Planning Report in support of s96A application

June 2015

KINGFISHER ESTATE – FIRST DEVELOPMENT STAGES
170 LANCEFIELD ROAD, SUNBURY

TPG Ref: 1595

Client: Wincity Development Pty Limited

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1. Introduction

1.1 Overview

This report has been prepared by The Planning Group (TPG), on behalf of Wincity Development Pty Ltd (Wincity), to support a planning permit application for the subdivision of the first section of land at 170 Lancefield Road, a landholding situated on the eastern side of Lancefield Road and to the north of Gellies Road, Sunbury. The land forms part of the Lancefield Road Precinct Structure Plan (PSP 1075) area.

Wincity’s landholding – known as the Kingfisher Estate – has a total area of approximately 270 hectares and comprises three lots, being:

- 170 Lancefield Road, Sunbury – formally known as Lot 3 on LP 208321 – northern allotment (approximately 85 hectares and not part of this application)
- 170 Lancefield Road, Sunbury – formally known as Lot 4 on LP 208321 – central allotment (approximately 103 hectares and the subject of this application)
- 45 Gellies Road, Sunbury – formally known as Crown Allotment 3 Section 22 Parish of Bulla Bulla – southern allotment (approximately 82 hectares and not part of this application)

This Section 96A application seeks approval for the staged subdivision of part of the central allotment; with the two remaining land to be the subject of separate planning applications at a later stage.

It is proposed to subdivide part of the central allotment into 419 residential lots in a variety of lot sizes. The proposed subdivision also includes a range of open space areas and large ‘super lots’ to accommodate a town centre (including a major supermarket and a second smaller supermarket together with specialty retail and non-retail commercial uses), medium density housing sites and a future school and associated community facilities.

The subject land is within the Urban Growth Zone and the Rural Conservation Zone – Schedule 1. The land is also affected by the following overlays:

- Public Acquisitions Overlay – Schedule 1 (PAO1).
- Environmental Significance Overlay – Schedule 1.
- Environmental Significance Overlay – Schedule 10.

A planning permit is required under the following clauses of the Hume Planning Scheme:

- Clause 37.07-10 (Urban Growth Zone) – To subdivide land.
- Clause 35.06-3 (Rural Conservation Zone – Schedule 1) – To subdivide land.\(^1\)
- Clause 42.10-2 (Environmental Significance Overlay – Schedules 1 and 10) – To subdivide land.
- Clause 52.29 (Land Adjacent to a Road Zone, Category 1) – To subdivide land adjacent to a road in a Road Zone, Category 1.

\(^1\) Whilst the application plans show some subdivision occurring within the current RCZ boundary, it is noted that the RCZ boundary (and consequently the UGZ boundary) is proposed to be realigned under a separate concurrent amendment process that will be led by the MPA.
This application has been prepared as part of a combined planning scheme amendment and permit application under Section 96A of the Planning and Environment Act 1987 to be considered concurrently with PSP 1075 and the Lancefield Road Development Contributions Plan (DCP). The proposed subdivision will enable the land to be developed in accordance with the vision established in the PSP.

A number of plans and supporting reports have been prepared that have informed this report, including:

**Plans**
- Title and PSP Context Plan
- Neighbourhood and Site Analysis
- Design Response
- Subdivision Masterplan Section 96A Application Area (including Land Budget and Staging)
- Town Centre Concept Plan
- Housing Typology Plans
- Overall Landscape and Movement Plan
- Landscape Masterplan

**Other Documentation**
- Services Infrastructure Report prepared by Cardno
- Traffic and Transport Assessment (incorporating Road Hierarchy Plan) prepared by Cardno
- Economic Assessment prepared by Essential Economics
- Cultural Heritage Management Plan (no. 11818) prepared by Archaeological & Heritage Management Services (approved 30/05/14)

The Subdivision Site Layout Plan provides for a range of residential lot sizes and is located approximately 2.7 kilometres east of the existing Sunbury town centre and railway station, as well as a future railway station proposed approximately 2.2 kilometres to the north west of the site (north of Raes Road) and its associated future town centre and residential catchment.

Overall, it is considered that the design response is generally in accordance with and maintains the integrity and objectives of the Lancefield Road PSP.

This report describes the site and its context, details the proposal and provides an assessment of the proposal against the relevant provisions of the Hume Planning Scheme.

### 1.2 Strategic Context

#### 1.2.1 Sunbury/ Diggers Rest Growth Corridor Plan

The Sunbury/ Diggers Rest Growth Corridor Plan (SDRGCP) provides the framework for the development of Sunbury and Diggers Rest. The SDRGCP sets the following vision for the growth corridor:

“Sunbury and Diggers Rest will develop as a highly attractive and liveable regional city linked to but distinct from the metropolitan area.

Its distinctive creek environs, hills and rural hinterland provide an attractive landscape setting for the township, which will be maintained and enhanced.”
The environmental and cultural heritage values of Jacksons and Emu Creeks will be protected and enhanced, and community access to these areas will be improved over time.

The Sunbury Town Centre will grow in importance as a regional hub, and will be complimented by a series of smaller town centres that meet the local shopping and other needs of residents.

Diggers Rest will grow to become a more self contained neighbourhood, supported by a Local Town Centre, open space and community facilities.

Transport access will improve over time, with the extension and electrification of rail services and extensions to the local bus networks, as well as road upgrades that improve connectivity within and to the town centre. These upgrades will better link the community to employment areas beyond Sunbury, including Melbourne Airport, the Craigieburn employment corridor and opportunities proposed in the Melton corridor.

Additional employment opportunities will be provided within the town over time, within the Sunbury Town Centre, local centres and new local industrial precincts.”

The SDRGCP nominates that:

- Wincity’s landholding is generally to be developed for residential purposes (reflecting the Urban Growth Zone) with the balance of the land shown as Landscape Values and/or Biodiversity Values (reflecting the Rural Conservation Zone and Environmental Significance Overlays).
- A future railway station is shown to the north of Raes Road.
- Lancefield Road forms part of the Principal Public Transport Network where it extends from Sunbury South to past the Wincity’s landholding before turning left and connecting with the future railway station shown to the north of Raes Road.
- Sunbury Town Centre is shown as a Principal Town Centre and Sunbury South is shown as Major Town Centre.
- Future Precinct Structure Plans must be generally in accordance with the WGCP.
Figure 1 – Subject site in relation to Sunbury and Diggers Rest Growth Corridor Plan
1.2.2 Sunbury Hume Integrated Growth Area Plan

The Sunbury Hume Integrated Growth Area Plan (HIGAP) comprises a Spatial Strategy and a Delivery Infrastructure Strategy and sets out Hume Council’s plan for the township. The Sunbury HIGAP was adopted by Council in July 2012.

Under the Spatial Strategy, Wincity’s landholding falls within the ‘Sunbury South East Precinct’.

The Sunbury HIGAP nominates that:

- Much of Wincity’s landholding is to be developed for residential purposes with the balance of the land to the east of the escarpment shown as Regional Open Space (incorporating walking and cycling paths).
- A retail/commercial precinct (Neighbourhood Activity Centre) and surrounding medium density housing component is shown on the eastern side of the Lancefield Road/ Rolling Meadows Drive intersection.
- A large active open space area is shown to the south of the retail/commercial precinct.
- A primary school incorporating community facilities is provided.
- Precinct Structure Plans (or equivalent) and development proposals for this Precinct should be generally in accordance with the Spatial Strategy.
Figure 2 – Subject site in relation to Sunbury HIGAP (Sunbury South East Precinct)

Map 5.3 – Sunbury East Precinct

Plan is not to scale and subject to more detailed planning
1.2.3 Lancefield Road Precinct Structure Plan

The Lancefield Road Precinct Structure Plan (PSP 1075) will be a long term plan to guide future development of the land within the PSP area. It will be finalised by the Metropolitan Planning Authority (MPA) in consultation with Hume City Council, government agencies, service authorities and major stakeholders. It covers an area of 700 hectares and is expected to provide for more than 6000 dwellings for around XX new residents over the next XX years. XXXX Insert details when available

When approved, Amendment C208 will incorporate the Lancefield Road Precinct Structure Plan (PSP 1075) and the Lancefield Road Development Contributions Plan Overlay into the Hume Planning Scheme:

In addition, the Amendment will:

- Apply Schedule 8 to the Urban Growth Zone (UGZ) to all land within the Lancefield Road PSP area;
- Apply Schedule 7 to the Development Contributions Plan Overlay (DCPO) to all land within the Lancefield Road PSP area;
- Introduce Schedule 8 to the Urban Growth Zone (UGZ) into the Hume Planning Scheme;
- Introduce Schedule 7 to the Development Contributions Plan Overlay into the Hume Planning Scheme;
- Apply the General Residential Zone and Commercial 1 Zone (as relevant) to the subject land as an implied zone through the UGZ;
- Insert a Schedule to Clause 52.01 Public Open Space Contribution and Subdivision; and
- Insert a Schedule to Clause 52.17 Native Vegetation.

The location of the site within the broader Lancefield Road PSP area is shown in Figure 3 below.
Figure 3 – Lancefield Road Precinct Structure Plan (PSP 1075)

XXXX Insert PSP ‘Future Urban Structure’ when available – current draft (December 2014) shown for reference.
2. Site Description

2.1 Site Context

The Kingfisher Estate site is located approximately 2.7 kilometres east of the existing Sunbury centre and railway station and adjacent to Emu Creek. The overall area comprises approximately 270 hectares of land, bounded by Gellies Road to the south, Lancefield Road to the west, Emu Creek to the east, and the southern boundary of 250 Lancefield Rd to the north.

The site is to the west of the Rolling Meadows Estate and the Goonawarra Estate (both existing) and separated by Lancefield Rd.

2.2 Subject Site

The subject site is 170 Lancefield Road, Sunbury, specifically part of the land formally known as Lot 4 on LP 208321.

The site has been historically used for cropping and dairy farming, along with sheep, dairy and horse grazing, with historical homestead ruins and farm buildings dating back to the 1850s when the land was farmed by the pioneer settler Michael Coolahan and subsequent farmers and landowners. There is a more recent house and outbuildings on the site that are currently used as part of the farm.

See Neighbourhood and Site Analysis Plan that accompanies this application.

2.2.1 Site Particulars

Wincity’s landholding has a total area of approximately 270 hectares and comprises three lots, being:

- 170 Lancefield Road, Sunbury – formally known as Lot 3 on LP 208321 – northern allotment (approximately 85 hectares)
- 170 Lancefield Road, Sunbury – formally known as Lot 4 on LP 208321 – central allotment (approximately 103 hectares)
- 45 Gellies Road, Sunbury – formally known as Crown Allotment 3 Section 22 Parish of Bulla Bulla – southern allotment (approximately 82 hectares)

This Section 96A application seeks approval for the staged subdivision of part of the central allotment. The remaining land does not form part of this application and will be developed in accordance with the approved PSP at a later date.

2.2.2 Topography

The central portion of the site is bounded to the north and south by several gullies that extended eastward from Lancefield Road to Emu Creek. The area proposed for development slopes gently to the east to the ridgeline along the western edge of the Emu Creek corridor, with steeper slopes down the creek itself.
2.2.3 Vegetation

The land is currently used for cropping an annual rotation of canola, barley and wheat, with scattered planted trees concentrated around the existing dwelling and outbuildings located centrally within the site.

2.2.4 Aboriginal Cultural Heritage

A cultural heritage management plan (CHMP) (no. 11818) has been undertaken in 2014 by Archaeological & Heritage Management Solutions and approved by the Registered Aboriginal Party (Wurundjeri). A copy of the approved CHMP accompanies this application.

2.2.5 Services and Utilities

The following utilities can be provided to the site:

- Sewerage
- Water
- Gas
- Electricity
- Telecommunications

Due to the location of the site, in most cases, interim solutions are required to ensure servicing of the site until ultimate infrastructure upgrades and installation is carried out, particularly with regards to the supply of potable water and sewerage infrastructure, both of which is planned by Western Water. It is noted that, at this stage, the Kingfisher Estate will not be provided with recycled water infrastructure – this is due to capacity constraints within the broader network and, at this stage, Western Water is not intending to extend existing infrastructure to supply this estate.

Further details are provided in the Services Infrastructure Report which accompanies this application.
3. Proposal

3.1 Overview

It is proposed to subdivide the site to create 419 residential lots as shown in the Subdivision Site Layout Plan which accompanies this application. The proposed subdivision also includes a range of open space areas and large ‘super lots’ to accommodate a town centre (including a supermarket together with specialty retail and non-retail commercial uses), medium density housing sites and a future school and associated community facilities.

The following sections should be read in conjunction with the plans that accompany this application.

3.2 Design Response

3.2.1 Overall Masterplan

An Overall Masterplan has been prepared to guide the subdivision of the Kingfisher Estate (including the part of the central allotment which is the subject of this Section 96A application) and to ensure a coordinated and orderly process for future subdivision stages. The Overall Masterplan forms part of the submitted application drawings as it provides the necessary context for the application. However, unlike the Subdivision Masterplan, endorsement of the Overall Masterplan is not sought at this time as development of the northern and southern portions of land would be the subject of separate applications in the future.

Importantly the Section 96A application area includes the proposed Town Centre, large super lots for medium density housing development and a school/community facilities site, allowing these critical elements to be delivered early and adding to the early vibrancy of the estate. Their central location, combined with their early delivery will provide early benefits to the new residents of the estate as well as the existing residents of neighbouring developments.

The Masterplan is underpinned by the preparation of a detailed design response. This design response takes into account the site’s local features and the need to provide a liveable, walkable and viable residential estate supported by both commercial and non-commercial land uses.

Principles applied during the design phase include:

- Provision of green space / landscaped buffer between proposed residential lots and Lancefield Road;
- Housing diversity and affordability supported through a range of lot sizes and dimensions;
- Passive surveillance of open space areas by use of appropriate (rear loaded) housing product;
- Provision of an accessible public transport route and dedicated shared path facilities;
- No direct property access to the Lancefield Road except at the main entry point to the Estate;
- Consideration given to street hierarchy to optimise safety around the school and community facilities as well as permeability in the estate;
- Provision of active interface to the extensive recreation and conservation zone along the north-eastern boundary;
- Medium density sites to be strategically located to provide higher density options around the Town Centre and passive surveillance opportunities;
• A road network that responds to local topography; and
• Designated wetland and drainage areas for stormwater retention and treatment.

3.2.2 Housing

The subdivision has been designed to accommodate a wide range of lot sizes and styles and to facilitate diversity and housing choice. ‘Conventional’ and ‘medium density’ housing lots have been proposed within the Section 96A application area, with the subdivision of the medium density super lots to be the subject of future planning application/s.

419 allotments are proposed within this Section 96A application with the lots ranging in size from 210m² to 855m² with the average lot size being 443m². 27 (or 7%) of these lots are less than 300m² and will be subject to the Small Lot Housing Code.

Where possible, lots are aligned north-south or east-west to ensure solar efficient dwelling design and all lots can accommodate building envelopes in accordance with requirements of the Hume Planning Scheme (Clause 56).

Conventional Lots

The proposal incorporates a mix of three housing typologies, being conventional lots (Housing Typology A), compact cottage lots (Housing Typology B) and rear loaded townhomes (Housing Typology C).

The proposed subdivision will have a residential density of approximately 14 lots per hectare excluding the proposed medium density super lots. This density is slightly lower than housing densities generally required by Precinct Structure Plans (conventional density of generally 15 dwellings per hectare and medium density of generally 25 dwellings per hectare). This reflects the abundance of one-sided roads adjacent to the Rural Conservation Zone, Lancefield Road and the proposed school site. Once the medium density super lots are developed, a residential density in excess of 15 lots per hectare would be comfortably achieved.

Through the provision of standard, compact and rear loaded townhomes of varying sizes, the subdivision will provide housing diversity and meet contemporary housing needs.

Medium Density Super Lots

In addition to the provision of conventional residential lots as described above, there will be four major super lots for medium density housing development located adjacent to the Town Centre and education/community facilities site. Wicity envisages that these super lots would yield in the order of 200 units, comprised of a mix of two storey townhouses and three storey (plus basement) apartment buildings.

Subdivision and development of the medium density super lots would be the subject of separate future planning permit applications and the precise design details of these developments would be prepared to the satisfaction of Council at the permit application stage. However, the following is noted in relation to the proposed medium density sites:

• Medium density housing is specifically encouraged in proximity to the town centre and at other locations, for example, overlooking or proximate to open space areas.
• Envisaged for the medium density sites are contemporary and high quality architectural designs similar to existing medium density developments completed by Austcorp at The Village in Westall.
• The medium density housing sites will be designed and developed in accordance with the relevant objectives and provisions of the Lancefield Road PSP and layout and architectural design details will be prepared to the satisfaction of Council in conjunction with permit applications.

3.2.3 Town Centre

As shown on the Subdivision Masterplan, the proposed town centre is to comprise five super lots with two super lots proposed on the north side of the entry road and three proposed on the south.

A Town Centre Concept Plan has been prepared which provides a conceptual layout for the town centre. Unlike the Subdivision Masterplan, endorsement of the Town Centre Concept Plan is not sought at this time as development of the town centre super lots would be the subject of separate applications in the future.

The concept plan shows commercial uses to the immediate north and south of the entry to the town centre from Lancefield Road – this could include uses such as a petrol station, convenience food sites and an emergency services hub. Within the towncentre, major and minor supermarkets are envisaged on both the southern and northern sides of the entry road respectively, together with retail shop fronts and associated car parking.

The town centre will be bordered by large super lots intended for medium density housing development necessary to achieve higher densities closer to the town centre. A town square is also proposed to the immediate east of the town centre.

This application is supported by an Economic Assessment. This report provides an economic analysis to support the inclusion of the proposed town centre serving a neighbourhood role within the broader Kingfisher Estate. The Town Centre Concept Plan is based on the recommendations contained in the Economic Assessment.

The report notes that the overall Kingfisher Estate is planned to accommodate approximately 2,300 households (comprised of 2,100 conventional dwellings and 200 medium density units), with the proposed town centre designed to support this new population, in addition to the existing residents of Goonawarra and Rolling Meadows (approximately 5,410 existing residents). The town centre is to be provided at early stage in the development of the Kingfisher Estate and the Economic Assessment takes into consideration the level of floor space that could be accommodated in the short term, as well as the supportable floor space that could be accommodated once the estate is fully developed.

Importantly, the town centre will benefit from an existing catchment which allows it to be provided in the early stages of development (as opposed to waiting until sufficient local catchment exists). Early provision of the town centre is also likely to aid early residential sales within the estate, adding to the overall vibrancy of the development from the outset.

Overall, it is considered that the development of the Kingfisher Estate and surrounding existing residential suburbs can support a total retail floor space of 5,000m² in the interim (to 2021) and 8,200m² at full development (2038). This will be supported by non-retail commercial floor space of 1,000m² initially, and 2,000m² ultimately, as set out below:
3.2.4 Open Space Catchments

There are three main areas of open space to be provided within the Section 96A application area, including 0.29 hectares of tree reserves, 4.94 hectares of passive open space (including a central local park of 1 hectare together with a linear park extending along the eastern edge of the developable area) and 22.42 hectares of encumbered RCZ/drainage land.

It is noted that a range of open space opportunities already exist within the immediate area with Goonawarra Recreation Reserve to the immediate south west of Rolling Meadows Drive.

In short, all allotments proposed within the Section 96A Application are within 400 metres of existing (Goonawarra Recreation Reserve) or proposed local open space.

The provision of open space within the central part of the Kingfisher Estate (as part of this Section 96A application) will be supported by additional spaces to be provided in the northern and southern portions, when these stages are constructed at a later stage.

3.2.5 School and Community Facilities

A Government Primary School is proposed within the Section 96A Application area, south of the town centre. The school site has an area of 3.56 hectares and is bound on three sides by roads which complies with the Department of Education and Early Childhood Development’s (DEECD) requirements. The school site has a north south orientation and is well serviced by the surrounding road network.

Land measuring 0.86 hectares has been set aside for community facilities and is proposed to be located immediately north of the school and south of the town centre. This site is also well serviced by road and bound on three sides with direct access to roads. A bus route is proposed for the connector road located immediately east of the school and community facilities.

3.2.6 Rural Conservation Area Interface

In accordance with the Future Urban Structure provided in the Lancefield Road PSP, land has been designated for conservation purposes and will have limited access. An active interface by way of a one-sided road has been provided to the Rural Conservation Area to maximise view lines, ensure
high levels of surveillance and to enable ease of access to these areas. The one-sided road is generally set back a minimum of 25 metres from the ‘break of slope’ which provides an opportunity for a linear park to be established along the entire length of the eastern edge of the developable area. Further details are provided in the Landscape Masterplan which accompanies this application.

3.2.7 Lancefield Road Interface

An active interface has also been proposed to Lancefield Road with an internal service road proposed adjacent to the major road. Smaller green spaces/ tree reserves are proposed to strengthen the landscape buffer between the access streets and the road and to improve the amenity of lots within this area.

Further details are provided in the Landscape Masterplan which accompanies this application.

3.2.8 Transport and Movement

Roads

Access to the development will be from Lancefield Road adjacent to Rolling Meadows Drive via a controlled intersection. The entry road to the estate is bound by the proposed town centre and is generous in size to accommodate turning lanes and a potential bus routes. The road network and hierarchy within the estate has been proposed in accordance with the Future Urban Structure provided in the Draft Lancefield Road PSP as follows:

- The main north south road (25.5 metre wide) will be developed as a connector road and will accommodate a potential bus route and shared bike path.
- Lower order roads and laneways (20, 16, 14 and 7 metre wide) respond to the topography of the site and the revised boundary of the Rural Conservation Zone.
- Where the topography of the site permits, the internal road network is generally grid based and aligned in a north-south or east-west direction.
- One-sided roads are proposed along the boundary of the revised Rural Conservation Zone, Lancefield Road and the school and community facilities. This will ensure dwellings front and address open space and community facilities, maximising view lines, and providing high levels of surveillance whilst enabling ease of access to these areas. This also provides for additional on-street car parking.

Ultimately, Lancefield Road will be duplicated, with the process being undertaken progressively as development of the area continues. All access points to the Kingfisher Estate from Lancefield Road will be designed to accommodate the duplicated cross section of Lancefield Road.

Further details are provided in the Traffic and Transport Assessment and the Road Hierarchy Plan which accompanies this application.

Pedestrian/ Cycle

The subject site and surrounding area are located at the edge of the urban growth area, and are currently being developed. As such, the site has limited access to the principal bicycle network. Hume City Council published a Travel Smart map for Sunbury in 2014, showing on-road bicycle lanes on Sunningdale Avenue, in addition to an off-road shared path along Sunningdale Avenue between Sorbonne Drive and Notre Dame Drive.
A dedicated 3 metre wide bike path is to be provided centrally within the site along the main north south road (Connector Road) which will provide a key route for bicycles through the Kingfisher Estate. See cross sections provided on the Road Hierarchy Plan which accompanies this application.

A 3 metre wide shared path is also provided adjacent to one-sided road which borders the Rural Conservation Area (between the back of kerb and the conservation area). This shared path will have exercise stations along the route and will be available to cyclists and pedestrians.

Further details are provided in the Landscape Masterplan which accompanies this application.

3.2.9 Drainage

The drainage for the development is defined by two significant gullies that traverse the property, falling eastwards to the Emu Creek. These gullies are key elements of the planned management of stormwater for the Kingfisher estate. These gullies currently provide the conveyance paths for stormwater discharged at Lancefield Road from the neighbouring Goonawarra and Rolling Meadows estates. The Kingfisher development will significantly upgrade the condition of each gully, integrating improved conveyance capability with highly effective stormwater treatment facilities that will manage flow from this development and the existing upstream catchments.

The northern gully has been designed to accommodate retarding basins and wetlands to maintain existing site discharges and meet best practice targets for water quality. Treatments for the southern portion of the development will be located on the plateau edges of the southern gully.

Access/ shared paths have been designed to allow for maintenance and for resident access to the waterways.

Further details are provided in the Stormwater Management Plan which accompanies this application.

3.3 Urban Design Principles

The design of the Section 96a Application area is based on a more traditional neighbourhood design approach. The following principles for the various elements of the design seek to create a distinct village character that responds and celebrates the natural features of the site:

Compact Walkable Neighbourhood

- All residents are within a 5 minute walk (400 metres) of open space.
- Neighbourhoods within the overall Kingfisher Estate have a discernible centre (local park) with clearly defined edges via landscape features and creek environs.
- The majority of the residents are within a 10 minute walk (800m) of the town centre and community facilities.

Connected Street Network

- The streets and thoroughfares have been designed in a permeable network, providing alternative routes to most destinations.
- The street design is pedestrian friendly in its permeability and make up. Pedestrians, bikes, public transport and cars have all been accommodated in the street hierarchy and design.
- The street network is respectful to the terrain, larger drainage requirements and existing creek environs.
Variety of Lot Sizes and Uses

- The lot layout provides for a diversity of homes, including terrace housing, compact cottage homes and conventional stand alone dwellings.
- The development includes a town centre, school and community facilities.
- Higher density residential options will be provided within proximity to the town centre, public transport routes and community facilities.

Quality Open Spaces

- A range of open spaces locations and sizes have been provided including tree reserves, attached greenspaces, local open space and a large conservation area.
- Lots have been designed to overlook open space and provide passive surveillance.
- The local park and linear shared path along the escarpment provide focal points and destinations and seek to enhance safety and social interaction.

Interface Treatments

- An active interface is provided to the conservation area and Lancefield Road.
- An active interface is provided to the school and community facilities.

Landscape Masterplan

- A Landscape Masterplan has been prepared that outlines the proposed theming and identity for the Kingfisher Estate building on the natural fauna and flora values of the site.
- The landscape strategy proposes variable uses for the different types of open space within the Section 96A Application area based on their classification. A playground and open ‘kick about space’ has been proposed for the local park. A linear park incorporating a shared path and exercise trail has been designed along the eastern edge of the developable area. Additional landscaping is provided for the greens adjacent to Lancefield Road to buffer the activity of the streetscape.
- An entry feature with incorporated signage has been proposed for the median of the entry road. Using modern design and reflecting local materials and hues, the entry feature will reiterate the theme and identity of the estate.
- Materials from the entry feature throughout the estate, especially within the drainage elements within the Rural Conservation Area. Gabion seating and walls are nominated for use throughout the site and the same stone will be reflected in the rockbed outfalls and weirs within the wetlands and retarding basins.
- Vegetation outlined within the Landscape Masterplan has been carefully selected and reflects the local climatic conditions of Sunbury and the site in particular.

3.4 Land Budget and Staging

The Land Budget and Staging (see Subdivision Masterplan Section 96A Application) is summarised below. Importantly, the overall development achieves a dwelling density (i.e. dwelling per net developable hectare) of 14 lots per hectare, excluding the large super lots for medium density housing development.
LAND BUDGET

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<tr>
<th>Item</th>
<th>Area</th>
<th>% of Site Area</th>
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<tbody>
<tr>
<td>Transport: Public Acquisition Overlay</td>
<td>1.70ha</td>
<td>2%</td>
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<tr>
<td>Encumbered Land: RCZ Land &amp; Drainage Areas</td>
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<td>31%</td>
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<td>GROSS DEVELOPABLE AREA</td>
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<td>Community: Government Schools</td>
<td>3.56ha</td>
<td>5%</td>
</tr>
<tr>
<td>Community: Town Centre</td>
<td>3.54ha</td>
<td>5%</td>
</tr>
<tr>
<td>Community: Community Facilities</td>
<td>0.86ha</td>
<td>1%</td>
</tr>
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<td>Recreation: Passive Open Space</td>
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<td>7%</td>
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<tr>
<td>Tree Reserves</td>
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<td>0%</td>
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<td><strong>Sub-Total</strong></td>
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<td><strong>18%</strong></td>
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<tr>
<td>NET DEVELOPABLE AREA</td>
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<td></td>
</tr>
<tr>
<td>Connector Roads</td>
<td>2.44ha</td>
<td>3%</td>
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<tr>
<td>Local Roads</td>
<td>9.42ha</td>
<td>13%</td>
</tr>
<tr>
<td>Residential Superlots</td>
<td>4.8ha</td>
<td>7%</td>
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<td>Residential Lot Area</td>
<td>18.57ha</td>
<td>26%</td>
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<td><strong>Sub-Total</strong></td>
<td><strong>35.23 ha</strong></td>
<td><strong>49%</strong></td>
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<tr>
<td><strong>TOTAL</strong></td>
<td><strong>72.53 ha</strong></td>
<td><strong>100%</strong></td>
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Staging of the development is proposed to occur as follows:

- Stage 1 – 50 lots
- Stage 2 – 52 lots
- Stage 3 – Town centre super lot
- Stage 4 – 73 lots and local park
- Stage 5 – 51 lots
- Stage 6 – 43 lots
- Stage 7 – 67 lots
- Stage 8 – Town centre super lot
- Stage 9 – Medium density super lot
- Stage 10 – Town centre super lot
- Stage 11 – Town centre super lot
- Stage 12 – 83 lots
- Stage 13 – Medium density super lot
- Stage 14 – Medium density super lot
- Stage 15 – Medium density super lot
- Stage 16 – Town centre super lot and Town Square
- And a final ‘School Stage’. This will be developed subject to DEECD’s own preferred timing.

Staging as described will ensure a new vibrant community is created that delivers much needed local infrastructure early in the development phase, that will not only benefit the future Kingfisher residents but also the existing residents of the Goonawarra and Rolling Meadows Estates who currently lack local infrastructure.

It is envisaged that the early stages of development of the Kingfisher Estate (Stages 1 to 8) would deliver the following:
Signalised intersection to Kingfisher at the existing intersection of Rolling Meadows Drive and Lancefield Road that will greatly improve the safety of vehicles existing Rolling Meadows and Kingfisher Estates.

- Grand entry boulevard
- Display Home precinct
- A centrally located local park (3,740m²)
- Residential lots
- Service station and convenience food
- Major local supermarket (3,200m²)
4. Planning Considerations

4.1 Amendment C208

This application is linked and relies on Amendment C208, which proposes to introduce the Lancefield Road PSP and associated planning controls into the Hume Planning Scheme.

The assessment of this application is therefore based on the proposed controls to be introduced through the amendment.

4.2 Lancefield Road Precinct Structure Plan

XXX Include PSP details when available

4.3 Zone

4.3.1 Clause 37.07 – Urban Growth Zone

The objectives of this Clause are:

- To manage the transition of non-urban land into urban land in accordance with a precinct structure plan.
- To provide for a range of uses and the development of land in accordance with a precinct structure plan.
- To contain urban use and development to areas identified for urban development in a precinct structure plan.
- To provide for the continued non-urban use of the land until urban development in accordance with a precinct structure plan occurs.
- To ensure that, before a precinct structure plan is applied, the use and development of land does not prejudice the future urban use and development of the land.

Amendment C208 seeks to apply Schedule 8 to the PSP area. The purpose of this schedule (UGZ8) is to:

- XXXX Insert purpose when available

UGZ8 provides the statutory framework for all future use and development applications within the PSP area. The following requirements apply for subdivision applications within UGZ8:

- XXXX Insert details when available

4.3.2 Clause 36.06 – Rural Conservation Zone

The objectives of this Clause are:

- To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- To conserve the values specified in a schedule to this zone.
To protect and enhance the natural environment and natural processes for their historic, archaeological and scientific interest, landscape, faunal habitat and cultural values.

To protect and enhance natural resources and the biodiversity of the area.

To encourage development and use of land which is consistent with sustainable land management and land capability practices, and which takes into account the conservation values and environmental sensitivity of the locality.

To provide for agricultural use consistent with the conservation of environmental and landscape values of the area.

To conserve and enhance the cultural significance and character of open rural and scenic non urban landscapes.

A permit is required to subdivide land. Each lot must be at least the area specified for the land in a schedule to this zone. If no area is specified, each lot must be at least 40 hectares.

A permit may be granted to create smaller lots if any of the following apply:

- The subdivision is the re-subdivision of existing lots, the number of lots is not increased, and the number of dwellings that the land could be used for does not increase.
- The subdivision is by a public authority or utility service provider to create a lot for a utility installation.

Subject to confirmation from the MPA, it is expected that the designation of the Rural Conservation Zone would be amended. As such, no urban development will fall within the Rural Conservation Zone.

4.4 Overlays

4.4.1 Clause 42.01 – Environmental Significance Overlay

The purpose of this Clause is:

- To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- To identify areas where the development of land may be affected by environmental constraints.
- To ensure that development is compatible with identified environmental values.

A permit is required to subdivide land pursuant to both Schedule 1 and Schedule 10 of the Environmental Significance Overlay.

The statement of environmental significance for Schedule 1 is:

“The rural areas of the municipality contain a number of waterways which are significant visual and geological significant features of the rural landscape and which serve important environmental, drainage and recreation functions. These waterways provide a habitat for a range of flora and fauna species and make a significant visual contribution to the overall character, amenity and identity of the municipality.”

The statement of environmental significance for Schedule 10 is:

“The development of Melbourne has caused significant impacts to the environment. Melbourne’s footprint has resulted in the removal of most native vegetation, and retained habitat areas only support flora and fauna that can survive in a highly fragmented and
urbanised landscape. The overall biodiversity of Melbourne is a fraction of what it was prior to European settlement.

As part of the delivery of Melbourne’s Newest Sustainable Communities Program, the Victorian Government established a process to identify, permanently protect and manage biodiversity assets that are important within the greater Melbourne region.

This process has determined the location of significant biodiversity assets and identified areas where these can be retained and where urban development is not appropriate and to which this overlay has been applied.

The areas covered by this overlay include some existing conservation reserves, areas of significant remnant native vegetation and a number of areas that provide habitat for threatened flora and fauna.

The areas include but are not limited to:

- Important grasslands.
- Grassy eucalypt woodlands.
- Waterways and riparian areas.
- Other important habitat for threatened flora and fauna.

It is important that these areas are retained and managed to ensure that their biodiversity values and any habitat links are protected and enhanced.”

4.5 Particular Provisions

4.5.1 Clause 52.01 Public Open Space Contribution and Subdivision

This clause requires that:

“A person who proposes to subdivide land must make a contribution to the council for public open space in an amount specified in the schedule to this clause (being a percentage of the land intended to be used for residential, industrial or commercial purposes, or a percentage of the site value of such land, or a combination of both).”

The Schedule to Clause 52.01 specifies the amount of contribution for public open space for land zoned UGZ8 as XX%.

The proposed subdivision comprises only part of the overall Wincity landholding, with the balance of landholding to be further subdivided in accordance with the Lancefield Road PSP. It is appropriate that the open space contribution be coordinated with the overall development of the land to provide meaningful and accessible open space within the neighbourhood.

The Section 96A application provides 34% of the subject site as open space (comprised of encumbered Rural Conservation Area, passive open space, and tree reserves).

4.5.2 Clause 52.17 Native Vegetation

The Schedule to Clause 52.17 specifies that, for land shown as UGZ8, native vegetation can be removed where it is in accordance with the requirements of the incorporated Lancefield Road Precinct Structure Plan. It is noted that there is no significant native vegetation on site.
4.5.3 Clause 52.29 Land Adjacent to a Road Zone, Category 1, or a Public Acquisition Overlay for a Category 1 Road

A permit is required to subdivide land adjacent to a Road Zone, Category 1 (Lancefield Road).

This Section 96A application must be referred to VicRoads.

4.5.4 Clause 56 Residential Subdivision

The purpose of Clause 56 is to:

- To create liveable and sustainable neighbourhoods and urban places with character and identity.
- To achieve residential subdivision outcomes that appropriately respond to the site and its context for: Metropolitan Melbourne growth areas, infill sites within established residential areas and regional cities and towns.
- To ensure residential subdivision design appropriately provides for:
  - Policy implementation.
  - Liveable and sustainable communities.
  - Residential lot design.
  - Urban landscape.
  - Access and mobility management.
  - Integrated water management.
  - Site management.
  - The proposal complies with all of the relevant objectives of Clause 56.

A full assessment against the relevant objectives and standards of Clause 56 is attached at Appendix 1 to this report.
5. Conclusion

This report has been prepared in support of a planning application made for Wincity Development Pty Ltd on land at 170 Lancefield Road, Sunbury (Lot 4 on LP 208321).

As detailed in this report, the proposed subdivision is responsive to the conditions and context of the site and is consistent with the relevant provisions of the Hume Planning Scheme. The proposed subdivision generally accords with the Lancefield Road PSP that provides a cohesive framework for urban development within this precinct.

This Section 96A application seeks approval for the staged subdivision of part of the central allotment; with the two remaining land to be the subject of separate planning applications at a later stage.

The proposed subdivision has been designed to respond specifically to the unique physical and environmental constraints of the site, providing 419 residential lots in a variety of lot sizes and configurations to ensure a diversity of housing product. The proposed subdivision also includes a range of open space areas and large ‘super lots’ to accommodate a town centre (including a supermarket together with specialty retail and non-retail commercial uses), medium density housing sites and a future school and associated community facilities.

The proposed plan of subdivision provides for the orderly development of the land for urban purposes through a staged approach that responds to market demand and ensures the timely delivery of services.

The proposal will assist in facilitating the planned urban development of the land in accordance with the PSP and the DCP.

We therefore request that the Responsible Authority support the proposal and issues the relevant planning permits for the proposed subdivision in accordance with the approved PSP.
## Appendix 1 – Clause 56 Assessment

### CLAUSE 56.02 (POLICY IMPLEMENTATION)

<table>
<thead>
<tr>
<th>OBJECTIVES</th>
<th>STANDARD</th>
<th>RESPONSE</th>
</tr>
</thead>
</table>
| Strategic implementation objective  
To ensure that the layout and design of a subdivision is consistent with and implements any objective, policy, strategy or plan for the area set out in this scheme. | Standard C1 | An assessment of the proposal against the relevant provisions of the planning scheme is provided in Section 4 of this report. The proposed subdivision is consistent with the Lancefield Road PSP. COMPLIES |

### CLAUSE 56.03 (LIVABLE AND SUSTAINABLE COMMUNITIES)

<table>
<thead>
<tr>
<th>OBJECTIVES</th>
<th>STANDARD</th>
<th>RESPONSE</th>
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</thead>
</table>
| Compact and walkable neighbourhoods objectives  
To create compact neighbourhoods that are oriented around easy walking distances to activity centres, schools and community facilities, public open space and public transport.  
To allow easy movement through and between neighbourhoods for all people. | Standard C2 | The proposed subdivision is consistent with the Lancefield Road PSP.  
The proposed subdivision is in close proximity of a future nearby railway station (north of Raes Road) and the existing Sunbury town centre.  
The subdivision yields a range of densities with medium density ‘super lots’ provided in close proximity to a proposed new local town centre.  
The subdivision incorporates a variety of active and passive open spaces.  
Public transport provision will be provided in accordance with the Lancefield Road PSP. COMPLIES |
**Activity Centre objective**  
To provide for mixed-use activity centres, including neighbourhood activity centres, of appropriate area and location.

**Standard C3**  
A subdivision should implement any relevant activity centre strategy, plan or policy for the area set out in this scheme.

Subdivision should be supported by activity centres that are:
- 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.
- Oriented to support active street frontages, support street-based community interaction and pedestrian safety.

The location and design of the proposed new local town centre is in accordance with the requirements of the Lancefield Road PSP.

The layout of the proposed subdivision would ensure convenient pedestrian, cycling and vehicular access to the proposed town centre.

**COMPLIES**
### Planning for community facilities objective
To provide appropriately located sites for community facilities including schools, libraries, preschools and childcare, health services, police and fire stations, recreation and sports facilities.

**Standard C4**

A subdivision should:
- 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.

School sites should:
- 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 and other recreation facilities.
- Be integrated with community facilities.
- Be located on land that is not affected by physical, environmental or other constraints.

Schools should be accessible by the Principal Public Transport Network in Metropolitan Melbourne and on the regional public transport network outside Metropolitan Melbourne.

Primary schools should be located on connector streets and not on arterial roads.

New State Government school sites must meet the requirements of the Department of Education and Training and abut at least two

The proposed subdivision makes provision for a future school site (and co-located community uses), located centrally within the site, in accordance with the requirements of the Lancefield Road PSP.

**COMPLIES**
## Built environment objective
To create urban places with identity and character.

**Standard C5**
The built environment should:
- Implement any relevant urban design strategy, plan or policy for the area set out in this scheme.
- Provide living and working environments that are functional, safe and attractive.
- Provide an integrated layout, built form and urban landscape.
- Contribute to a sense of place and cultural identity.
- An application should describe the identity and character to be achieved and the elements that contribute to that identity and character.

The proposed subdivision has been designed having regard to the character requirements of the Lancefield Road PSP, namely Section 3.1 (Image, character, heritage & housing). **COMPLIES**

## Neighbourhood character objective
To design subdivisions that respond to neighbourhood character.

**Standard C6**
Subdivision should:
- Respect the existing neighbourhood character or achieve a preferred neighbourhood character consistent with any relevant neighbourhood character objective, policy or statement set out in this scheme.
- Respond to and integrate with the surrounding urban environment.
- Protect significant vegetation and site features.

Given that the site is essentially vacant, the new development will be responsible for establishing neighbourhood character across the site. Importantly, the subdivision is in accordance with the preferred neighbourhood character vision set out in the Lancefield Road PSP, namely Section 3.1.1 (Image & character). **COMPLIES**

## CLAUSE 56.04 (LOT DESIGN)

<table>
<thead>
<tr>
<th>OBJECTIVES</th>
<th>STANDARD</th>
<th>RESPONSE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lot diversity and distribution objectives</td>
<td><strong>Standard C7</strong>&lt;br&gt;A subdivision should implement any relevant housing strategy, plan or policy for the area set out in this scheme.</td>
<td>The subdivision will contribute to a housing mix that will establish a diverse community, with a dwelling density of approximately 14 dwellings per net developable hectare provided.</td>
</tr>
<tr>
<td>Standard C7</td>
<td>A variety of conventional residential lot sizes are provided together with larger super lots for future medium density housing development in close proximity to the proposed town centre.</td>
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<tr>
<td>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.</td>
<td>The road network provides for a high level of walkability and ensures that all individual lots are within 400 metres of (future) public transport services.</td>
<td></td>
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<tr>
<td>To provide a range of lot sizes to suit a variety of dwelling and household types.</td>
<td>COMPLIES</td>
<td></td>
</tr>
</tbody>
</table>
| A range and mix of lot sizes should be provided including lots suitable for the development of:  
  - Single dwellings.  
  - Two dwellings or more.  
  - Higher density housing.  
  - Residential buildings and Retirement villages. | |
| Unless the site is constrained by topography or other site conditions, lot distribution should provide for 95 per cent of dwellings to be located no more than 400 metre street walking distance from the nearest existing or proposed bus stop, 600 metres street walking distance from the nearest existing or proposed tram stop and 800 metres street walking distance from the nearest existing or proposed railway station. | |
| Lots of 300 square metres or less in area, lots suitable for the development of two dwellings or more, lots suitable for higher density housing and lots suitable for Residential buildings and Retirement villages should be located in and within 400 metres street walking distance of an activity centre. | |

<table>
<thead>
<tr>
<th>Lot area and building envelopes objective</th>
<th>Standard C8</th>
<th>It is expected that lots less than 300m² would be developed in accordance with Small Lot Housing Code (incorporated into the Hume Planning Scheme pursuant to Clause 81).</th>
</tr>
</thead>
</table>
| To provide lots with areas and dimensions that enable the appropriate siting and construction of a dwelling, solar access, private open space, vehicle access and parking, water management, easements and the retention of significant vegetation and site features. | An application to subdivide land that creates lots of less than 300 square metres should be accompanied by information that shows:  
  - That the lots are consistent or contain building envelopes that is consistent with a | Building envelopes can be provided for all |
| Standard C8 | | |
| Standard C8 | development approved under this scheme, or  
| - | That a dwelling may be constructed on each lot in accordance with the requirements of this scheme.  
Lots of between 300 square metres and 500 square metres 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 of between 300 square metres and 500 square metres are proposed to contain dwellings that are built to the boundary, the long axis of the lots should be within 30 degrees east and 20 degrees west of north unless there are significant physical constraints that make this difficult to achieve.  
Lots greater than 500 square metres should be able to contain a rectangle measuring 10 metres by 15 metres, and may contain a building envelope.  
A building envelope may specify or incorporate any relevant siting and design requirement.  
Any requirement should meet the relevant standards of Clause 54, unless:  
| - | The objectives of the relevant standards are met, and  
| - | medium and higher density lots. | COMPLIES |
- 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 adjoining lot. This should be specified in the relevant plan of subdivision or agreement.

Lot dimensions and building envelopes should protect:
- Solar access for future dwellings and support the siting and design of dwellings that achieve the energy rating requirements of the Building Regulations.
- Existing or proposed easements on lots.
- Significant vegetation and site features.

**Solar orientation of lots objective**
To provide good solar orientation of lots and solar access for future dwellings.

**Standard C9**
Unless the site is constrained by topography or other site conditions, at least 70 percent of lots should have appropriate solar orientation.

Lots have appropriate solar orientation when:
- 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.

The proposed subdivision is generally responsive to the requirements of this Standard and would allow for (future) dwellings to be oriented so as to achieve appropriate solar access.

**COMPLIES**
**Street orientation objective**
To provide a lot layout that contributes to community social interaction, personal safety and property security.

*Standard C10*

Subdivision should increase visibility and surveillance by:
- 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 300 square metres 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.

The proposed subdivision generally provides good opportunities for casual surveillance through all lots having a frontage to the road/street.

No lots would directly abut areas of open space however such areas would be highly visible from surrounding lots and roads.

**Common area objectives**
To identify common areas and the purpose for which the area is commonly held.

To ensure the provision of common area is appropriate and that necessary management arrangements are in place.

To maintain direct public access throughout the neighbourhood street network.

*Standard C11*

An application to subdivide land that creates common land must be accompanied by a plan and a report identifying:
- 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.
- The proposed management arrangements including maintenance standards for streets and open spaces to be commonly

There is no common land created within this subdivision.

<p>| Lots between 300 square metres and 500 square metres are proposed to contain dwellings that are built to the boundary, the long axis of the lots should be within 30 degrees east and 20 degrees west of north. | 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>
<table>
<thead>
<tr>
<th><strong>Clauses</strong></th>
<th><strong>Objectives</strong></th>
<th><strong>Standard</strong></th>
<th><strong>Response</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>56.05 (Urban Landscape)</strong></td>
<td><strong>Integrated urban landscape objectives</strong>&lt;br&gt;To provide attractive and continuous landscaping in streets and public open spaces that contribute to the character and identity of new neighbourhoods and urban places or to existing or preferred neighbourhood character in existing urban areas.</td>
<td><strong>Standard C12</strong>&lt;br&gt;An application for subdivision that creates streets or public open space should be accompanied by a landscape design.</td>
<td>The Landscape Masterplan that accompanies this Section 96A application is based upon the guidelines set out in the Lancefield Road PSP. <strong>COMPLIES</strong></td>
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<tr>
<td></td>
<td>To incorporate natural and cultural features in the design of streets and public open space where appropriate.</td>
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<td></td>
<td>To protect and enhance native habitat and discourage the planting and spread of noxious weeds.</td>
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<td></td>
<td>To provide for integrated water management systems and contribute to drinking water conservation.</td>
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</table>

**Standard C12**

- 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 techniques for managing urban run-off including wetlands and other water sensitive urban design features in streets and public open space.
- 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 provision objectives**

To provide a variety of open spaces with links to other open spaces and regional parks where possible.

To ensure that public open space of appropriate quality and quantity is provided in convenient locations to meet the recreational and social needs of the community.

To support active and healthy communities.

*Standard C13*

The provision of public open space should:

- Implement any relevant open space plan, strategy or policy for the area set out in this scheme.
- Provide a network of well-distributed regional and local open space that includes:
  - Regional public open space where appropriate, including along foreshores, streams and permanent water bodies.
  - Regional parks of at least 3 hectares, combining passive and active use, within 2 kilometres of all dwellings.
  - Large local parks of at least 1 hectare for active and passive use, within 500 metres safe walking distance from all dwellings.
  - Small local parks within 150 metres to 300 metres safe walking

There are three main areas of open space to be provided within the Section 96A application area, including 0.29 hectares of tree reserves, 4.94 hectares of passive open space (including a central local park of 1 hectare together with linear parks) and 22.42 hectares of encumbered RCZ/drainage land.

All allotments proposed within the Section 96A Application are within 400 metres of existing (Goonawarra Recreation Reserve) or proposed local open space.

**COMPLIES**
distance of all dwellings, where appropriate.

- Include land used for drainage control or stream and floodway purposes if generally available for recreational use.
- Be integrated with urban water management systems including watercourses and water bodies.
- Incorporate natural and cultural features where appropriate.
- Encourage shared use of active open space.
- Adjoin schools and other community facilities where practical.
- Meet the social, cultural, recreational and sporting needs of the community including different age groups and abilities.
- Be linked to existing or proposed future public open spaces where appropriate.
- Include publicly owned plazas or parks in activity centres where appropriate.

Land provided for public open space should be:

- Of a quality, quantity and character that makes it fit for its potential functions.
- Located so that every lot in the subdivision is within 500 metres street walking distance of existing or proposed public open space.
- Related to the street and lot layout in a manner that promotes personal safety and surveillance of users of the public open space from streets along public open space boundaries.
- Of an area and dimensions to allow easy adaptation to different uses in response to changing community sport and recreational preferences.
### CLAUSE 56.06 (ACCESS AND MOBILITY MANAGEMENT)

<table>
<thead>
<tr>
<th>OBJECTIVES</th>
<th>STANDARD</th>
<th>RESPONSE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Integrated mobility objectives</strong>&lt;br&gt;<strong>Objectives</strong>&lt;br&gt;To achieve an urban structure where compact and walkable neighbourhoods are clustered to support larger activity centres on the Principal Public Transport Network in Metropolitan Melbourne and on the regional public transport network outside Metropolitan Melbourne.&lt;br&gt;<strong>RESPONSE</strong>&lt;br&gt;The proposed subdivision provides for well connected, safe, efficient and accessible pedestrian and cycle network, both within subdivision, and connecting to adjoining networks that serve the wider sub-region. <strong>COMPLIES</strong>&lt;br&gt;<strong>Standard C14</strong>&lt;br&gt;An application for a subdivision must include a plan of the layout of the neighbourhood that meets the objectives of:&lt;br&gt;- Clause 56.06-2 Walking and cycling network.&lt;br&gt;- Clause 56.06-3 Public transport network.&lt;br&gt;- Clause 56.06-4 Neighbourhood street network.</td>
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<tr>
<td><strong>Walking and cycling network objectives</strong>&lt;br&gt;<strong>Objectives</strong>&lt;br&gt;To contribute to community health and well being by encouraging walking and cycling as part of the daily lives of residents, employees and visitors.&lt;br&gt;To provide safe and direct movement through and between neighbourhoods by pedestrians and cyclists.&lt;br&gt;To reduce car use, greenhouse gas emissions and air pollution.&lt;br&gt;<strong>RESPONSE</strong>&lt;br&gt;The proposed subdivision incorporates dedicated pedestrian and cycle links (including both on and off road bike lanes/paths), in accordance with the requirements of the Lancefield Road PSP. <strong>COMPLIES</strong>&lt;br&gt;<strong>Standard C15</strong>&lt;br&gt;The walking and cycling network should be designed to:&lt;br&gt;- Implement any relevant regional and local walking and cycling strategy, plan or policy for the area set out in this scheme.&lt;br&gt;- Link to any existing pedestrian and cycling networks.&lt;br&gt;- Provide safe walkable distances to activity centres, community facilities, public transport stops and public open spaces.&lt;br&gt;- 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.&lt;br&gt;- Provide direct cycling routes for regional accessibility.</td>
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<td><strong>Public transport network objectives</strong></td>
<td><strong>Standard C16</strong></td>
<td><strong>COMPLIES</strong></td>
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</table>
| To provide an arterial road and neighbourhood street network that supports a direct, efficient and safe public transport system. To encourage maximum use of public transport. | The public transport network should be designed to:  
- 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 on connector streets to provide:  
  - Safe and direct movement between activity centres without complicated turning manoeuvres.  
  - Direct travel between neighbourhoods and  | The proposed subdivision makes provision for public transport services in accordance with the requirements of the Lancefield Road PSP. |

**Standard C16**

The public transport network should be designed to:

- 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 on connector streets to provide:
  - Safe and direct movement between activity centres without complicated turning manoeuvres.
  - Direct travel between neighbourhoods and
**Neighbourhood street network objective**
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.

*Standard C17*

The neighbourhood street network must:
- Take account of the existing mobility network of arterial roads, neighbourhood streets, cycle 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.

The neighbourhood street network should be designed to:
- Implement any relevant transport strategy, plan or policy for the area set out in this scheme.
- Include arterial roads at intervals of approximately 1.6 kilometres that have adequate reservation widths to accommodate long term movement demand.
- Include connector streets approximately

<table>
<thead>
<tr>
<th><strong>Standard C17</strong></th>
<th><strong>The proposed subdivision provides for a road hierarchy as specified on the Road Hierarchy Plan and within the Traffic and Transport Assessment which accompanies this application.</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>The proposed road hierarchy is consistent with the requirements of the Lancefield Road PSP.</strong></td>
<td></td>
</tr>
<tr>
<td><strong>The road network has been purposely designed to ensure safe and efficient movement of vehicles in a low speed, high amenity environment.</strong></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>halfway between arterial roads and provide adequate reservation widths to accommodate long term movement demand.</td>
</tr>
<tr>
<td>• Ensure connector streets align between neighbourhoods for direct and efficient movement of pedestrians, cyclists, public transport and other motor vehicles.</td>
</tr>
<tr>
<td>• Provide an interconnected and continuous network of streets within and between neighbourhoods for use by pedestrians, cyclists, public transport and other vehicles.</td>
</tr>
<tr>
<td>• Provide an appropriate level of local traffic dispersal.</td>
</tr>
<tr>
<td>• Indicate the appropriate street type.</td>
</tr>
<tr>
<td>• Provide a speed environment that is appropriate to the street type.</td>
</tr>
<tr>
<td>• Provide a street environment that appropriately manages movement demand (volume, type and mix of pedestrians, cyclists, public transport and other motor vehicles).</td>
</tr>
<tr>
<td>• Encourage appropriate and safe pedestrian, cyclist and driver behaviour.</td>
</tr>
<tr>
<td>• Provide safe sharing of access lanes and access places by pedestrians, cyclists and vehicles.</td>
</tr>
<tr>
<td>• Minimise the provision of cul-de-sac.</td>
</tr>
<tr>
<td>• Provide for service and emergency vehicles to safely turn at the end of a dead-end street.</td>
</tr>
<tr>
<td>• Facilitate solar orientation of lots.</td>
</tr>
<tr>
<td>• Facilitate the provision of the walking and cycling network, integrated water management systems, utilities and planting of trees.</td>
</tr>
<tr>
<td>• Contribute to the area’s character and identity.</td>
</tr>
<tr>
<td>Walking and cycling network detail objectives</td>
</tr>
<tr>
<td>---</td>
</tr>
</tbody>
</table>
| To design and construct footpaths, shared path and cycle path networks that are safe, comfortable, well constructed and accessible for people with disabilities. To design footpaths to accommodate wheelchairs, prams, scooters and other footpath bound vehicles. | Footpaths, shared paths, cycle paths and cycle lanes should be designed to:  
- Be part of a comprehensive design of the road or street reservation.  
- Be continuous and connect.  
- Provide for public transport stops, street crossings for pedestrians and cyclists and kerb crossovers for access to lots.  
- 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:  
  - Safe passage for pedestrians, cyclists, footpath bound vehicles and vehicles.  
  - Discharge of urban run-off.  
  - Preservation of all-weather access.  
  - Maintenance of a reasonable, comfortable riding quality.  
  - A minimum 20 year life span.  
- 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. |
<table>
<thead>
<tr>
<th><strong>Public transport network detail objectives</strong></th>
<th><strong>Standard C19</strong></th>
<th><strong>The proposed subdivision has been designed to implement the public transport network as provided for under the Lancefield Road PSP. COMPLIES</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>To provide for the safe, efficient operation of public transport and the comfort and convenience of public transport users. To provide public transport stops that are accessible to people with disabilities.</td>
<td><strong>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.</strong>&lt;br&gt;&lt;br&gt;<strong>Road alignment and geometry along bus routes should provide for the efficient, unimpeded movement of buses and the safety and comfort of passengers.</strong>&lt;br&gt;&lt;br&gt;The design of public transport stops should not impede the movement of pedestrians.</td>
<td></td>
</tr>
<tr>
<td><strong>Surveillance from streets and adjacent lots.</strong>&lt;br&gt;<strong>Safe street crossing conditions for pedestrians and cyclists.</strong>&lt;br&gt;<strong>Safe pedestrian crossings on arterial roads and at schools including the provision of traffic controls as required by the roads authority.</strong>&lt;br&gt;<strong>Continuous hard pavement from the footpath to the kerb.</strong>&lt;br&gt;<strong>Sufficient lighting and paved, sheltered waiting areas for forecast user volume at neighbourhood centres, schools and other locations with expected high patronage.</strong>&lt;br&gt;<strong>Appropriate signage.</strong></td>
<td><strong>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.</strong></td>
<td></td>
</tr>
</tbody>
</table>
Neighbourhood street network detail

<table>
<thead>
<tr>
<th>Objective</th>
<th>Standard C20</th>
<th>Proposed street widths provide for a low-speed environment as well as direct and convenient access within and around the subdivision.</th>
</tr>
</thead>
<tbody>
<tr>
<td>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.</td>
<td><strong>Standard C20</strong> The design of streets and roads should:</td>
<td>All streets and roads are in accordance with Table C1.</td>
</tr>
<tr>
<td></td>
<td>• 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.</td>
<td>The proposed road cross sections are provided in detail in the Traffic and Transport Assessment which accompanies this application. They are appropriately proportioned and designed to accommodate all necessary services and functions.</td>
</tr>
<tr>
<td></td>
<td>• 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.</td>
<td>It is proposed that functional layout plans be supplied as a condition on the permit.</td>
</tr>
<tr>
<td></td>
<td>• Have verges of sufficient width to accommodate footpaths, shared paths, cycle paths, integrated water management, street tree planting, lighting and utility needs.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Have street geometry appropriate to the street type and function, the physical land characteristics and achieve a safe environment for all users.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Provide a low-speed environment while allowing all road users to proceed without unreasonable inconvenience or delay.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Provide a safe environment for all street users applying speed control measures where appropriate.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Ensure intersection layouts clearly indicate the travel path and priority of movement for pedestrians, cyclists and vehicles.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• 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</td>
<td></td>
</tr>
</tbody>
</table>

**COMPLIES**
- Ensure streets are of sufficient strength to:
  - Enable the carriage of vehicles.
  - Avoid damage by construction vehicles and equipment.
- Ensure street pavements are of sufficient quality and durability for the:
  - Safe passage of pedestrians, cyclists and vehicles.
  - Discharge of urban run-off.
  - Preservation of all-weather access and maintenance of a reasonable, comfortable riding quality.
- Ensure carriageways of planned arterial roads are designed to the requirements of the relevant road authority.
- Ensure carriageways of neighbourhood streets are designed for a minimum 20 year life span.
- Provide pavement edges, kerbs, channel and crossover details designed to:
  - Perform the required integrated water management functions.
  - Delineate the edge of the carriageway for all street users.
  - Provide efficient and comfortable access to abutting lots at appropriate locations.
  - Contribute to streetscape design.
- Provide for the safe and efficient collection of waste and recycling materials from lots.
- Be accessible to people with disabilities.

A street detail plan should be prepared that shows, as appropriate:
- The street hierarchy and typical cross-sections for all street types.
- Location of carriageway pavement,
<table>
<thead>
<tr>
<th>Lot access objective</th>
<th>Standard C21</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>To provide for safe vehicle access between roads and lots.</td>
<td>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.</td>
<td>The proposed development will be predominantly serviced through a series of local access streets or otherwise by connector streets. Crossovers will be designed and constructed to meet the requirements of the relevant road authority.</td>
</tr>
<tr>
<td><strong>Standard C21</strong></td>
<td>Vehicle access to lots of 300 square metres or less in area and lots with a frontage of 7.5 metres or less should be provided via rear or side access lanes, places or streets.</td>
<td><strong>COMPLIES</strong></td>
</tr>
<tr>
<td>The design and construction of a crossover should meet the requirements of the relevant road authority.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**CLAUSE 56.07 (INTEGRATED WATER MANAGEMENT)**

<table>
<thead>
<tr>
<th>Drinking water supply objectives</th>
<th>Standard C22</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>To reduce the use of drinking water. To provide an adequate, cost-effective supply of drinking water.</td>
<td>The supply of drinking water must be: Designed, constructed and managed in accordance with the requirements and to the satisfaction of the relevant water authority, Environment Protection Authority and Department of Human Services.</td>
<td>Potable water will be supplied to the subdivision in accordance with the requirements of Western Water.</td>
</tr>
<tr>
<td><strong>Standard C22</strong></td>
<td></td>
<td><strong>COMPLIES</strong></td>
</tr>
<tr>
<td><strong>Reused and recycled water objective</strong></td>
<td><strong>Standard C23</strong></td>
<td><strong>As set out in the Services Infrastructure Report that accompanies this application, Western Water are investigating the upgrade of the Sunbury Treatment Plant to produce Class A recycled water for supply to new development areas. However, it is understood that Class A recycled water supply will not be reticulated to development within the East Sunbury Area.</strong></td>
</tr>
<tr>
<td>---</td>
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</tr>
<tr>
<td><strong>To provide for the substitution of drinking water for non-drinking purposes with reused and recycled water.</strong></td>
<td><strong>Reused and recycled water supply systems must be:</strong></td>
<td><strong>COMPLIES</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Designed, constructed and managed in accordance with the requirements and to the satisfaction of the relevant water authority, Environment Protection Authority and Department of Human Services.</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Provided to the boundary of all lots in the subdivision where required by the relevant water authority.</strong></td>
</tr>
<tr>
<td><strong>Waste water management objective</strong></td>
<td><strong>Standard C24</strong></td>
<td><strong>The proposed subdivision will be connected to reticulated waste water systems in accordance with the requirements of Western Water.</strong></td>
</tr>
<tr>
<td><strong>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.</strong></td>
<td><strong>Waste water systems must be:</strong></td>
<td><strong>COMPLIES</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Designed, constructed and managed in accordance with the requirements and to the satisfaction of the relevant water authority and the Environment Protection Authority.</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Consistent with any relevant approved domestic waste water management plan.</strong></td>
</tr>
<tr>
<td></td>
<td><strong>Reticulated waste water systems must be provided to the boundary of all lots in the subdivision where required by the relevant water authority.</strong></td>
<td><strong>The proposed subdivision will be connected to reticulated waste water systems in accordance with the requirements of Western Water.</strong></td>
</tr>
<tr>
<td><strong>Urban run-off management objectives</strong></td>
<td><strong>Standard C25</strong></td>
<td><strong>Water resource management specialists, Cardno, have prepared a stormwater management plan to accompany this application.</strong></td>
</tr>
<tr>
<td><strong>To minimise damage to properties and inconvenience to residents from urban run-off.</strong></td>
<td><strong>The urban stormwater management system must be:</strong></td>
<td><strong>The Plan confirms that the development will significantly upgrade the two gullies that traverse the property, integrating improved conveyance capability with highly effective</strong></td>
</tr>
<tr>
<td><strong>To ensure that the street operates adequately during major storm events and provides for public safety.</strong></td>
<td></td>
<td><strong>The Plan confirms that the development will significantly upgrade the two gullies that traverse the property, integrating improved conveyance capability with highly effective</strong></td>
</tr>
<tr>
<td><strong>To minimise increases in stormwater run-off and protect the environmental values and</strong></td>
<td></td>
<td><strong>The Plan confirms that the development will significantly upgrade the two gullies that traverse the property, integrating improved conveyance capability with highly effective</strong></td>
</tr>
</tbody>
</table>
### Physical Characteristics of Receiving Waters from Degradation by Urban Run-Off

The physical characteristics of receiving waters from degradation by urban run-off.

**Standard C25**

- Designed to ensure that flows downstream of the subdivision site are restricted to predevelopment levels unless increased flows are approved by the relevant drainage authority and there are no detrimental downstream impacts.

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

For all storm events up to and including the 20% Average Exceedence Probability (AEP) standard:
- Stormwater flows should be contained within the drainage system to the requirements of the relevant authority.
- Ponding on roads should not occur for longer than 1 hour after the cessation of rainfall.

For storm events greater than 20% AEP and up to and including 1% AEP standard:
- Provision must be made for the safe and effective passage of stormwater flows.
- All new lots should be free from inundation or to a lesser standard of flood protection where agreed by the relevant floodplain management authority.
- Ensure that streets, footpaths and cycle paths that are subject to flooding meet the safety criteria $dVave < 0.35 \text{ m}^2/\text{s}$ (where, stormwater treatment facilities that will manage flow from this development and the existing upstream catchments.

The proposed stormwater management solution returns the post development peak flow rate back to the pre development peak through the use of four retarding basins operating in sequence along the main drainage line for the catchment. This assessment demonstrates that the outflows under the post development scenario do not exceed the pre development peaks flow rates as required.

Each of the retarding basins will ultimately contain wetlands to treat stormwater from the northern section of the development to best practice targets. For the Section 96A application, two of the wetlands will be constructed with associated sediment basins and connecting swales.

**COMPLIES**
The design of the local drainage network should:

- Ensure run-off 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, run-off should be directed to the front of the lot and discharged into the street drainage system or legal point of discharge.
- Ensure that inlet and outlet structures take 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 run-off 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.

<table>
<thead>
<tr>
<th>CLAUSE 56.08 (SITE MANAGEMENT)</th>
<th>OBJECTIVES</th>
<th>STANDARD</th>
<th>RESPONSE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Site management objectives</strong></td>
<td>To protect drainage infrastructure and receiving waters from sedimentation and contamination. To protect the site and surrounding area from environmental degradation or nuisance prior to construction and environmental management plans will be prepared prior to the commencement of development, as required by Council.</td>
<td><strong>Standard C26</strong> 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:</td>
<td>Construction and environmental management plans will be prepared prior to the commencement of development, as required by Council.</td>
</tr>
</tbody>
</table>
and during construction of subdivision works. To encourage the re-use of materials from the site and recycled materials in the construction of subdivisions where practicable.

Standard C26

- Erosion and sediment.
- Dust.
- Run-off.
- Litter, concrete and other construction wastes.
- Chemical contamination.
- Vegetation and natural features planned for retention.

Recycled material should be used for the construction of streets, shared paths and other infrastructure where practicable.

Recycled materials will be used throughout the development where practicable.

### CLAUSE 56.09 (UTILITIES)

#### OBJECTIVES

**Shared trenching objectives**
To maximise the opportunities for shared trenching.

To minimise constraints on landscaping within street reserves.

**Electricity, telecommunications and gas objectives**
To provide public utilities to each lot in a timely, efficient and cost effective manner.

To reduce greenhouse gas emissions by supporting generation and use of electricity from renewable sources.

#### STANDARD

**Standard C26**

- Erosion and sediment.
- Dust.
- Run-off.
- Litter, concrete and other construction wastes.
- Chemical contamination.
- Vegetation and natural features planned for retention.

#### RESPONSE

Recycled materials will be used throughout the development where practicable.

#### COMPLIES

**Standard C27**

Reticulated services for water, gas, electricity and telecommunications should be provided in shared trenching to minimise construction costs and land allocation for underground services.

Where practicable, reticulated services for water, electricity and telecommunications will be provided in shared trenching.

**Standard C28**

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.

Arrangements that support the generation or use of renewable energy at a lot or neighbourhood level are encouraged.

The telecommunication system must be designed in accordance with the requirements of the relevant telecommunications servicing agency and should be consistent with any

**COMPLIES**

<table>
<thead>
<tr>
<th>OBJECTIVES</th>
<th>STANDARD</th>
<th>RESPONSE</th>
</tr>
</thead>
</table>
| **Shared trenching objectives**
To maximise the opportunities for shared trenching.
To minimise constraints on landscaping within street reserves. | **Standard C26**
- Erosion and sediment.
- Dust.
- Run-off.
- Litter, concrete and other construction wastes.
- Chemical contamination.
- Vegetation and natural features planned for retention. | Recycled materials will be used throughout the development where practicable. |
| **Electricity, telecommunications and gas objectives**
To provide public utilities to each lot in a timely, efficient and cost effective manner.
To reduce greenhouse gas emissions by supporting generation and use of electricity from renewable sources. | **Standard C27**
Reticulated services for water, gas, electricity and telecommunications should be provided in shared trenching to minimise construction costs and land allocation for underground services. | Where practicable, reticulated services for water, electricity and telecommunications will be provided in shared trenching. |

**COMPLIES**

<table>
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<tr>
<th>OBJECTIVES</th>
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| **Shared trenching objectives**
To maximise the opportunities for shared trenching.
To minimise constraints on landscaping within street reserves. | **Standard C27**
Reticulated services for water, gas, electricity and telecommunications should be provided in shared trenching to minimise construction costs and land allocation for underground services. | Where practicable, reticulated services for water, electricity and telecommunications will be provided in shared trenching. |
| **Electricity, telecommunications and gas objectives**
To provide public utilities to each lot in a timely, efficient and cost effective manner.
To reduce greenhouse gas emissions by supporting generation and use of electricity from renewable sources. | **Standard C28**
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.

Arrangements that support the generation or use of renewable energy at a lot or neighbourhood level are encouraged.

The telecommunication system must be designed in accordance with the requirements of the relevant telecommunications servicing agency and should be consistent with any | Services to be provided in accordance with the standard. |

**COMPLIES**
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.

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.

**Fire hydrants objective**

To provide fire hydrants and fire plugs in positions that enable fire fighters to access water safely, effectively and efficiently.

*Standard C29*

Fire hydrants should be provided:
- A maximum distance of 120 metres from the rear of each lot.
- No more than 200 metres apart.

Hydrants and fire plugs must be compatible with the relevant fire service equipment.

Fire hydrants to be provided in accordance with the standard.

Public lighting objective

To provide public lighting to ensure the safety of pedestrians, cyclists and vehicles.

To provide pedestrians with a sense of personal safety at night.

To contribute to reducing greenhouse gas emissions and to saving energy.

*Standard C30*

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.

Public lighting should be designed in accordance with the relevant Australian Standards.

Public lighting should be consistent with any strategy, policy or plan for the use of renewable energy and energy efficient fittings.

Public lighting to be provided in accordance with the standard.

**COMPLIES**