

TOWN PLANNING AND URBAN CONTEXT REPORT

ADDRESS: 100 NATURES RUN, KILMORE

PREPARED FOR: JOHN ELLIOT C/- MELBOURNE LAND SURVEYORS

DATE: 24 SEPTEMBER 2020



Document Information

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| Prepared by | HK/JB | Reviewed by | ROS |
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1 Introduction

This planning report has been prepared on behalf of John Elliot (the permit applicant) in support of a combined application for Development Plan approval and a planning permit for a the subdivision of the site at 100 Natures Run, Kilmore (the subject site). The proposed Development Plan has been prepared by Human Habitats to address the requirements of Schedule 10 to the Development Plan Overlay of the Mitchell Planning Scheme as a pre-condition for submitting an application to subdivide the land. The proposed Development Plan is for a wholly residential subdivision of the site in three Stages. The planning permit application applies to Stages 1 and 2 only and seeks subdivision approval for 42 residential lots, and a further balance lot comprising Stage 3.

The subject site is located within the Mitchell Shire and is subject to the Mitchell Planning Scheme. The population of Mitchell Shire is expected to double by 2030 and as such there is need for additional residential land capable of supporting future housing needs. Kilmore and the southern parts of Mitchell are expected to experience population growth at a much faster rate compared to the balance of the Shire.

Plan Melbourne recognises the capacity of Kilmore to accommodate growth due to its proximity to Metropolitan Melbourne, the availability of land for infill and green-field development and its existing, well established local and higher order community infrastructure.

This Development Plan submission and planning permit application for a subdivision is supported by the following material:

| | Item | Prepared by |
|-----|--|---|
| 1. | Application Form | Human Habitats |
| 2. | Proposed Development Plan | Human Habitats |
| 3. | Application Plan Set | Human Habitats |
| 4. | Servicing and Drainage Strategy | Colin M. Nankervis Consulting Engineers |
| 5. | Flora and Fauna Assessment | Cardno |
| 6. | Arborist Assessment | Galbraith and Associates |
| 7. | Transport Impact Assessment – Development Plan | One Mile Grid |
| 8. | Transport Impact Assessment – Stages 1 and 2 | One Mile Grid |
| 9. | Bushfire Development Report | Terramatrix |
| 10. | Due Diligence Heritage Assessment | AKWP Heritage Advisors |
| 11. | Certificate of Title | - |

This report provides an assessment of the proposed Development Plan against the relevant policies of the Mitchell Planning Scheme and in particular, how the proposed Development Plan addresses the requirements of Schedule 10 to the Development Plan and the purpose of the General Residential Zone. The report concludes that the proposed Development Plan provides an excellent response to the key planning considerations and requirements established by these policies by providing for:

- Circa 63-66 dwellings allowing for a range of lot sizes and densities;
- Appropriate development outcomes and options for conservation regarding the significant vegetation at the northern portion of the subject site;
- Retention of significant trees;
- Opportunities for generous landscaping within lots and tree reserves to facilitate a leafy residential character;
- A road connection through the site from Nature’s Run through to Clancy Road; and



- Appropriate consideration of the site's high points, views and vistas in its design.

Furthermore, the proposed subdivision is considered to be an appropriate response when considering the anticipated population growth pressures faced by Mitchell. In coming to this conclusion we have considered the following key questions:

- **Strategic Policy** – Does the proposal demonstrate an appropriate outcome considering the strategic planning drivers of Mitchell Shire?
- **Kilmore Structure Plan** – Does the proposal demonstrate an appropriate outcome considering the objectives of the Kilmore Structure Plan?
- **Amenity** – Will the proposed subdivision facilitate an appropriate level of internal and off-site amenity?
- **Landscaping** – Does the proposal provide an appropriate level of landscaping throughout the site?
- **Traffic** – Will the proposed subdivision contribute positively to the traffic and access needs of the site and surrounding area?

The subject site is located in the General Residential Zone – Schedule 1. Pursuant to the Mitchell Planning Scheme a permit is required for the following:

- To subdivide land, pursuant to Clause 32.08-3; and
- To remove vegetation, pursuant to Clause 52.17.

2 Subject Site and Surrounding Context

2.1 The Site

The subject site located at 100 Natures Run, Kilmore [Lot A on PS531432] is approximately 1 kilometre east of the Northern Highway/Sydney Street. The site is irregular in shape, with a frontage of 107 metres, depth of 335 metres and an overall area of 6.27 hectares. The site is currently without gainful use, comprising informal tracks through vegetation. The site is generally slopes from the north-west to the south-east, with a grade of approximately 10 metres across the site.



Figure 1 - Subject site aerial

2.2 Site Interfaces and Character

2.2.1 Prevailing character

The surrounding area is generally characterised by single and double storey dwellings on conventional-sized lots. Land to the south and west of the subject site has undergone recent subdivision into additional conventional-sized lots with works now commencing on residential development. This proposal seeks to continue the existing subdivision pattern apparent throughout the area.

2.2.2 North Interface

The northern boundary of the subject site forms the street frontage to Natures Run. Directly opposite is a single storey brick dwelling, followed by a continuation of residential dwellings on conventional-sized lots. The intersection of Clancy Road and Fairway Drive is directly opposite the site to the north.



Figure 2 – 1 Fairway Drive, north of subject site.

2.2.3 East Interface

The eastern boundary of the subject site interfaces with the rear of properties along Mannagum Court and Centenary Drive. Along the common interface with these lots there are a number of mature trees, which are proposed for retention where possible.



Figure 3 – Dwellings along Mannagum Court, east of subject site

2.2.4 South Interface

Land to the south of the subject site has recently been subdivided. Lots have been created and individual dwellings are in the process of being constructed. Lots are anticipated to accommodate a range of dwelling types on conventional sized lots.



Figure 4 – Subdivided land south of the subject site (rear boundary of subject site in background)

2.2.5 West Interface

Land to the west of the subject site is currently vacant. Further west is a continuation of residential dwellings on conventional-sized lots.



Figure 5 – Land west of the subject site (looking south from Clancy Road)

2.3 Surrounding Area

The subject site is located within close proximity to a range of amenities including:

- Kilmore Town Centre – 1 kilometre northwest;
- The Kilmore and District Hospital – 550 metres west;
- Kilmore Leisure Centre – 1 kilometre northwest;
- Kilmore Golf Course – 400 metres north;
- Kilmore Childcare Centre – 1 kilometre northwest
- Kilmore Primary School – 1.5 kilometres northwest;
- The Kilmore International School – 1 kilometre west; and
- Kilmore Medical Practice – 1.2 kilometres southwest.

2.4 Access and Movement

The subject site is located approximately 1 kilometre east of the nearest bus stop which forms part of the Kilmore Town Centre Service. This bus route is connected to several key sites throughout Kilmore including Kilmore East Train Station, which provides V-Line connections between Melbourne, Seymour and Shepparton. The site is also in close proximity to the Northern Highway and Hume Freeway, providing both regional Victorian and interstate connections.

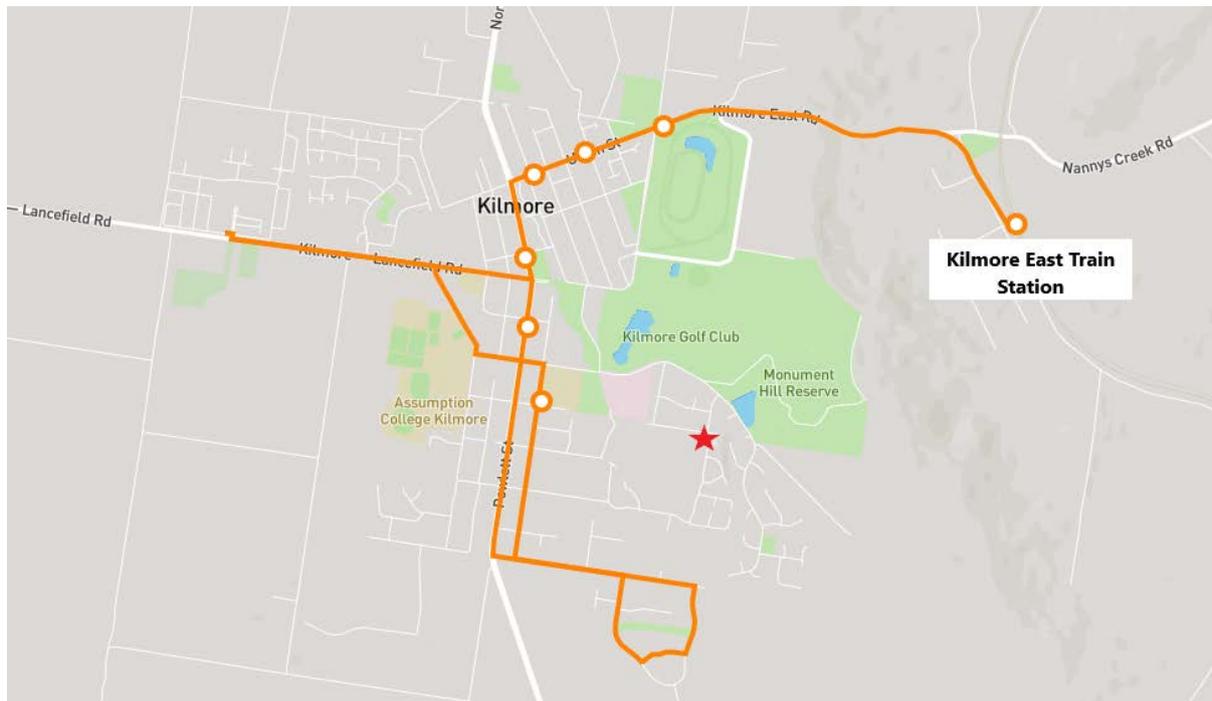


Figure 6 – Local access map showing public transport connectivity (subject site denoted by red star)



3 The Development Plan

The proposed Development Plan provides physical and strategic context for the site and a guide for future use, development and subdivision in line with the direction provided by the General Residential Zone and the Development Plan Overlay – Schedule 10.

The proposed Development Plan aims to facilitate an integrated, functional and attractive residential development which will contribute to the amenity and drainage capacity in the area. The document includes the following key features:

- Staged subdivision for residential purposes, comprising a minimum of 63 residential lots;
- Two options for the layout of Stage 3, which respond to the ecological constraints on the site, and will be subject of further detailed assessment.
- Regardless of the options for Stage 3, both concepts provide for a large ecological reserve (conservation area) at the north of the site, as well as a series of tree reserves throughout the road network to create a leafy neighbourhood character. The large reserve at the north of the site is envisaged as a fenced-off areas that limit public access, except for constructed pathways or a boardwalk;
- Provision of a drainage reserve (retarding basin) within Stage 1;
- Allocation of medium-density development areas adjoining the proposed ecological reserve and open space area;
- Generous street tree planting throughout the proposed road network, including the utilisation of widened verges, and retention of large canopy trees;
- The continuation of Natures Run through to Clancy Road;
- A convenient and efficient road layout and access points including a Council roads and laneways which will appropriately connect the development with the surrounding neighbourhood and provide a suitable level of permeability through the site.

It is noted that two options for the development plan are proposed, with the options demonstrating the potential to retain the protected Flax Lilly plants in conservation reserves in two possible arrangements. The proposed approach provides for the ability for due process to be followed with relevant agencies, to determine the most appropriate approach to the Matted Flax Lily. Generally speaking, Option 1 would provide for the relocation and retention of the Matted Flax Lily in a consolidated reserve, with Option 2 retaining the Matted Flax Lily In-Situ in a reserve. While both options are subject to further analysis, there is the potential that a consolidated reserve (Option 1) creates operational and functional efficiencies which benefit the protected species, and on this basis it forms part of the Development Plan proposal.

Staging plans have also been prepared as part of the development plan, nominating development to occur in three stages. The staging boundaries have been specifically designed so that stages 1 and 2 are identical across Option 1 and Option 2, with the varied reserve areas between the options being entirely localised within Stage 3 of the development.

