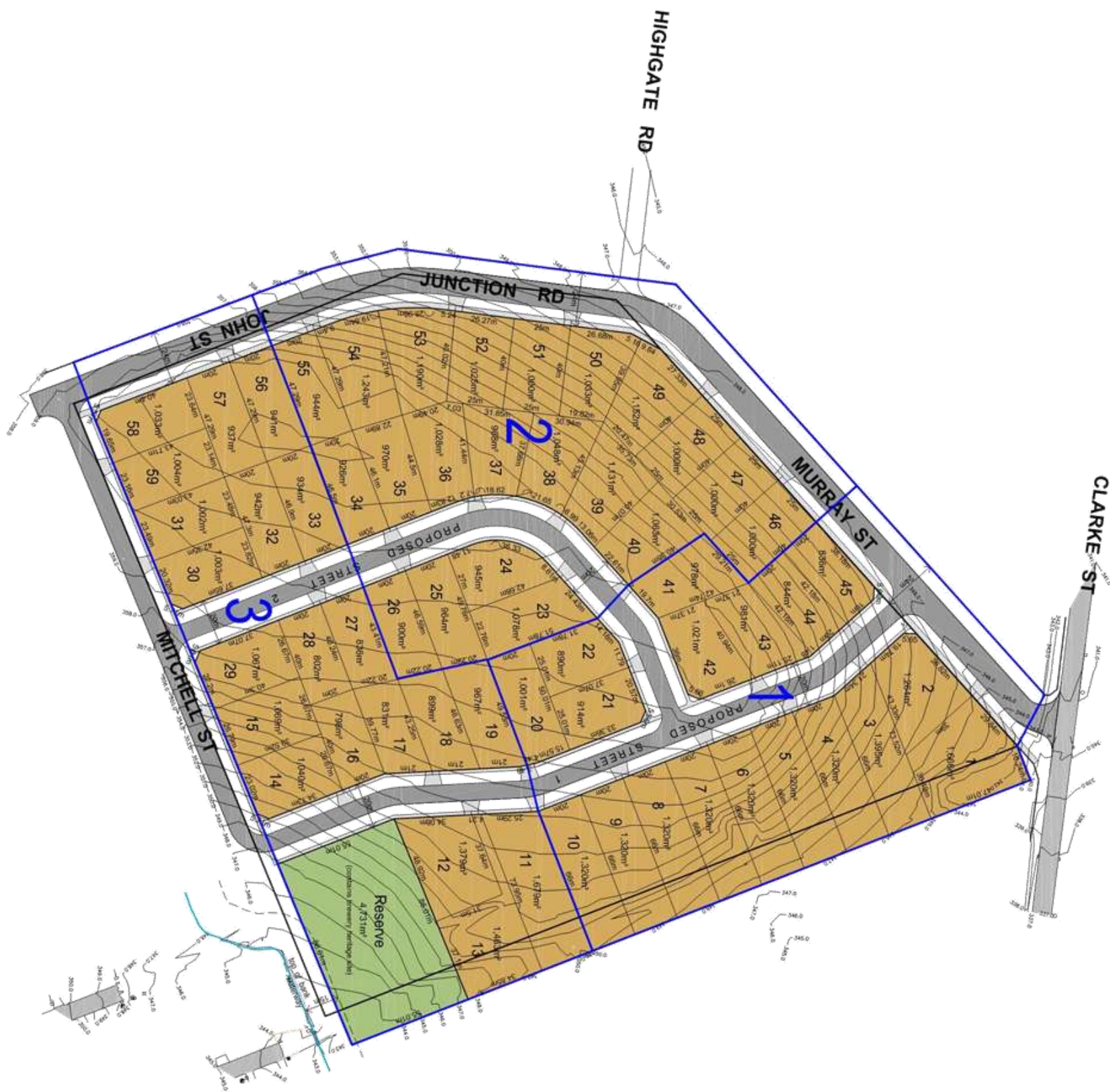
**7.2**

**PLANNING PERMIT APPLICATION PLP060/16  
FOR A STAGED RESIDENTIAL SUBDIVISION  
AT 57 MELBOURNE STREET, KILMORE**

**Attachment No: 2**

**Subdivision Plan**

# CONCEPT DEVELOPMENT PLAN



DATE	DESCRIPTION
17/08/2016	FOR COUNCIL ENDORSEMENT
17/08/2016	REVISION 1
17/08/2016	REVISION 2
17/08/2016	REVISION 3

**FRATELLO PROJECTS Pty Ltd**  
 Project Managers  
 Suite 204, 200 Alexandra Pde, Fitzroy  
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 www.fratello.com.au

For: Fratello Projects  
 At: S24, 200 Alexandra Pde, Fitzroy  
 Title: CONCEPT DEVELOPMENT PLAN  
 PROPOSED SUBDIVISION  
 57 Mablebourne Road, Kilmore  
 Drawing No: M1299\_ODP  
 Project No: M1299  
 Revision: 1  
 Drawn By: NV  
 Checked/Signed By: NV

Scale: 1:1000 @ A1 / 1:5000 @ A3  
 0 10 20 30 40 50m  
 N

**FOR COUNCIL ENDORSEMENT**

Drawing Creation Date: 20/05/2014  
 PKL / Issue Date: 17/08/2016  
 File Location: