CLAUSE 56.01 (SUBDIVISION SITE AND CONTEXT DESCRIPTION AND DESIGN RESPONSE)
An application must be accompanied by; a neighbourhood and site description and a design response.
Please note Clause 56.01 has been addressed within sections 'Site and Surrounds' and 'The Proposal' of the Planning Application Report and the Landscape Concept Report.

CLAUSE 56.02 (POLICY IMPLEMENTATION)		
OBJECTIVES	**STANDARD**	**RESPONSE**
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*	**Standard C1** An application must be accompanied by a written statement that describes how the subdivision is consistent with and implements any relevant growth area, activity centre, housing, access and mobility, community facilities, open space and recreation, landscape (including any native vegetation precinct plan) and urban design objective, policy, strategy or plan for the area set out in this scheme.	An assessment of the proposal against the relevant provisions of the planning scheme is provided in the attached submission. The proposed subdivision is consistent with the Lincoln Heath South PSP. **COMPLIES**

CLAUSE 56.03 (LIVEABLE AND SUSTAINABLE COMMUNITIES)		
OBJECTIVES	**STANDARD**	**RESPONSE**

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
	Standard C2
	A subdivision should implement any relevant growth area or any approved land-use and development strategy, plan or policy for the area set out in this scheme.
	
	An application for subdivision must include a plan of the layout of the subdivision that:
	• Meets the objectives (if relevant to the class of subdivision specified in the zone) of:
	  ○ Clause 56.03-2 Activity centres
	  ○ Clause 56.03-3 Planning for community facilities
	  ○ Clause 56.04-1 Lot diversity and distribution
	  ○ Clause 56.06-2 Walking and cycling network
		The proposed subdivision is consistent with the Lincoln Heath South PSP, and represents a logical extension to the existing Lincoln Heath Estate and neighbouring Alamanda Estate.
		
		The overall subdivision yields a range of densities with higher and medium density lots dispersed throughout.
		
		The subdivision incorporates passive open space around areas of encumbered

	○ Clause 56.06-3 Public transport network ○ Clause 56.06-4 Neighbourhood street network • Shows the 400 metre street walking distance around each existing or proposed bus stop, 600 metres street walking distance around each existing or proposed tram stop and 800 metres street walking distance around each existing or proposed railway station and shows the estimated number of dwellings within those distances. • Shows the layout of the subdivision in relation to the surrounding area. • Is designed to be accessible for people with disabilities.	drainage reserve and remnant native vegetation. Public transport provision will be provided in accordance with the Lincoln Heath South PSP. **COMPLIES**
Activity Centre objective To provide for mixed-use activity centres, including neighbourhood activity centres, of appropriate area and location. *Standard C3*	**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 site is located proximate to existing local and neighbourhood town centres within the Point Cook area. The layout of the proposed subdivision would ensure convenient pedestrian, cycling and vehicular access to the existing Point Cook 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*	**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.	The site is located proximate to existing educational facilities, negating the need for further facilities to be provided within the Estate. **COMPLIES**

	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 streets with sufficient widths to provide student drop-off zones, bus parking and on-street parking in addition to other street functions.	
Built environment objective To create urban places with identity and character. *Standard C5*	**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.	The proposed subdivision has been designed having regard to the character requirements of the Lincoln Heath South PSP, (Image, character, heritage & housing). The subdivision layout makes use of existing road connections to the site and provides a

	• 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.	logical road layout connecting to nearby estates as well as access to proposed open space areas. **COMPLIES**
Neighbourhood character objective To design subdivisions that respond to neighbourhood character. *Standard C6*	**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 currently vacant, the new development will be responsible for establishing neighbourhood character across the site. That said the residential character is expected to be similar to that of the neighbouring estates of Lincoln Heath and Alamanda. **COMPLIES**
CLAUSE 56.04 (LOT DESIGN)		
OBJECTIVES	**STANDARD**	**RESPONSE**
Lot diversity and distribution objectives To achieve housing densities that support compact and walkable neighbourhoods and the efficient provision of public transport services. To provide higher housing densities within walking distance of activity centres. To achieve increased housing densities in designated growth areas. To provide a range of lot sizes to suit a variety of dwelling and household types. *Standard C7*	**Standard C7** A subdivision should implement any relevant housing strategy, plan or policy for the area set out in this scheme. Lot sizes and mix should achieve the average net residential density specified in any zone or overlay that applies to the land or in any relevant policy for the area set out in this scheme. 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	A variety of conventional residential lot sizes are provided together with larger medium density sites at strategic locations within the subdivision. The road network provides for a high level of walkability to existing and proposed open space areas. The subdivision is well located to benefit from future public transport provision (bus) along Fongeo Drive. **COMPLIES**

	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.	
Lot area and building envelopes objective 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. *Standard C8*	**Standard C8** 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 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	Development stages 1-4 will include the provision of eleven allotments less than 300m^2. Each allotment less than 300m^2 will contain a building envelope to demonstrate the ability for development. It is expected that lots less than 300m^2 would be developed in accordance with Small Lot Housing Code (incorporated into the Wyndham Planning Scheme pursuant to Clause 81). In addition, each allotment between 300m^2 and 500m^2 will have the ability to contain a rectangle measuring 10m by 15m or 9m by 15m. Each allotment greater than 500m^2 will contain a rectangle 10m by 15m. **COMPLIES**

	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 • 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*	**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. • 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.	The proposed subdivision complies with the requirements of this Standard with 75% of allotments meeting solar orientation requirements. **COMPLIES**
Street orientation objective To provide a lot layout that contributes to community social interaction, personal safety and property security. *Standard C10*	**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 and/or open space areas. No lots would directly abut areas of open space however such areas are within proximity of these allotments. No sides or rears of lots face public open space. As such, public open space will experience a high level of surveillance. In addition, public open spaces will be bounded by roads and streets. **COMPLIES**

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*	**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 held.	There is no common land created within this subdivision. **N/A**
CLAUSE 56.05 (URBAN LANDSCAPE)		
OBJECTIVES	**STANDARD**	**RESPONSE**
Integrated urban landscape objectives 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. To incorporate natural and cultural features in the design of streets and public open space where appropriate. To protect and enhance native habitat and discourage the planting and spread of noxious weeds. To provide for integrated water management systems and contribute to drinking water conservation. *Standard C12*	**Standard C12** An application for subdivision that creates streets or public open space should be accompanied by a landscape design. The landscape design should: • 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.	A landscape concept will be based upon the guidelines set out in the Lincoln Heath South PSP. It is proposed that detailed landscape plans be required as a condition of the permit. **COMPLIES**

	• 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. • Develop appropriate landscapes for the intended use of public open space including areas for passive and active recreation, the exercising of pets, playgrounds and shaded areas. • Provide for walking and cycling networks that link with community facilities. • Provide appropriate pathways, signage, fencing, public lighting and street furniture. • Create low maintenance, durable landscapes that are capable of a long life. The landscape design must include a maintenance plan that sets out maintenance responsibilities, requirements and costs.	

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
	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
		Stages 1-4 of the development incorporates passive open space located in the north-eastern corner of the site bounded by Fongeo Drive, Festival Drive, Parkwood Terrace and a residential street. This will be approximately 6532m^2 in area.
		
		In addition to this, the entire site development will result in a greater area of passive open space located within the south-western site corner around existing and proposed wetlands. This will be design to serve a drainage function for the

	distance from all dwellings. ○ Small local parks within 150 metres to 300 metres safe walking 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.	development, linking to existing wetlands serving the neighbouring Alamanda Estate. Both areas will be accessed via an extension to Fongeo Drive that will traverse the central portion of the site and provide connections to the existing and proposed Estates to the north, south and west. **COMPLIES**

CLAUSE 56.06 (ACCESS AND MOBILITY MANAGEMENT)		
OBJECTIVES	**STANDARD**	**RESPONSE**
Integrated mobility objectives 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. To provide for walking (including persons with impaired mobility), cycling, public transport and other motor vehicles in an integrated manner. To contribute to reduced car dependence, improved energy efficiency, reduced greenhouse gas emissions and reduced air pollution. *Standard C14*	**Standard C14** An application for a subdivision must include a plan of the layout of the neighbourhood that meets the objectives of: • Clause 56.06-2 Walking and cycling network. • Clause 56.06-3 Public transport network. • Clause 56.06-4 Neighbourhood street network.	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. It supports an appropriate level of priority for pedestrians and cyclists and will maintain accessibility for those with disabilities. The public transport network will connect to existing routes providing residents access to activity centres and other destination locations throughout the greater precinct. The proposed bus route along Fongeo Drive will provide for safe manoeuvrability with stops a short and safe walking distance from most dwellings. Streets throughout the subdivision will encourage direct, safe and easy movement through and between neighbourhoods for a range of users. They will take into account how different transport modes work alongside each other and will incorporate the necessary traffic control measures and infrastructure to provide safe and efficient movement within and around the site. **COMPLIES**

Walking and cycling network objectives To contribute to community health and well being by encouraging walking and cycling as part of the daily lives of residents, employees and visitors. To provide safe and direct movement through and between neighbourhoods by pedestrians and cyclists. To reduce car use, greenhouse gas emissions and air pollution. *Standard C15*	**Standard C15** The walking and cycling network should be designed to: • Implement any relevant regional and local walking and cycling strategy, plan or policy for the area set out in this scheme. • Link to any existing pedestrian and cycling networks. • Provide safe walkable distances to activity centres, community facilities, public transport stops and public open spaces. • Provide an interconnected and continuous network of safe, efficient and convenient footpaths, shared paths, cycle paths and cycle lanes based primarily on the network of arterial roads, neighbourhood streets and regional public open spaces. • Provide direct cycling routes for regional journeys to major activity centres, community facilities, public transport and other regional activities and for regional recreational cycling. • Ensure safe street and road crossings including the provision of traffic controls where required. • Provide an appropriate level of priority for pedestrians and cyclists. • Have natural surveillance along streets and from abutting dwellings and be designed for personal safety and security particularly at night. • Be accessible to people with disabilities.	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 Lincoln Heath South PSP. In particular stages 1-4 of the development incorporate a reserve providing a pedestrian/cycling link to the existing Lincoln Heath Estate to the north. Cycling and pedestrian routes throughout the site will connect with the surrounding estates in order to integrate into the existing wider network. **COMPLIES**
Public transport network objectives 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. *Standard C16*	**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 proposed subdivision makes provision for public transport services in accordance with the requirements of the Lincoln Heath South PSP. In particular, it is anticipated that future bus services will be provided along Fongeo Drive to connect with other local services. **COMPLIES**

	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 activity centres.
	  ○ A short and safe walk to a public transport stop from most dwellings.	

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*	**Standard C17** The neighbourhood street network must: • Take account of the existing mobility network of arterial roads, neighbourhood streets, cycle paths, 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	The proposed road hierarchy is consistent with the requirements of the Lincoln Heath South PSP. The road network has been purposely designed to ensure safe and efficient movement of vehicles in a low speed, high amenity environment. The street network provides an interconnected street layout, connecting to existing and proposed residential development. **COMPLIES**

	accommodate long term movement demand. • Include connector streets approximately halfway between arterial roads and provide adequate reservation widths to accommodate long term movement demand. • Ensure connector streets align between neighbourhoods for direct and efficient movement of pedestrians, cyclists, public transport and other motor vehicles. • Provide an interconnected and continuous network of streets within and between neighbourhoods for use by pedestrians, cyclists, public transport and other vehicles. • Provide an appropriate level of local traffic dispersal. • Indicate the appropriate street type. • Provide a speed environment that is appropriate to the street type. • Provide a street environment that appropriately manages movement demand (volume, type and mix of pedestrians, cyclists, public transport and other motor vehicles). • Encourage appropriate and safe pedestrian, cyclist and driver behaviour. • Provide safe sharing of access lanes and access places by pedestrians, cyclists and vehicles. • Minimise the provision of cul-de-sac. • Provide for service and emergency vehicles to safely turn at the end of a dead-end street. • Facilitate solar orientation of lots. • Facilitate the provision of the walking and cycling network, integrated water management systems, utilities and planting of trees. • Contribute to the area's character and identity. • Take account of any identified significant features.	

Walking and cycling network detail objectives
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.
 	