An excerpt of Option 1 of the Development Plan is in Figure 7.



Figure 7 - Excerpt of Indicative Development Plan Outcome - Option 1

4 Proposed Subdivision

4.1 Summary

The proposal is to subdivide the land within Stages 1 and 2 into 42 residential lots, together with roads and drainage and trees reserves. A balance lot would be created comprising Stage 3, which would be subject of a future planning permit application. The lot mix provided across Stages 1 and 2 is detailed within the following table, noting a total of 42 lots are provided across these two stages. An excerpt of the proposed plan of subdivision for Stages 1 and 2 is contained below at Figure 8.

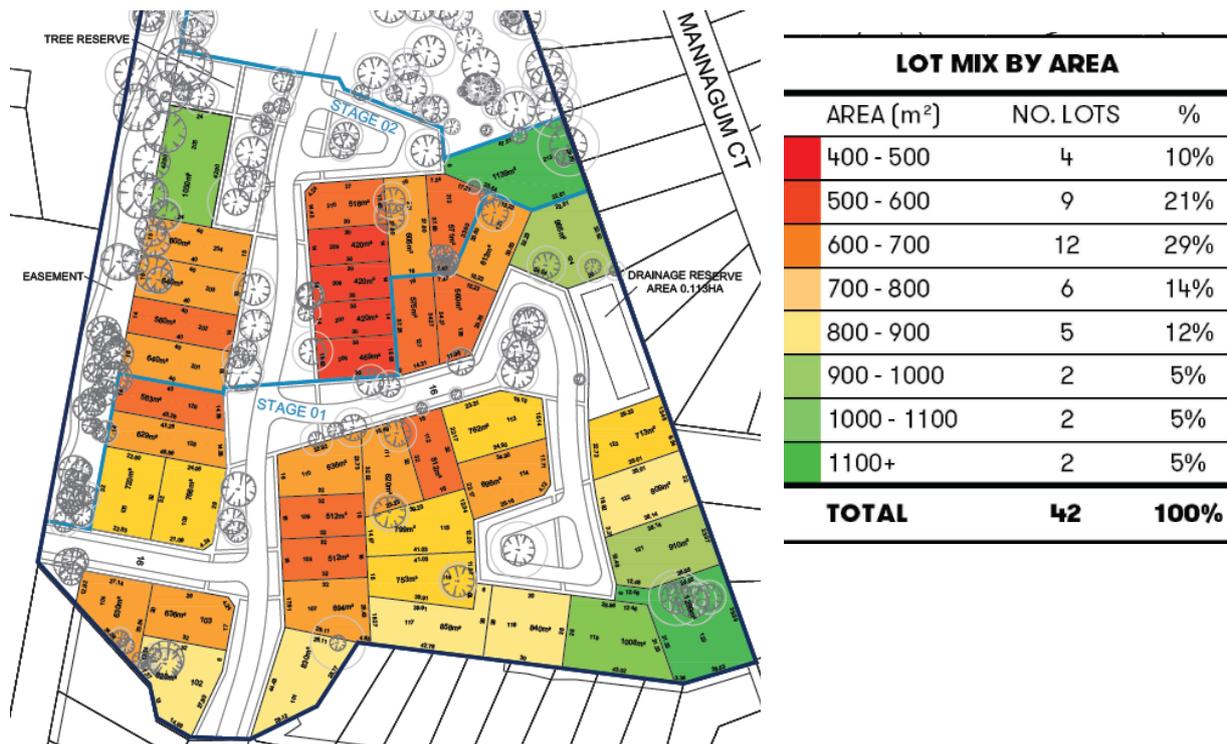


Figure 8 - Proposed layout and lot mix

The proposed subdivision will also involve the creation of an internal road network consisting of two road typologies, summarised as follows:

- Street 1 (ST1) – 16m road reserve width (varies) and 7.3m street pavement width. This street is utilised across the majority of the subdivision area.
- Street 2 (ST2) – 9.85m road reserve width (varies) and 5.5m street pavement width. This street is only utilised where the internal road network ends where it cannot be extended further, but is needed to facilitate access to lots.

Full details on road typologies, including street cross section plans, are included within the proposal plan package.



5 Planning Policy Framework/Controls

The following planning policy is considered relevant to the assessment of the proposed development.

5.1 State Planning Policy

- Clause 11: Settlement;
- Clause 11.02-1S: Supply of Urban Land;
- Clause 12: Environment and Landscape Values;
- Clause 12.01-2S: Native Vegetation Management;
- Clause 13.02-1S: Bushfire Planning;
- Clause 13.07-1S: Land use compatibility;
- Clause 15: Built Environment and Heritage;
- Clause 15.01-3S: Subdivision Design; and
- Clause 18.02-4S: Car Parking.

5.2 Local Planning Policy

- Clause 21.01: Mitchell Shire;
- Clause 21.03: Environment and Landscape Values; and
- Clause 21.11: Local Areas.

5.3 Policy Summaries

- Clause 11: Settlement – Policy encourages development to anticipate and respond to the needs of existing and future communities through the provision of zoned and serviced land for housing, employment, recreation, open space, commercial and community facilities and infrastructure.
- Clause 11.02-1S: Supply of Urban Land – Policy seeks to ensure there is sufficient land available to meet forecast demand.
- Clause 12: Environment and Landscape Values – Planning should seek to protect the health of ecological systems and the biodiversity they support.
- Clause 12.01-2S: Native Vegetation Management – Policy seeks to ensure there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation.
- Clause 13.02-1S: Bushfire Planning – This policy applies to all land within a designated bushfire prone area. Policy seeks to strengthen the resilience of settlements and communities to bushfire through risk-based planning that prioritises the protection of human life.
- Clause 13.07-1S: Land use compatibility – Policy seeks to safeguard community amenity while facilitating appropriate commercial, industrial or other uses with potential off-site effects.
- Clause 15: Built Environment and Heritage – Policy encourages land use and development that appropriately responds to its surrounding landscape and character, valued built form and cultural context.
- Clause 15.01-3S: Subdivision Design – Policy seeks to ensure the design of subdivision achieves attractive, safe, accessible, diverse and sustainable neighbourhoods.
- Clause 18.02-4S: Car Parking – Policy states that land be allocated for off-street parking in order to reduce road congestion caused by on-street parking. This is designed to protect neighbourhood amenity and the safety of pedestrians and road users.



- Clause 21.01: Mitchell Shire – Population growth due to the expansion of Metropolitan Melbourne is attracting younger families in search of affordable housing to Mitchell Shire. Council recognises the need for additional housing and infrastructure to support growing demand.
- Clause 21.03: Environment and Landscape Values – Policy seeks to recognise and protect local ecosystems by ensuring development is not sited so as to require the removal of native vegetation.
- Clause 21.06 : Built Environment and Heritage – Provides local supporting content to Clause 15, noting a desire to improve the presentation and quality of development by improved design, siting and landscaping.
- Clause 21.07: Housing – Acknowledges the need to increase residential diversity and choice in housing styles and densities.
- Clause 21.11: Local Areas – Policy recognises Kilmore as the cultural and historic centre of Mitchell Shire. It seeks to ensure that any proposed use or development within Kilmore is generally consistent with the Kilmore Structure Plan included in this Clause.

5.4 Particular Provisions

The following particular provisions are considered relevant to the proposal:

- Clause 52.17: Native Vegetation;
- Clause 53.01: Public Open Space Contribution and Subdivision;
- Clause 53.02: Bushfire Planning;
- Clause 53.18: Stormwater in Urban Development; and
- Clause 56: Residential Subdivision.

6 Zones and Overlays

6.1 General Residential Zone – Schedule 1

100 Natures Run is located in the General Residential Zone – Schedule 1. Its primary purposes include:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework;*
- *To encourage development that respects the neighbourhood character of the area;*
- *To encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport; and*
- *To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.*

Pursuant to Clause 32.08-3 a permit is required to subdivide land. Where an application to subdivide land would create vacant lots less than 400sqm, each lot created less than 400sqm must contain at least 25% garden area.



Figure 9 – Zone Map

Relevant decision guidelines within Clause 32.08-13 include:

General

- *The Municipal Planning Strategy and the Planning Policy Framework;*
- *The purpose of this zone;*
- *The objectives set out in a schedule to this zone;*
- *Any other decision guidelines specified in a schedule to this zone; and*
- *The impact of overshadowing on existing rooftop solar energy facilities on dwellings on adjoining lots in a General Residential Zone, Mixed Use Zone, Neighbourhood Residential Zone, Residential Growth Zone or Township Zone.*

Subdivision

- *The pattern of subdivision and its effect on the spacing of buildings; and*
- *For subdivision of land for residential development, the objectives and standards of Clause 56.*

6.1.1 Schedule 1 to the General Residential Zone

Schedule 1 to the General Residential Zone does not specify any variations to the requirements of this zone.

6.2 Overlays and other controls

6.2.1 Development Plan Overlay (Schedule 10)

The site is located in the Development Plan Overlay (Schedule 10 – Kilmore Strategic Development Sites).

The purpose of the Development Plan Overlay is;

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To identify areas which require the form and conditions of future use and development to be shown on a development plan before a permit can be granted to use or develop the land.*
- *To exempt an application from notice and review if a development plan has been prepared to the satisfaction of the responsible authority*

Pursuant to Schedule 10 of the DPO a permit may be granted to use or subdivide land, construct a building or construct or carry out works before a development plan has been prepared to the satisfaction of the responsible authority.

Schedule 10 provides no specific objectives to achieved, but outlines the requirements for a Development Plan.

A Development Plan has been prepared by Human Habitats and is submitted as part of this application.

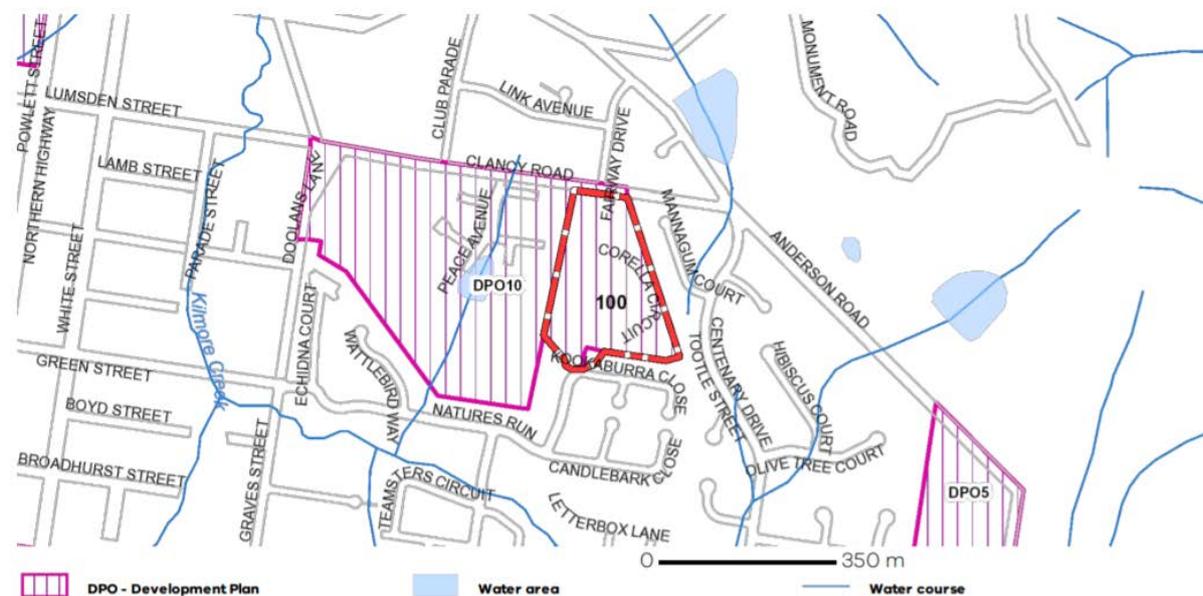


Figure 10- Overlay Map

6.2.2 Designated Bushfire Prone Area

The site is located within a Bushfire Prone Area which applies bushfire protection standards for buildings. A bushfire hazard assessment has been prepared and is submitted with this application.

6.3 Planning Scheme Amendment C123 - Kilmore Structure Plan

Amendment C123 is currently under consideration by the Minister for Planning for implementation into the Mitchell Planning Scheme.

The Kilmore Structure Plan identifies sufficient land to accommodate a long-term population of 20,000 persons. Importantly the plan identifies a range of potential growth options including incremental infill development opportunities, strategic infill development sites and green-field growth areas all of which have been assessed on a precinct basis. The structure plan supports green-field expansion predominantly to the west and south-east. A key objective of the Structure Plan is to ensure that growth and development makes a positive contribution to the Kilmore town and community.

Furthermore the Structure Plan proposes a future bus route along Centenary Drive, east of the subject site. This will provide a nearby public transport connection for residents to Kilmore Town Centre and Kilmore East Train Station.

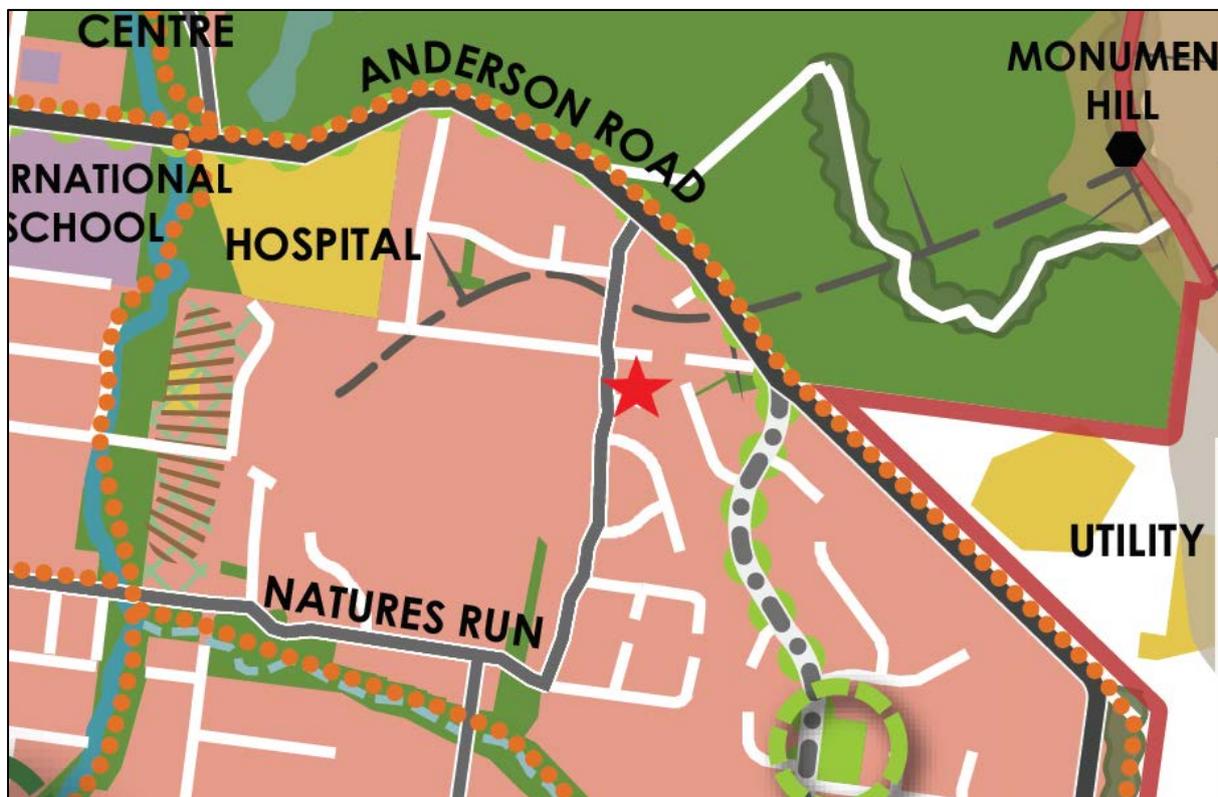


Figure 11 – Kilmore Structure Plan (subject site denoted by red star)



7 Planning Considerations – Development Plan

The proposed Development Plan will provide a guide for the future development of the land, meeting the key requirements of Schedule 10 to the Development Plan Overlay and seeking to ensure that the future development of the site will integrate well into the neighbourhood. The following assessment of the proposed Development Plan concludes that it provides an excellent response to the key requirements of the Development Plan Overlay (Schedule 10), and supports the direction of the relevant State and local policy.

7.1 State Policy

The proposed Development Plan will facilitate a high quality development outcome which will contribute to achieving the aims of the State Planning Policy Framework in relation to:

- Housing for the growing population, with a minimum yield of 63 dwellings in an existing residential area. This responds directly to Clause 16.01 – Residential Development and specifically Clause 16.01-2S – Location of Residential Development.
- Diversity of housing choice, with a range of dwelling types possible through the provision of a mix of lot sizes. This responds directly to Clause 16.01-3S – Housing Diversity.
- Healthy neighbourhoods, in a highly walkable neighbourhood, connected to services and facilities, most notably the Kilmore Town Centre. This responds directly to Clause 15.01-4S– Healthy Neighbourhoods and Clause 18.02 – Movement Networks.
- Neighbourhood character, by acknowledging the low rise character of the area and the intent for a leafy residential neighbourhood character. This responds directly to Clause 15 – Built Environment and Heritage.
- Quality urban design, by providing for attractive and accessible pedestrian spaces which will have a sense of place. This responds directly to Clause 15.01-1S – Urban Design.

7.2 Local Policy

The proposed Development Plan will also facilitate an outcome which responds directly to the policy direction from the Local Planning Policy Framework. The Development Plan aims to achieve this in relation to:

- Meeting the housing needs of the growing population and reduced household size by providing housing towards the projected needs for dwellings considering an expected doubling in population by 2030. This responds directly to Clause 21.01 – Mitchell Shire.
- A high quality design to integrate well within the neighbourhood, through the implementation of a site-responsive development plan that will provide a high-quality residential neighbourhood with considered design elements in relation to layout, siting and landscaping. This responds directly to Clause 21.06: Built Environment and Heritage.
- The protection of significant vegetation in the form of a protected ecological reserve, with multiple options provided for the preservation of a nationally significant species (Matted Flax Lily) through multiple development plan options to best facilitate optimum development scenarios per the requirements of stakeholders. This directly responds to Clause 21.03: Environment and Landscape Values.
- The proposed residential development of the land advances the purpose and intent of the Kilmore Structure Plan, as well as Clause 21.11: Local Areas.

7.3 General Residential Zone Purpose and Decision Guidelines

The proposed development plan facilitates an outcome which responds directly to the purpose of the zone. A detailed response to how the proposed development plan achieves the purpose elements of the zone, as well as an assessment of the proposal against the decision guidelines, is provided below.



| General Residential Zone Purpose Element | Proposal Response |
|--|---|
| <i>To implement the Municipal Planning Strategy and the Planning Policy Framework.</i> | As demonstrated above, the proposal appropriately advances the Municipal Planning Strategy and Planning Policy Framework. |
| <i>To encourage development that respects the neighbourhood character of the area.</i> | The proposed development plan has been designed in consideration of the site's local context to ensure it fits in well with the existing neighbourhood character, notably through a high-amenity plan of development incorporating a mix of lot sizes, a connected road network, and generous provision of landscaping. |
| <i>To encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport.</i> | The proposed development plan will help facilitate the subdivision of the site into residential parcels of varying lot sizes that are able to accommodate a diversity of housing types and housing growth in an existing residential area. |
| <i>To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.</i> | Not applicable, the proposed use of the site is solely for residential purposes, except for open space areas associated with residential development. |

Assessment against the relevant decision guidelines is provided as follows:

| Decision Guideline | Proposal Response |
|--|--|
| Clause 65.1 – Approval of an Application or Plan | |
| Before deciding on an application or approval of a plan, the responsible authority must consider, as appropriate: The matters set out in Section 60 of the Act. | This report has demonstrated compliance with all relevant matters contained within Section 60 of the Act. |
| The Municipal Planning Strategy and the Planning Policy Framework. | As demonstrated above, the proposal appropriately advances the Municipal Planning Strategy and Planning Policy Framework. |
| The purpose of the zone, overlay or other provision. | The proposal's alignment with the purposes of the General Residential Zone have been demonstrated above. |
| Any matter required to be considered in the zone, overlay or other provision. | Consideration of the Development Plan Overlay – Schedule 10 is provided in the following section of this report. |
| The orderly planning of the area. | The proposal involves the approval of a development plan to enable the subdivision of the subject site, which is included within a residential zone within an established and emerging residential area. The proposal is therefore considered to contribute toward the orderly planning of the area. |
| The effect on the amenity of the area. | The proposed development plan will improve the overall amenity of the area, by providing a road connection from Natures Run through to Clancy Road with generous street tree provision. |



| Decision Guideline | Proposal Response |
|--|--|
| The proximity of the land to any public land. | There is no public land proximate to the site that is relevant in this aspect. |
| Factors likely to cause or contribute to land degradation, salinity or reduce water quality. | The proposed development plan nominates a retarding basin to ensure water quality is maintained as part of future residential development. |
| Whether the proposed development is designed to maintain or improve the quality of stormwater within and exiting the site. | As above. |
| The extent and character of native vegetation and the likelihood of its destruction | The proposed development plan has been prepared to maximise retention of trees on-site, and provides options for management of protected native vegetation, both of which incorporate significant retention on site. |
| Whether native vegetation is to be or can be protected, planted or allowed to regenerate. | The proposal involves the protection of existing native vegetation as well as the planting of new native vegetation through landscape treatments. |
| The degree of flood, erosion or fire hazard associated with the location of the land and the use, development or management of the land so as to minimise any such hazard. | The proposal is supported by a bushfire hazard assessment which outlines the site's suitability for residential development. The site is not at risk of any other identified hazard. |
| The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts. | Not applicable. |
| General Residential Zone | |
| Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate: The Municipal Planning Strategy and the Planning Policy Framework. | As demonstrated above, the proposal appropriately advances the Municipal Planning Strategy and Planning Policy Framework. |
| The purpose of this zone | As outlined above, the proposal is strongly aligned with the intent of the General Residential Zone. |
| The objectives set out in a schedule to this zone. | No specific objectives are listed within the relevant schedule to the zone. |
| Any other decision guidelines specified in a schedule to this zone | No other decision guidelines are specified in the schedule to the zone. |
| The impact of overshadowing on existing rooftop solar energy systems on dwellings on adjoining lots in a General Residential Zone, Mixed Use Zone, Neighbourhood Residential Zone, Residential Growth Zone or Township Zone. | Not applicable. |



7.4 Development Plan Overlay Schedule 10 – Kilmore Strategic Development Sites

The proposed Development Plan produces an excellent response to the overlay and Schedule 10 to the overlay, as outlined in the following sub-headings.

7.4.1 Purpose

The proposed Development Plan responds to the purpose of the Development Plan Overlay by meeting all requirements of Schedule 10 to the overlay. Please refer below.

7.4.2 Requirements

The proposed Development Plan includes, or is accompanied by, all required elements under Schedule 10 to the overlay. Through these elements, the Development Plan provides an over-arching guide for future development, incorporating the key features required of the elements. These are:

- A development plan that includes an appropriate response to topography, high points, key views and vistas;
- Nomination of the development and use of each part of the land;
- Nomination of a local street road layout;
- Provision of a permeable movement network including a local road and path system that facilitates access within the precinct and more broadly amongst Kilmore;
- Location of any community infrastructure and trunk services to the land that may be required;
- Detail of the surrounding land uses and interfaces; and
- Provision of a concept subdivision layout demonstrating a diversity of residential lot sizes in accordance with the planning policy framework.

Further requirements of the Schedule, and how the proposed Development Plan meets these requirements, is discussed further in the following sub-headings.

7.4.3 Kilmore Structure Plan Design and Development Objectives

Schedule 10 of the Development Plan Overlay requires that a Development Plan must include a Planning Assessment and Design Response Report which provides a written and plan-based response to the Design and Development Objectives contained within Section 4.5.2 of the Kilmore Structure Plan. A direct response to the objectives is provided in the following table.

| Design / Development Objective | Proposal Response |
|--|--|
| For larger sites, ensure subdivision design provides for permeable road network which connects to, or has potential to connect to the established road network as identified in Figure 59. | The proposed development plan provides for a permeable road network which connects the site to the existing road network, whilst also facilitating a new road connection from Natures Run through to Clancy Road. |
| Development of sites provide for two access/egress points. | Access to the site is provided from both Natures Run to the south and Clancy Road to the north. A third future connection to the west is also facilitated by the development plan, however its ultimate delivery is dependant on the development of the adjacent site. |
| “Missing gaps” in the broader road, linear open space and shared pedestrian path network are delivered with development of infill sites, generally as shown in Figure 59. | The development of the subject site will help resolve a ‘missing gap’ in the pedestrian and road network for the local area. |



| Design / Development Objective | Proposal Response |
|--|---|
| Encourage diverse housing opportunities including medium density development particularly in proximity to the Sydney Street town centre, community uses and activity nodes, and lower density where heritage, topographical, vegetation and other features warrant such sensitive design | The proposed concept plans show medium density offerings near open space areas and environmental reserves, as well as a broad range and mix of lot sizes. |
| Subdivision design and development appropriately responds to site conditions such as heritage buildings and streetscapes, topographical features, vegetation and other elements which contribute to the character of Kilmore. | The development plan package includes specific plans relating to the proposal's response to the high points, views and vistas of the subject site. Further, the maximised retention of significant native vegetation on the subject site has been a key consideration as evident in the development plan package. |
| To ensure development provides for reticulated services and subdivision design integrates drainage infrastructure into the townships wider, drainage, movement and open space network. | The development plan package includes a drainage strategy plan as well as a movement and circulation plan. Details of servicing are contained within submitted technical supporting reports. |

Further to the above, Schedule 10 to the Overlay also specifies that the planning assessment and design response report must include a site analysis and design response plan with written explanation that responds to the supporting information requirements. It is submitted that this town planning report, combined with the plans and information contained within the proposed Development Plan, is sufficient in satisfying these requirements.

7.4.4 Traffic Impact Assessment

The Development Plan communicates a well-connected, functional and safe movement network for pedestrians, cyclists and vehicles to respond to the requirements of Schedule 10 to the Development Plan Overlay. The most notable connection provided by the development is a north-south local road connection from Natures Run through to Clancy Road. The proposal also provides for future connections to local streets to the west. As the sites further east have already been developed without a clear connection to the site, the proposed approach incorporates a court-bowl which connect through to Natures Run.

The development plan is accompanied by a Traffic Impact Assessment by One Mile Grid which concludes:

The proposed internal road network is designed appropriately to cater for vehicle access to the lots and the level of traffic generated;

- *The layout of the site caters for pedestrian and cyclist connections, in accordance with the Planning Scheme;*
- *The internal streets provide parking across the site;*
- *The subdivision is projected to generate up to 620 daily vehicle movements and up to 62 vehicle movements during the peak hour periods;*
- *The intersection analysis identifies that the existing intersections of Rutledge Street / Powlett Street and Green Street / Powlett Street have capacity to cater for the level of traffic generated by the site;*
- *The midblock capacity checks identify that Natures Run and Andersons Road have capacity to cater for the level of traffic generated by the site; and*
- *While Green Street / Powlett Street intersection is flagged for upgrade to a signalised intersection, the traffic generated by the proposed development does not trigger this requirement.*



7.4.5 Local Street Level Concept Plan

The proposed Development Plan by Human Habitats includes a movement and circulation plan, response to topography plan and indicative road sections. These elements demonstrate shared modal connectivity in accordance with the Kilmore Structure Plan, and retention of quality trees in road reserves where possible.

7.4.6 Flora and Fauna Assessment and Response

The Development Plan is accompanied by a Flora and Fauna Assessment by Cardno, and an Arboriculture Assessment by Galbraith and Associates.

The most notable aspect of the proposal in terms of ecology is the presence of the protected Matted Flax Lilly within Stage 3. Matted Flax-lily is listed as Endangered under the EPBC Act, Threatened under the FFG Act, and endangered under the Victorian Advisory List of Rare or Threatened Plants in Victoria. In response to this constraint, the Development Plan provides two options, for partial relocation and consolidation (Option 1) and for retention in-situ (Option 2). Prior to any planning permit application for Stage 3 an assessment of the proposed impact on the Matted Flax Lilly will be required. The planning application proposed relates to the Stages 1 and 2 only and would have no impact on the Matted Flax Lily.

Overall, the project is not anticipated to have a significant environmental effect in the State or regional context. A number of standard conditions are recommended to mitigate potential impact of protect fauna through the construction phase of the development.

The proposed Development Plan has been prepared with the assistance of consulting arborists Galbraith and Associates. As set out in the development plan, the overall strategy is to adopt a presumption in favour of tree retention, particularly of those trees considered to have a high retention value to their quality and health. The proposed design response has enabled the retention of trees in tree reserves, road reserves and within lots, and aims to deliver a leafy neighbourhood character befitting of the site and area.

7.4.7 Servicing and Drainage, and Infrastructure Delivery Strategy

Concept servicing plans and a drainage strategy is provided to support the Development Plan and planning application. These have been developed by Nankervis Consulting engineers, and respond to pre-application discussions with the Council's engineering team.

Aspects of staging and interim solutions for road delivery are provided within the Development Plan, and Traffic Impact Assessment respectively. These documents reflect the design development of the subdivision to its current point, and we expect that further details will need to be provided in the future, including as conditions of a planning permit. Generally though, these documents can give the responsible authority confidence that the subdivision can be feasibly connected to services, and can mitigate its own impacts in terms of stormwater run-off.

7.4.8 Heritage Survey

A due diligence cultural heritage assessment has been provided with this application, by AKWP Heritage Advisors.

This report found that although the proposed activity is a listed high impact activity as defined by r.49 (residential subdivision) of the Aboriginal Heritage Regulations 2018, the activity area is not located in an area of sensitivity, as defined by the Aboriginal Heritage Regulations 2018, Division 3. Therefore, under r.7 of the Aboriginal Heritage Regulations 2018 a CHMP is not mandatory. As determined by the report, the activity area has been shown to have been subjected to substantial ground disturbance across the entirety of the property and such it is considered highly unlikely that Aboriginal cultural heritage may be present in the activity area.

7.4.9 Conclusion

The proposed Development Plan will provide a guide for the orderly residential development of the land, and for reasons set out herein is considered to meet the key requirements of Schedule 10 to the Development Plan Overlay, and state and local planning policy. In our view, the Development Plan's greatest strength lies in its ability to provide for a range of housing products while balancing the objectives of retaining high value trees, and facilitating key movement corridors.



8 Planning Considerations - Subdivision

8.1 Overview

The application proposes to subdivide the site into 43 lots, comprising 42 residential allotments in Stages 1 and 2, and a balance lot comprising Stage 3. The following sections of the report assess the proposal against the relevant policy objectives, and zone controls of the Mitchell Planning Scheme. It is our assessment that the proposal demonstrates an appropriate outcome in this case. In coming to this conclusion we have considered the following key questions:

- **Planning Policy** – Does the proposal demonstrate an appropriate outcome considering the strategic planning drivers of Mitchell Shire?
- **Kilmore Structure Plan** – Does the proposal demonstrate an appropriate outcome considering the objectives of the Kilmore Structure Plan?
- **Design and Amenity** – Is the proposed subdivision design acceptable, and would it facilitate an appropriate level of internal and off-site amenity?
- **Landscaping** – Does the proposal provide an appropriate level of landscaping throughout the site?
- **Traffic and Access** – Will the proposed subdivision contribute positively to the traffic and access needs of the site and surrounding area?

8.2 Planning Policy

8.2.1 State and Local Planning Policy

The proposed 42 lot residential subdivision responds well to State and Local planning policy.

Council's Municipal Profile (Clause 21.01) as well as the Kilmore Structure Plan acknowledge that population growth is a key driver of development in the area. Kilmore is expected to absorb much of this anticipated growth and Council recognises the need to make available additional land for residential development. This has resulted in the rezoning of additional land around Kilmore to General Residential. The proposed subdivision will create 42 lots capable of accommodating a diversity of dwellings suitable to a variety of household needs. The proposal consequently satisfies the objectives of Clause 11 (Settlement) and Clause 11.02-1S (Supply of Urban Land) which seek to ensure there is an adequate supply of land to meet forecast demand.

Clause 13.07-1S (Land Use Compatibility) and Clause 15 (Built Environment and Heritage) encourage development that appropriately responds to the surrounding landscape, character and valued built form. Surrounding land uses are typically characterised by single and double storey residential dwellings on conventional-sized lots. Land to the south and west of the subject site has also undergone recent subdivision and it is expected that this land will accommodate similar dwelling types. The proposed subdivision to create 42 residential allotments lots is therefore consistent with existing land use patterns.

The subject site features a large number of native trees which are proposed to play an important role in creating a leafy and green neighbourhood character. Clause 12 (Environment and Landscape Values), Clause 12.01-2S (Native Vegetation Management) and Clause 21.03 (Environment and Landscape Values) encourage the retention of native vegetation to protect local ecosystems. The priority retention approach adopted in the proposed subdivision layout provides an excellent response to this policy context. The retention of trees will habitats for local wildlife and allow future residents to enjoy shade and amenity within the neighbourhood.

Clause 15.01-3S (Subdivision Design) encourages subdivision design that is attractive, safe, diverse and sustainable. The proposed subdivision implements these objectives by ensuring residents will enjoy a high level of amenity due to the retention of native vegetation and high-level landscaping throughout the site. The allotments to be created as well proportioned and would allow a variety of housing products to be delivered. The proposed layout of the subdivision is responsive to the pattern of subdivision south of the subject site and ensures the existing road network reflects what is proposed in the Kilmore Structure Plan.

Clause 21.11 (Local Areas) encourages future development to be consistent with the Kilmore Structure Plan. The proposed subdivision is considered appropriate considering the objectives of the Structure Plan and is explained in further detail in the following section.



8.2.2 Zone

The proposed subdivision responds positively to the purposes of the General Residential Zone and the relevant decision guidelines as follows:

| Decision Guideline | Response |
|---|---|
| General | |
| <i>The Municipal Planning Strategy and Planning Policy Framework</i> | The proposed subdivision demonstrates a strong response to state and local planning policy. Please refer to Section 6.2.1 of this Planning Report. |
| <i>The purpose of this zone</i> | The purpose of General Residential Zone includes (inter-alia) is to encourage housing growth and development that respects the neighbourhood character of the area. The proposed subdivision responds to Mitchel Shire's needs for additional housing to meet the needs of a growing population. The subdivision layout is consistent with the existing pattern of residential development. |
| <i>The objectives set out in a schedule to this zone.</i> | Schedule 1 to the GRZ does not specify any objectives. |
| <i>Any other decision guidelines specified in a schedule to this zone.</i> | Schedule 1 to the GRZ does not contain any additional decision guidelines. |
| <i>The impact of overshadowing on existing rooftop solar energy facilities on dwellings on adjoining lots in a General Residential Zone, Mixed Use Zone, Neighbourhood Residential Zone, Residential Growth Zone, or Township Zone.</i> | Not applicable. The current application is for subdivision only and includes no built form elements. |
| Subdivision | |
| <i>The pattern of subdivision and its effect on the spacing of buildings.</i> | The proposed subdivision is consistent with the pattern of subdivision to the south of the subject site. Building envelopes are provided which are well setback from lot boundaries and will not result in the overshadowing of adjoining properties. |
| <i>For subdivision of land for residential development, the objectives and standards of Clause 56.</i> | Please refer to Appendix A which provides a comprehensive assessment of the proposed subdivision against the objectives and standards of Clause 56. |

8.3 Kilmore Structure Plan

The Kilmore Structure Plan provides high level, localised policy regarding the future form of development of the Kilmore area. The township is located near to Melbourne's Northern Growth Corridor and has experienced significant population growth. It is consequently subject to significant development pressure as Melbourne's residential suburbs expand north.

The proposed residential subdivision appropriately responds to the objectives of the Kilmore Structure Plan. Based on the Structure Plan the subject site falls within a General Residential Area. This area is an already established residential precinct, and the site represents a consolidation of residential development in the neighbourhood. The proposed subdivision reflects the future vision of Kilmore by ensuring that residential land use continues to be the dominant form of development in the area.

The portion of Natures Run which runs north/south through the subject site is presently unsealed but is scheduled to be upgraded to a Key Local Road. The road will be extended to connect up with Anderson Road to the north. The proposed subdivision will ensure that the layout is consistent with the future road alignment of Natures Run and other future proposed roads throughout the site. The design will be consistent with the preferred Key Local Road cross section in the structure plan.

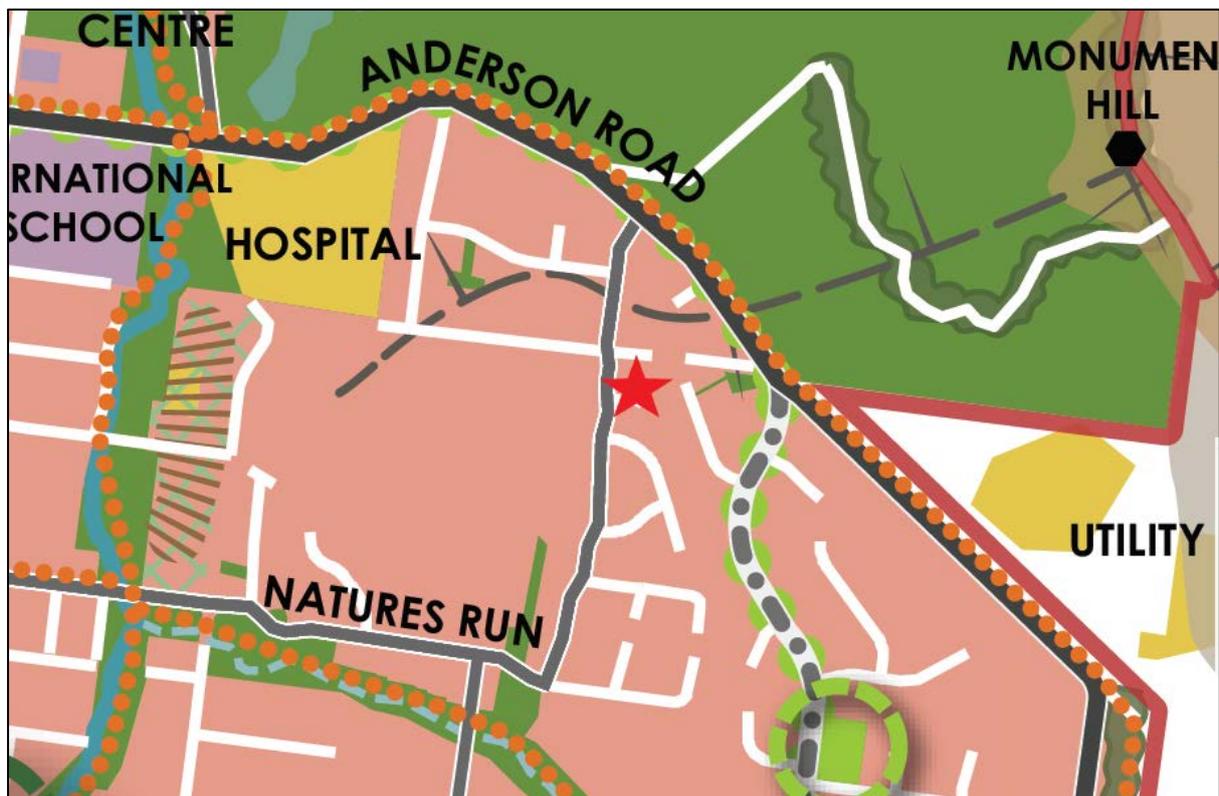


Figure 12 - Location of subject site (red star) in relation to the Kilmore Structure Plan



8.4 Design and Amenity

Strategically, in the context of the General Residential Zone and Kilmore Structure Plan, the subdivision and development of this site for conventional residential purposes is supported. The subdivision design has development in accordance with the Development Plan, which is assessed in detail in part of 7 of this report.

It is our assessment that the proposal provides an excellent response to the provisions of Clause 56 (Residential Subdivision) of the Mitchell Planning Scheme. A detailed assessment against these provisions is set out in Appendix 1 of this report, wherein the subdivision design demonstrates compliance with standards relating to lot design, liveability, urban landscape, access and movement.

It is demonstrated in application plans that each lot is capable of accommodating a dwelling, with compliant garden areas. Due to the orientation and layout of proposed lots, future residential development will benefit from strong northerly aspects in order to maximise solar access and energy efficiency. Where possible, lots have been sited to incorporate the existing trees within the site, with sufficient space available for other landscaping opportunities. Trees will provide shade to residents and will continue to contribute to the landscape character of the area.

The proposed retention of native vegetation will assist in mitigating any perceived impact on neighbouring properties, by providing a visual buffer. The rears of proposed allotments would align with the rear gardens on Mannagum Court, and the proposed easement along the western boundary. Given the sizing and spacing of allotments development opportunities are provided that will not give rise to amenity impacts in terms of overshadowing, overlooking or visual bulk. The proposed road, cycle and pedestrian connections created by the proposal would benefit local access, and improve the amenity of the area.

For all of these reasons, it is firmly our view that the proposed subdivision design provides an appropriate response to the opportunities and constraints of the land, and would consolidate residential development in this area in a form which is appropriate, and accords with the strategic planning context.

8.5 Landscaping

The proposal is considered to provide an appropriate level of landscaping throughout the site. The landscaping is designed to ensure that existing native vegetation remains a key feature in the neighbourhood to allow future residents to benefit from its natural landscape setting.

The Kilmore Structure Plan seeks to protect and enhance the town's natural character elements. The proposed subdivision achieves this vision by designing the layout to optimise the retention of existing native trees. The proposed allotments have been designed to provide for reasonable development opportunities, whilst allowing trees to be retained within the front, rear and side setbacks of lots. Furthermore the lots will accommodate suitable building footprints that would provide for the minimum garden area requirements identified in Clause 32.08-4 of the General Residential Zone to be met.

Landscaping is also provided within the road reserves and will include canopy trees to provide shade to pedestrians and additional habitat for local wildlife. This is demonstrated within the proposed street sections in the plan set by Human Habitats.

8.5.1 Clause 53.01 – Public Open Space Contribution and Subdivision

Clause 53.01 (Public Open Space Contribution and Subdivision) requires the applicant subdividing the land to contribute a percentage of the site area towards the provision of public open space. For the subdivision of land in infill development within Kilmore and Kilmore East, 4% of the site value is required for public open space.

The subdivision proposes to provide a total 12% of open space, to consist of:

- The easement located along the site's western boundary, amounting to 0.49 hectares of open space and 8% of the site area in total;
- A tree reserve 0.16ha in size amounting to approximately 3% of the site area; and
- A drainage reserve 0.11ha in size amounting to approximately 2% of the site area.

Please refer to the Land Budget Plan within the submitted plan package which clearly shows open space areas within the development.

8.5.2 Clause 52.17 - Native Vegetation

The purpose of Clause 52.17 is to ensure there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation.

Pursuant to Clause 52.17-1, a permit is required to remove vegetation. The proposed landscaping response seeks to retain a large proportion of existing native vegetation to protect the habitat of local wildlife as well as enhance the natural landscape setting of the future neighbourhood. Where vegetation is to be removed, substantial areas are provided within each lot for canopy tree planting to offset the loss of the trees to be removed.

It is further noted that environmental studies of the trees on the subject site have been undertaken, with trees identified as suitable for retention or removal nominated and clearly shown within the tree retention plan submitted as part of the plan package, with an excerpt of the plan shown below at Figure 12. Given the intent for the site to be developed for residential development under its GRZ1 zoning, the extent of vegetation being cleared is appropriate and necessary to facilitate the subdivision and eventual construction of dwellings on the land in accordance with Council's expectations whilst retaining a suitable quantity of significant native vegetation across the entire site.



Figure 13 - Excerpt of tree removal plan showing trees to be removed (red) and retained (green)

8.6 Traffic Considerations

The proposed subdivision is considered to respond appropriately to the traffic and access needs of the site and surrounding area.

Natures Run is scheduled to be upgraded to a Key Local Road under the Kilmore Structure Plan. The proposed subdivision ensures that the layout of Natures Run is consistent with the cross sections provided within the Structure Plan for Key Local Roads – an example of which is provided in Figure 14 below.

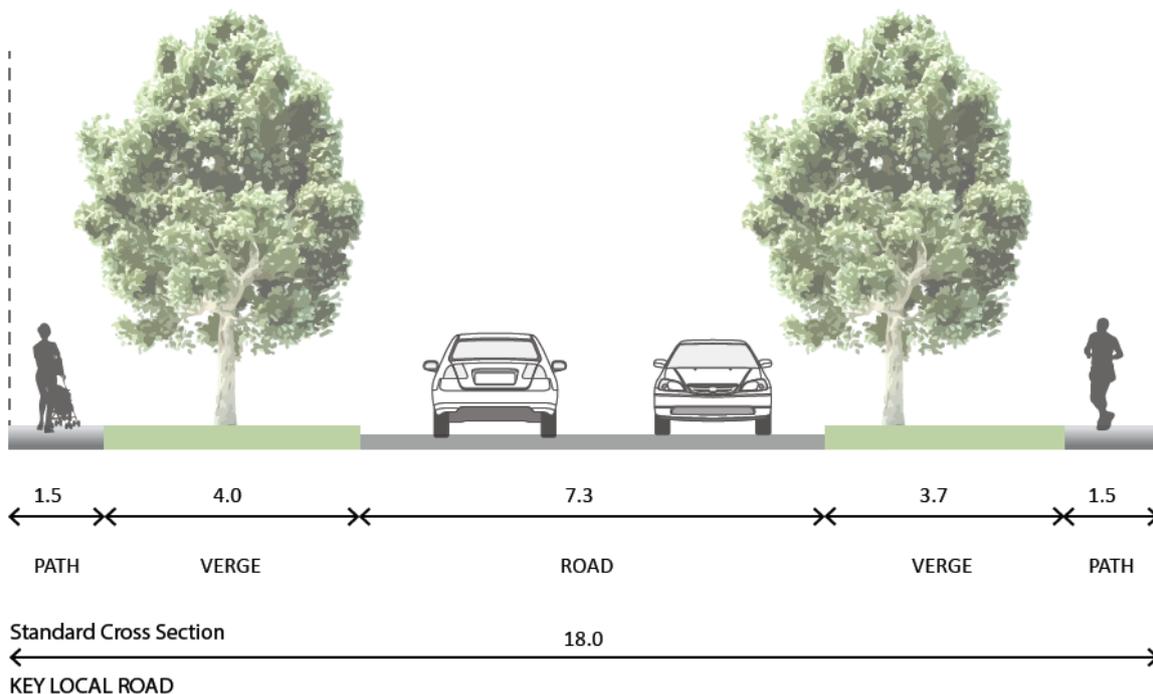


Figure 14 – Standard cross section for Key Local Roads as per the Kilmore Structure Plan

All internal roads will include at-grade pedestrian pathways accessible to those with limited mobility and footpath-bound vehicles. Internal roads will incorporate speed-restricting infrastructure and wide splay areas to create a safe pedestrian environment.

A Transport Impact Assessment for Stage 1 and 2 has been conducted by One Mile Grid and is included with this application. Generally speaking, the report found that no significant issues with regard to the proposed subdivision.

Key conclusions note that:

- The proposed subdivision design is considered to be generally in accordance with the transport related requirements of the Kilmore Structure Plan;
- The subdivision road network has been designed generally in accordance with Clause 56 requirements of the Mitchell Planning Scheme and IDM guidelines; and
- It is expected that the full Stage 1 and 2 development traffic will easily be accommodated via Natures Run to the south of the site.

Please refer to the accompanying transport impact assessment by One Mile Grid for further information.



9 Conclusion

Upon review of the key policies and objectives of the Mitchell Planning Scheme, and Kilmore Structure Plan, we note that the proposed Development Plan, and Subdivision of Stages 1 and 2 will deliver a positive planning outcome for the site. In support of this position are the following key considerations:

- The proposed development plan represents the consolidation of a large, vacant site without gainful use for residential development. The response to the site aligns with its existing and emerging residential context to all interfaces, and would provide for future road, cycle and pedestrian connections.
- The proposed Development Plan responds to the requirements of Schedule 10 of the Development Plan Overlay, and provides all necessary information relative to the nature and scale of the development. The proposed Development Plan would provide for the orderly development of the site for residential purposes, in a matter which is supported by the Kilmore Structure Plan and Mitchell Planning Scheme.
- The Development Plan and subdivision prioritises the retention of existing trees, particularly where those trees are of noted landscape value. This approach both minimises the impacts of the development on the landscape and creates a green and leafy residential character.
- The proposal would not result in any unacceptable transport or traffic impacts, and adequate infrastructure and connections can be provided to ensure that the lots are serviced by utilities, and that the land is able to mitigate its own impacts in terms of stormwater run-off.
- In accordance with the provisions of the Development Plan Overlay, the proposal has been assessed in terms of potential cultural heritage impact, and appropriateness for residential development in terms of bushfire impact. These assessments have identified no reason why a planning permit should not be granted.
- The proposed development plan and subdivision accords with the provisions of the General Residential Zone, and provides a positive response to all relevant objectives of Clause 56.

For the reasons outlined in this report, we believe the proposal is worthy of Council support, subject to standard conditions.

Human Habitats Pty Ltd



APPENDIX A – Clause 56 Assessment (Residential Subdivision)

Clause 56.02 – Policy Implementation

| Title and Objective | Standard | Compliance |
|---|--|---|
| <p>C1</p> <p>Strategic Implementation</p> <p>To ensure that the layout and design of a subdivision is consistent with and implements any objective, policy, strategy or plan for the area out in this scheme.</p> | <p>An application must be accompanied by a written statement that describes how the subdivision is consistent with an implements any relevant growth area, activity centre, housing, access and mobility, community facilities, open space and recreation, landscape (including any native vegetation precinct plan) and urban design objective, policy, strategy or plan for the area set out in this scheme.</p> | <p>Complies</p> <p>Please refer to the Planning Report which provides a comprehensive assessment of how the proposed subdivision implements the objectives of state and local planning policies, including the Kilmore Structure Plan.</p> |

Clause 56.03 – Liveable and Sustainable Communities

| Title and Objective | Standard | Compliance |
|--|--|---|
| <p>C2</p> <p>Compact and walkable neighbourhoods</p> <p>To create compact neighbourhoods that are oriented around easy walking distances to activity centres, schools and community facilities, public open space and public transport.</p> <p>To allow easy movement through and between neighbourhoods for all people.</p> | <p>A subdivision should implement any relevant growth area or any approved land-use and development strategy, plan or policy for the area set out in this scheme.</p> <p>An application for subdivision must include a plan of the layout of the subdivision that:</p> <ul style="list-style-type: none"> ▪ Meets the objectives (if relevant to the class of subdivision specified in the zone) of: <ul style="list-style-type: none"> - Clause 56.03-2 Activity Centres - Clause 56.03-3 Planning for community facilities - Clause 56.04-1 Lot diversity and distribution - Clause 56.04-2 Walking and cycling network - Clause 56.04-3 Public transport network - Clause 56.04-4 Neighbourhood street networks. ▪ Shows the 400 metre street walking distance around each existing or proposed bus stop, 600 metres street walking distance around each existing or proposed tram stop and 800 metres street walking distance around each existing or proposed railway station and shows the estimated number of dwellings within those distances. ▪ Shows the layout of the subdivision | <p>Complies</p> <p>Please refer to Standards C4, C7, C15, C16 and C17 for a detailed assessment.</p> |



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| | <p>in relation to the surrounding area.</p> <p>Is designed to be accessible for people with disabilities.</p> | |
| <p>C3</p> <p>Activity Centres</p> <p>To provide for mixed-use activity centres, including neighbourhood activity centres, of appropriate area and location.</p> | <p>A subdivision should implement any relevant activity centre strategy, plan or policy for the area set out in this scheme.</p> <p>Subdivision should be supported by activity centres that are:</p> <ul style="list-style-type: none"> ▪ Accessible by neighbourhood and regional walking and cycling networks. ▪ Served by public transport that is connected to the regional public transport network. ▪ Located at public transport interchange points for the convenience of passengers and easy connections between public transport services. ▪ Located on arterial roads or connector streets. ▪ Of appropriate size to accommodate a mix of uses that meet local community needs. <p>Oriented to support active street frontages, support street-based community interaction and pedestrian safety.</p> | <p>Complies</p> <p>Planning policy, including the Kilmore Structure Plan, does not identify any future activity centres within the subject site.</p> <p>The subdivision is located approximately 1 kilometre south west of Kilmore Town Centre. The existing town centre will be accessible through proposed and existing pedestrian, cycle and road connections.</p> |
| <p>C4</p> <p>Planning for community facilities</p> <p>To provide appropriately located sites for community facilities including schools, libraries, preschools and childcare, health services, police and fire stations, recreation and sports facilities.</p> | <p>A subdivision should:</p> <ul style="list-style-type: none"> ▪ Implement any relevant regional and local community facility strategy, plan or policy for the area set out in this scheme. ▪ Locate community facilities on sites that are in or near activity centres and public transport. <p>School sites should:</p> <ul style="list-style-type: none"> ▪ Be integrated with the neighbourhood and located near activity centres. ▪ Be located on walking and cycling networks. ▪ Have a bus stop located along the school site boundary. ▪ Have student drop-off zones, bus-parking and on-street parking in addition to other street functions in abutting streets. ▪ Adjoin the public open space network and community sporting | <p>Complies</p> <p>No regional or local community facilities have been nominated on the subject site, but the site is in close proximity to several community facilities as detailed within this report.</p> |



| | | |
|---|---|--|
| | <p>and other recreation facilities.</p> <ul style="list-style-type: none"> ▪ Be integrated with community facilities. ▪ Be located on land that is not affected by physical, environmental or other constraints. <p>Schools should be accessible by the Principal Public Transport Network in Metropolitan Melbourne and on the regional public transport network outside Metropolitan Melbourne.</p> <p>Primary schools should be located on connector streets and not on arterial roads.</p> <p>New State Government school sites must meet the requirements of the Department of Education and Training and abut at least two streets with sufficient widths to provide student drop-off zones, bus parking and on-street parking in addition to other street functions.</p> | |
| <p>C5 Built Environment To create urban places with identity and character.</p> | <p>The built environment should:</p> <ul style="list-style-type: none"> ▪ Implement any relevant urban design strategy, plan or policy for the area set out in this scheme. ▪ Provide living and working environments that are functional, safe and attractive. ▪ Provide an integrated layout, built form, and urban landscape. ▪ Contribute to a sense of place and cultural identity. <p>An application should describe the identity and character to be achieved and the elements that contribute to that identity and character.</p> | <p>Complies</p> <p>The Kilmore Structure Plan identifies the site and surrounding area for general residential use. The proposed subdivision will result in the creation of 42 residential lots which would be capable of supporting a range of housing types.</p> <p>The retention of native vegetation throughout the site will provide for an attractive neighbourhood and contribute to the natural landscape setting of the area.</p> <p>The layout of the subdivision is designed to integrate with existing subdivision and development, particularly south of the subject site. Proposed internal roads will align with existing roads north and south of the subject site.</p> |
| <p>C6 Neighbourhood Character To design subdivision that responds to neighbourhood character.</p> | <p>Subdivision should:</p> <ul style="list-style-type: none"> ▪ Respect the existing neighbourhood character or achieve a preferred neighbourhood character objective, policy or statement set out in this scheme. ▪ Respond to and integrate with the surrounding urban environment. <p>Protect significant vegetation and site features.</p> | <p>Complies</p> <p>The proposal will be respectful of the existing neighbourhood character found to the north and south of the site, providing ample roadside landscaping and open space reserve areas to retain the area's leafy neighbourhood character.</p> |



Clause 56.04 – Lot Design

| Title and Objective | Standard | Compliance |
|--|---|--|
| <p>C7</p> <p>Lot diversity and distribution</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"> ▪ Single dwellings. ▪ Two dwellings or more. ▪ Higher density housing. ▪ Residential buildings and Retirement villages. <p>Unless the site is constrained by topography or other site conditions, lot distribution should provide for 95% of dwellings to be located no more than 400 metres 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 300sqm 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>Complies</p> <p>The subdivision provides a range of lot sizes suitable to a variety of households. The number of lot sizes and their respective sizes achieves the relevant density targets for the site.</p> <p>As set out in the Development Plan, smaller lots providing for medium density housing product are anticipated to be delivered in Stage 3.</p> |
| <p>C8</p> <p>Lot area and building envelopes</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,</p> | <p>An application to subdivide land that creates lots of less than 300sqm should be accompanied by the following information that shows:</p> <ul style="list-style-type: none"> ▪ That the lots are consistent or contain 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. <p>Lots between 300sqm and 500sqm</p> | <p>Complies</p> <p>A variety of lot sizes, frontages and depths are proposed. This will facilitate the delivery a range of housing styles.</p> <p>Lots are oriented to have excellent opportunities for solar access, private open spaces and vehicle accessibility.</p> <p>The proposal does not include any lots with an area less than 300sqm.</p> |

easements and the retention of significant vegetation and site features.

should:

- 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 10 metres by 15 metres, or 9 metres by 15 metres if a boundary wall is nominated as part of the building envelope.

If lots between 300sqm and 500sqm are proposed to contain dwellings that are built to the boundary, the long axis of the lots should be within 30 degrees east and 20 degrees west of north unless there are significant physical constraints that make this difficult to achieve.

Lots greater than 500sqm should be able to contain a single rectangle measuring 10 metres by 15 metres, and may contain a building envelope.

A building envelope may specify or incorporate any relevant siting and design requirement. Any requirement should meet the relevant standards of Clause 54, unless:

- The objective of the relevant standards 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.

Where a lot with a building envelope adjoins a lot that is not on the same plan of subdivision or is not subject to the same agreement relating to the relevant building envelope:

- The building envelope must meet Standards A10 and A11 of Clause 54 in relation to the adjoining lot; and
- The building envelope must not regulate siting matters covered by Standards A12 to A15 (inclusive) of Clause 54 in relation to the



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| | <p>adjoining lot. This should be specified in the relevant plan of subdivision or agreement.</p> <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 for Building Regulations. ▪ Existing or proposed easements on lots. <p>Significant vegetation and site features.</p> | |
| <p>C9</p> <p>Solar orientation of lots</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% of lots should have appropriate solar orientation.</p> <p>Lots have appropriate solar orientation when:</p> <ul style="list-style-type: none"> ▪ 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. ▪ Lots between 300sqm and 500sqm are proposed to contain dwellings that are built to the boundary; the long axis of the lots should be within 30 degrees east and 20 degrees west of north. <p>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> | <p>Complies</p> <p>Where appropriate, the majority of lots have been oriented to meet the requirements of Standard C9 allowing for excellent solar access in both rear and front setbacks.</p> |
| <p>C10</p> <p>Street Orientation</p> <p>To provide a lot layout that contributes to community social interaction, personal safety.</p> | <p>Subdivision should increase visibility and surveillance by:</p> <ul style="list-style-type: none"> ▪ Ensuring lots front all roads and streets and avoid the side or rear of lots being oriented to connector streets and arterial roads. ▪ Providing lots of 300sqm or less in area and lots for 2 or more dwellings around activity centres and public open space. ▪ Ensuring streets and houses look onto public open space and avoiding sides and rears of lots along public open space boundaries. ▪ Providing roads and streets along public open space boundaries. | <p>Complies</p> <p>The proposed layout generally provides lots which are orientation to the street, ensuring casual surveillance of internal roads is facilitated and avoiding the creation of blind spots. Two of the proposed lots would have frontages less than 10m (116 & 120) where access is provided from a court bowl. Another 7 lots front this court bowl so there are no impacts in terms of surveillance. Generally speaking the subdivision layout will create an attractive and safe environment with its diversity of lot sizes and well vegetated streetscape.</p> |



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| <p>C11 Common area</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"> ▪ The common area to be owned by the body corporate, including any streets and open space. ▪ The reasons why the area should be commonly held. ▪ Lots participating in the body corporate. <p>The proposed management arrangements including maintenance standards for streets and open spaces to be commonly held.</p> | <p>Not Applicable</p> <p>Creation of a body corporate is not proposed / necessary.</p> |
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Clause 56.05 – Urban Landscape

| Title and Objective | Standard | Compliance |
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| <p>C12 Integrated Urban Landscape</p> <p>To provide attractive and continuous landscaping in streets and public open spaces that contributes 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"> ▪ Implement any relevant streetscape, landscape, urban design or native vegetation precinct plan, strategy or policy for the area set out in this scheme. ▪ Create attractive landscapes that visually emphasise streets and public open spaces. ▪ Respond to the site and context description for the site and surrounding area. ▪ Maintain significant vegetation where possible within an urban context. ▪ Take account of the physical features of the land including landform, soil and climate. ▪ Protect and enhance any significant natural and cultural features. ▪ Protect and link areas of significant local habitat where appropriate. ▪ Support integrated water management systems with appropriate landscape design | <p>Complies</p> <p>The proposed design response plan identifies landscape design in the form of retained trees and grassland, as well as new street tree planting. This is reflected in indicative street sections, and further detail can be provided in the form a landscape plan to be secured by planning condition.</p> |



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| | <p>techniques for managing urban run-off including wetlands and other water sensitive urban design features in streets and public open space.</p> <ul style="list-style-type: none"> ▪ Promote the use of drought tolerant and low maintenance plants and avoid species that are likely to spread into the surrounding environment. ▪ Ensure landscaping supports surveillance and provides shade in streets, parks and public open space. ▪ 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. ▪ Provide for walking and cycling networks that link with community facilities. ▪ Provide appropriate pathways, signage, fencing, public lighting and street furniture. ▪ Create low maintenance, durable landscapes that are capable of a long life. <p>The landscape design must include a maintenance plan that sets out maintenance responsibilities, requirements and costs.</p> | |
| <p>C13 Public open space provision</p> <p>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.</p> <p>To provide a network of public open space that caters for a broad range of users.</p> <p>To encourage healthy</p> | <p>The provision of public open space should:</p> <ul style="list-style-type: none"> ▪ Implement any relevant objective, policy, strategy or plan (including any growth area precinct structure plan) for open space set out in this scheme. ▪ Provide a network of well-distributed neighbourhood public open space that includes: <ul style="list-style-type: none"> - Local parks within 400 metres safe walking distance of at least 95% of all dwellings. Where not designed to include active open space, local parks should be generally 1 hectare in area and suitably dimensioned and designed to provide for | <p>Complies</p> <p>The proposed subdivision of Stages 1 and 2 is contributing 12% of the site area to public open space, with more open space to be dedicated as part of the nature reserve created under Stage 3.</p> <p>Public open space will consist of:</p> <ul style="list-style-type: none"> ▪ The easement along the western boundary of the site will be entirely open space, amounting to 8% of the subject site; ▪ A tree reserve contained within Stage 2 0.16ha in size and 3% of the subject site; ▪ Drainage Reserve 0.11 ha in size and 2% of the subject site; |



and active communities.

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

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

their intended use and to allow easy adaptation in response to changing community preferences.

- Additional small local parks or public squares in activity centres and higher density residential areas.
- Active open space of at least 8 hectares in area within 1 kilometre of 95% of all dwellings that is:
 - Suitable dimensioned and designed to provide for the intended use, buffer areas around sporting fields and passive open space.
 - Sufficient to incorporate two football/cricket ovals.
 - Appropriate for the intended use in terms of quality and orientation.
 - Located on flat land (which can be cost effectively graded).
 - Located with access to, or making provision for, a recycled or sustainable water supply.
 - Adjoin schools and other community facilities where practical.
 - Designed to achieve sharing of space between sports.
 - Linear parks and trails along waterways, vegetation corridors and road reserves within 1 kilometre of 95% of all dwellings.

Public open space should:

- Be provided along foreshores, streams and permanent water bodies.
- Be linked to existing or proposed future public open spaces where appropriate.
- Be integrated with floodways and encumbered land that is accessible for public recreation.

Lots have been designed according to nearby open space to maximise amenity.



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| | <ul style="list-style-type: none"> ▪ Be suitable for the intended use. ▪ Be of an area and dimensions to allow easy adaptation to different uses in response to changing community active and passive recreational preferences. ▪ Maximise passive surveillance. ▪ Be integrated with urban water management systems, waterways and other water bodies. <p>Incorporate natural and cultural features where appropriate.</p> | |
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Clause 56.06 – Access and Mobility Management

| Title and Objective | Standard | Compliance |
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| <p>C14 Integrated Mobility</p> <p>To achieve an urban structure where compact and walkable neighbourhoods are clustered to support larger activity centres on the Principal Public Transport Network in Metropolitan Melbourne and on the regional public transport outside Metropolitan Melbourne.</p> <p>To provide for walking (including persons with impaired mobility), cycling, public transport and other motor vehicles in an integrated manner.</p> <p>To contribute to reduced car dependence, improved energy efficiency, improved transport efficiency, reduced greenhouse gas emissions and reduced air pollution.</p> | <p>An application for a subdivision must include a plan of the layout of the neighbourhood that meets the objectives of:</p> <ul style="list-style-type: none"> ▪ Clause 56.06-2 Walking and cycling network. ▪ Clause 56.06-3 Public transport network. ▪ Clause 56.06-4 Neighbourhood street network. | <p>Complies</p> <p>Refer to C15, C16 and C17 for detailed assessments.</p> |
| <p>C15 Walking and cycling network</p> <p>To contribute to community health and wellbeing by</p> | <p>The walking and cycling network should be designed to:</p> <ul style="list-style-type: none"> ▪ Implement any relevant regional and local walking and cycling strategy, plan or policy for the area set out in this scheme. ▪ Link to any existing pedestrian and | <p>Complies</p> <p>All roads within the subdivision include at-grade footpaths. Paths connect pedestrians to the wider street network and integrate with surrounding public open spaces.</p> <p>Crossings are designed to be safe</p> |



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| <p>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>cycling networks.</p> <ul style="list-style-type: none"> ▪ Provide safe, walkable distances to activity centres, community facilities, public transport stops and public open spaces. ▪ 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. ▪ Provide direct cycling routes for regional journeys to major activity centres, community facilities, public transport and other regional activities and for regional recreational cycling. ▪ Ensure safe street and road crossings including the provision of traffic controls where required. ▪ Provide an appropriate level of priority for pedestrians and cyclists. ▪ Have natural surveillance along streets and from abutting dwellings and be designed for personal safety and security particularly at night. ▪ Be accessible to people with disabilities. | <p>and convenient to all users with priority given to pedestrians and cyclists.</p> <p>The topography of the land will allow for persons with limited mobility to walk throughout the subdivision area.</p> |
| <p>C16</p> <p>Public transport network</p> <p>To provide an arterial road and neighbourhood street network that supports a direct, efficient and safe public transport system.</p> <p>To encourage maximum use of public transport.</p> | <p>The public transport network should be designed to:</p> <ul style="list-style-type: none"> ▪ Implement any relevant public transport strategy, plan or policy for the area set out in this scheme. ▪ Connect new public transport routes to existing and proposed routes to the satisfaction of the relevant public transport authority. ▪ Provide for public transport links between activity centres and other locations that attract people using the Principal Public Transport Network in Metropolitan Melbourne and the regional public transport network outside Metropolitan Melbourne. ▪ Locate regional bus routes principally on arterial roads and locate local bus services principally | <p>Complies</p> <p>The Kilmore Structure Plan has identified a potential future bus route to run along Centenary Drive, east of the subject site. This will provide a nearby public transport connection for residents travelling to Kilmore Town Centre and Kilmore East Train Station.</p> |



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| | <p>on connector streets to provide:</p> <ul style="list-style-type: none"> - Safe and direct movement between activity centres without complicated turning manoeuvres. - Direct travel between neighbourhoods and neighbourhood activity centres. <p>A short and safe walk to a public transport stop from most dwellings.</p> | |
| <p>C17 Neighbourhood street network</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"> ▪ Take account of the existing mobility network of arterial roads, neighbourhood streets, cycle paths, shared paths, footpaths and public transport routes. ▪ Provide clear physical distinctions between arterial roads and neighbourhood street types. ▪ Comply with the Roads Corporation’s arterial road access management policies. ▪ Provide an appropriate speed environment and movement priority for the safe and easy movement of pedestrians and cyclists and for accessing public transport. ▪ Provide safe and efficient access to activity centres for commercial and freight vehicles. ▪ Provide safe and efficient access to all lots for service and emergency vehicles. ▪ Provide safe movement for all vehicles. ▪ Incorporate any necessary traffic control measures and traffic management infrastructure. <p>The neighbourhood street network should be designed to:</p> <ul style="list-style-type: none"> ▪ Implement any relevant transport strategy, plan or policy for the area set out in this scheme. ▪ Include arterial roads at intervals of approximately 1.6 kilometres that have adequate reservation widths to accommodate long term movement demand. | <p>Complies</p> <p>The subdivision offers a range of pathways and roads which provides connections to the wider street and pedestrian and bicycle network. This will enable all lots access to key services including schools, parks, hospitals and shopping centres.</p> <p>All roads are designed to discourage high speeds and be efficient for service and emergency vehicles to access each lot.</p> <p>A detailed assessment of the transport aspects of the proposal is provided in the Traffic Impact Assessment by One Mile Grid which accompanies the application.</p> |



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| | <ul style="list-style-type: none"> ▪ Include connector streets approximately halfway between arterial roads and provide adequate reservation widths to accommodate long term movement demand. ▪ Ensure connector streets align between neighbourhoods for direct and efficient movement of pedestrians, cyclists, public transport and other motor vehicles, ▪ Provide an appropriate level of local traffic dispersal. ▪ Indicate the appropriate street type. ▪ Provide a speed environment that is appropriate to the street type. ▪ Provide a street environment that appropriately manages movement demand (volume, type and mix of pedestrians, cyclists, public transport and other motor vehicles). ▪ Encourage appropriate and safe pedestrian, cyclist and driver behaviour. ▪ Provide safe sharing of access lanes and access places by pedestrians, cyclists and vehicles. ▪ Minimise the provision of cul-de-sacs. ▪ Provide for service and emergency vehicles to safely turn at the end of a dead-end street. ▪ Facilitate solar orientation of lots. ▪ Facilitate the provision of the walking and cycling network, integrated water management systems, utilities and planting of trees. ▪ Contribute to the area's character and identity. <p>Take account of any identified significant features.</p> | |
| <p>C18 Walking and cycling network detail To design and construct footpaths, shared path and cycle path networks that are safe,</p> | <p>Footpaths, shared paths, cycle paths and cycle lanes should be designed to:</p> <ul style="list-style-type: none"> ▪ Be part of a comprehensive design of the road or street reservation. ▪ Be continuous and connect. ▪ Provide for public transport stops, | <p>Complies The proposed pathways are designed to integrate with the proposed and existing street networks. The widths of pathways are appropriate for the expected user</p> |



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| <p>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>street crossings for pedestrians and cyclists and kerb crossovers for access to lots.</p> <ul style="list-style-type: none"> ▪ Accommodate projected user volumes and mix. ▪ Meet the requirements of Table C1. ▪ 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. ▪ Provide appropriate signage. ▪ Be constructed to allow access to lots without damage to the footpath or shared path surfaces. ▪ Be constructed with a durable, non-skid surface. ▪ Be of a quality and durability to ensure: <ul style="list-style-type: none"> - Safe passage for pedestrians, cyclists, footpath bound vehicles and vehicles. - Discharge urban runoff. - Preservation of all-weather access. - Maintenance of a reasonable, comfortable riding quality. - A minimum 20 year lifespan. ▪ 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. | <p>volumes and are accessible to people with limited mobility.</p> <p>All paths will be constructed with a non-skid, durable surface to ensure safe passage of pedestrian and footpath-bound vehicles.</p> <p>Tactile surfaces at road intersections will be provided.</p> |
| <p>C19</p> <p>Public transport network detail</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</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>Complies</p> <p>The Kilmore Structure Plan has identified a potential future bus route to run along Centenary Drive, east of the subject site. This will provide a nearby public transport connection for residents travelling to Kilmore Town Centre and Kilmore East Train Station.</p> |



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| <p>accessible to people with disabilities.</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"> ▪ Surveillance from streets and adjacent lots. ▪ Safe street crossing conditions for pedestrians and cyclists. <p>Safe pedestrian crossings on arterial roads and at schools including the provision of traffic controls as required by the roads authority.</p> <ul style="list-style-type: none"> ▪ Continuous hard pavement from the footpath to the kerb. ▪ Sufficient lighting and paved, sheltered waiting areas for forecast user volume at neighbourhood centres, schools and other locations with expected high patronage. ▪ Appropriate signage. <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>C20</p> <p>Neighbourhood street network detail</p> <p>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"> ▪ Meet the requirements of Table C1. Where the widths of access lanes, access places, and access streets do not comply with the requirements to Table C1, the requirements of the relevant fire authority and roads authority must be met. ▪ 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. ▪ Have verges of sufficient width to accommodate footpaths, shared paths, cycle paths, integrated water management, street tree planting, lighting and utility needs. ▪ Have street geometry appropriate to the street type and function, the physical land characteristics and | <p>Complies</p> <p>Local access streets comply with the requirements of table C1.</p> <p>Street blocks are of an appropriate length and design considering the subject site's dimensions and surrounding development context.</p> <p>Corner splays are provided at intersections as per this Standard.</p> <p>All roads are designed to discourage high speeds and be efficient for service and emergency vehicles to access each lot.</p> <p>Street detail plans have been prepared and are included within the set of proposal plans submitted as part of this application.</p> |

achieve a safe environment for all users.

- Provide a low-speed environment while allowing all road users to proceed without unreasonable inconvenience or delay.
- Provide a safe environment for all street users applying speed control measures where appropriate.
- Ensure intersection layouts clearly indicate the travel path and priority of movement for pedestrians, cyclists and vehicles.
- Provide a minimum 5 metre by 5 metre corner splay at junctions with arterial roads and a minimum 3 metre by 3 metre corner splay at other junctions unless site conditions justify a variation to achieve safe sight lines across corners.
- Ensure streets are of sufficient strength to:
 - Perform the required integrated water management functions.
 - Delineate the edge of the carriageway for all street users.
 - Provide efficient and comfortable access to abutting lots at appropriate locations.
 - Contribute to streetscape design.
- Provide for the safe and efficient collection of waste and recycling materials from lots.
- Be accessible to people with disabilities.
- Meet the requirements of Table C1. Where the widths of access lanes, access places and access streets do not comply with the requirements of Table C1, the requirements of the relevant fire authority and roads authority must be met. Where the widths of connector streets do not comply with the requirements of Table C1, the requirements of the relevant public transport authority must be met.



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| | <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, kerbs, 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. <p>Any relevant details for the design and location of street furniture, lighting, seats, bus stops, telephone boxes and mailboxes.</p> | |
| <p>C21 Lot Access To provide for safe vehicle access between roads and lots.</p> | <p>Vehicle access to lots abutting arterial roads should be provided from service roads, side or rear access lanes, access places or access streets where appropriate and in accordance with the access management requirements of the relevant roads authority.</p> <p>Vehicle access to lots of 300sqm or less in area and lots with a frontage of 7.5 metres or less should be provided via rear or side access lanes, places or streets.</p> <p>The design and construction of a crossover should meet the requirements of the relevant road authority.</p> | <p>Complies</p> <p>All lots will have sufficient space to accommodate on-site car parking, and will be accessed via the proposed road network.</p> <p>The proposed does not incorporate any loss less than 300sqm or less.</p> |



Clause 56.07 – Integrated Water Management

| Title and Objective | Standard | Compliance |
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| <p>C22 Drinking and water supply</p> <p>To reduce the use of drinking water.</p> <p>To provide an adequate, cost-effective supply of drinking water.</p> | <p>The supply of drinking water must be:</p> <ul style="list-style-type: none"> ▪ Designed and constructed in accordance with the requirements and to the satisfaction of the relevant water authority. <p>Provided to the boundary of all lots in the subdivision to the satisfaction of the relevant water authority.</p> | <p>Complies</p> <p>An infrastructure Servicing Report is submitted with this planning application outlining compliance with this standard.</p> <p>The subject site will be capable of connecting with the reticulated water supply available in the local neighbourhood.</p> <p>The supply of drinking water to the boundary of each lot will be subject to the design and construction of the relevant servicing authority.</p> |
| <p>C23 Reused and recycled water</p> <p>To provide for the substitution of drinking water for non-drinking purposes with reused and recycled water.</p> | <p>Reused and recycled water supply systems must be:</p> <ul style="list-style-type: none"> ▪ Designed, constructed and managed in accordance with the requirements and to the satisfaction of the relevant water authority, Environmental Protection Authority and Department of Health and Human Services. ▪ Provided to the boundary of all lots in the subdivision where required by the relevant water authority. | <p>Complies</p> <p>An infrastructure Servicing Report is submitted with this planning application outlining compliance with this standard.</p> <p>Recycled water will be provided to all lots within the subdivision.</p> |
| <p>C24 Waste water management</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"> ▪ Designed, constructed and managed in accordance with the requirements and to the satisfaction of the relevant water authority and Environmental Protection Authority. ▪ Consistent with any relevant approved domestic waste water management plan. <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>Complies</p> <p>An infrastructure Servicing Report is submitted with this planning application outlining compliance with this standard.</p> <p>The subject site is capable of connecting to the reticulated sewerage infrastructure available in the local neighbourhood.</p> <p>Sewerage connections will be designed and constructed in accordance with the requirements of the relevant servicing authority.</p> |
| <p>C25 Stormwater management</p> <p>To minimise damage to properties and inconvenience to residents from stormwater.</p> <p>To ensure that the street</p> | <p>The 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 | <p>Complies</p> <p>A Servicing and Drainage Report is submitted with this planning application outlining compliance with this standard.</p> <p>On site retention is proposed, in the form of a storage tank within the proposed drainage reserve.</p> <p>Further details are anticipated to be</p> |



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| <p>operates adequately during major storm events and provides for public safety.</p> <p>To minimise increases in stormwater and protect the environmental values and physical characteristics of receiving waters from degradation by stormwater.</p> <p>To encourage stormwater management that maximises the retention and reuse of stormwater.</p> <p>To encourage stormwater management that contributes to cooling, local habitat improvements and provision of attractive and enjoyable spaces.</p> | <p>authority where reuse of stormwater is proposed.</p> <ul style="list-style-type: none">▪ Designed to meet the current best practice performance objectives for stormwater quality as contained in the <i>Urban Stormwater – Best Practice Environmental Management Guidelines</i> (Victorian Stormwater Committee, 1999).▪ 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.▪ Designed to contribute to cooling, improving local habitat and providing attractive and enjoyable spaces. <p>The stormwater management system should be integrated with the overall development plan including the street and public open space networks and landscape design.</p> <p>For all storm events up to and including the 20% Average Exceedance 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 more than 1 hour after the cessation of rainfall. <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 agrees by the relevant floodplain management authority.▪ Ensure that streets, footpaths and cycle paths that are subject to flooding meet the safety criteria $d_a V_{ave} < 0.35 \text{ m}^2 / \text{s}$ (where, d_a = average depth in metres and V_{ave} = | <p>provided according to standard planning permit conditions.</p> |
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average velocity in metres per second).

The design of the local drainage network should:

- Ensure stormwater is retarded to a standard required by the responsible drainage authority.
- Ensure every lot is provided with drainage to a standard acceptable to the relevant drainage authority. Wherever possible, stormwater should be directed to the front of the lot and discharged into the street drainage system or legal point of discharge.
- Ensure that inlet and outlet structures take into account the effects of obstructions and debris build up. Any surcharge drainage pit should discharge into an overland flow in a safe and predetermined manner.
- Include water sensitive urban design features to manage stormwater in streets and public open space. Where such features are provided, an application must describe maintenance responsibilities, requirements and costs.

Any flood mitigation works must be designed and constructed in accordance with the requirements of the relevant floodplain management authority.



Clause 56.08 – Site Management

| Title and Objective | Standard | Compliance |
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| <p>C26</p> <p>Site management</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"> ▪ Erosion and sediment. ▪ Dust. ▪ Runoff. ▪ Litter, concrete and other construction wastes. ▪ Chemical contamination. ▪ Vegetation and natural features planned for retention <p>Recycled material should be used for the construction of streets, shared paths and other infrastructure where practicable.</p> | <p>Complies</p> <p>As construction works will be required for the creation of the proposed lots (including drainage and fencing), it is considered that a Construction Management Plan can be prepared as part of a condition of the permit which will ensure compliance with relevant standards.</p> |

Clause 56.09 – Utilities

| Title and Objective | Standard | Compliance |
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| <p>C27</p> <p>Shared trenching</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 minimise construction costs and land allocation for underground services.</p> | <p>Complies</p> <p>Shared trenching of services will be utilised where possible.</p> |
| <p>C28</p> <p>Electricity, telecommunications and gas</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</p> | <p>Complies</p> <p>The design and construction of the electricity supply system will meet relevant electricity supply agency requirements.</p> |



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| | <p>approved strategy, policy or plan for the provision of advanced telecommunications infrastructure, including fibre optic technology. The telecommunications system must be provided to the boundary of all lots in the subdivision to the satisfaction of the relevant telecommunications servicing authority.</p> <p>Where available, the reticulated gas supply system must be designed in accordance with the requirements of the relevant gas supply agency and be provided to the boundary of all lots in the subdivision to the satisfaction of the relevant gas supply agency.</p> | |
| <p>C29 Fire Hydrants</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"> ▪ A maximum distance of 120 metres from the rear of each lot. ▪ No more than 200 metres apart. <p>Hydrants and fire plugs must be compatible with the relevant fire service equipment. Where the provision of fire hydrants and fire plugs do not comply with the requirements of standard C29, fire hydrants must be provided to the satisfaction of the relevant fire authority.</p> | <p>Complies</p> <p>Fire hydrant provision will comply.</p> |
| <p>C30 Public Lighting</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>Complies</p> <p>Public lighting will be provided according to listed standards.</p> |