Standard C18
	Standard C18
	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.
		The proposed subdivision provides for a high level of pedestrian connectivity throughout the site, with footpaths generally proposed along both sides of connector roads and access streets and open space areas. Specifically an off road walking and cycling path will be located along Fongeo Drive which, contingent upon subsequent development stages will continue to the proposed open space to the south and provide connection with the Alamanda path network.
		
		COMPLIES

Public transport network detail objectives 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	**Standard C19** 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	The proposed subdivision makes provision for public transport services in accordance with the requirements of the Lincoln Heath South PSP. In particular, it is anticipated that

accessible to people with disabilities. *Standard C19*	Melbourne to the requirements of the relevant roads authority. Road alignment and geometry along bus routes should provide for the efficient, unimpeded movement of buses and the safety and comfort of passengers. The design of public transport stops should not impede the movement of pedestrians. Bus and tram stops should have: • Surveillance from streets and adjacent lots. • Safe street crossing conditions for pedestrians and cyclists. • Safe pedestrian crossings on arterial roads and at schools including the provision of traffic controls as required by the roads authority. • Continuous hard pavement from the footpath to the kerb. • Sufficient lighting and paved, sheltered waiting areas for forecast user volume at neighbourhood centres, schools and other locations with expected high patronage. • Appropriate signage. Public transport stops and associated waiting areas should be accessible to people with disabilities and include tactile ground surface indicators, audible signals and kerb ramps required for the movement of people with physical disabilities.	future bus services will be provided along Fongeo Drive. Bus stops will be located to support the safe crossing of streets and will have surveillance from streets and adjacent lots. Stops will also promote pedestrian safety and be identified clearly by appropriate signage. **COMPLIES**
Neighbourhood street network detail objective 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. *Standard C20*	**Standard C20** The design of streets and roads should: • 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. • 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	Proposed street widths provide for a low-speed environment as well as direct and convenient access within and around the subdivision. The proposed road cross sections are consistent with the requirements of the Lincoln Heath South PSP.

	movement and control traffic speed.
	• Have verges of sufficient width to accommodate footpaths, shared paths, cycle paths, integrated water management, street tree planting, lighting and utility needs.
	• Have street geometry appropriate to the street type and function, the physical land characteristics and achieve a safe environment for all users.
	• Provide a low-speed environment while allowing all road users to proceed without unreasonable inconvenience or delay.
	• Provide a safe environment for all street users applying speed control measures where appropriate.
	• Ensure intersection layouts clearly indicate the travel path and priority of movement for pedestrians, cyclists and vehicles.
	• Provide a minimum 5 metre by 5 metre corner splay at junctions with arterial roads and a minimum 3 metre by 3 metre corner splay at other junctions unless site conditions justify a variation to achieve safe sight lines across corners.
	• Ensure streets are of sufficient strength to:
	  ○ Enable the carriage of vehicles.
	  ○ Avoid damage by construction vehicles and equipment.
	• Ensure street pavements are of sufficient quality and durability for the:
	  ○ Safe passage of pedestrians, cyclists and vehicles.
	  ○ Discharge of urban run-off.
	  ○ Preservation of all-weather access and maintenance of a reasonable, comfortable riding quality.
	• Ensure carriageways of planned arterial roads are designed to the requirements of the relevant road authority.
	• Ensure carriageways of neighbourhood streets are
		It is proposed that functional layout plans be supplied as a condition on the permit.
		
		COMPLIES

	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, parking, bus stops, kerbs, crossovers, footpaths, tactile surface indicators, cycle paths and speed control and traffic management devices.
	• Water sensitive urban design features.
	• Location and species of proposed street trees and other vegetation.
	• Location of existing vegetation to be retained and proposed treatment to ensure its health.
	• Any relevant details for the design and location of street furniture, lighting, seats, bus stops, telephone boxes and mailboxes.	

Lot access objective To provide for safe vehicle access between roads and lots. *Standard C21*	**Standard C21** 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.	The proposed development will be predominantly serviced through a series of local access streets or otherwise by connector streets. A number of rear loaded allotments will be developed as part of Stage

	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. The design and construction of a crossover should meet the requirements of the relevant road authority.	2. These will have laneway access due to their proximity to the Fongeo Drive/Point Cook Road intersection. Crossovers will be designed and constructed to meet the requirements of the relevant road authority with all allotments having a frontage width of greater than 7.5 metres. **COMPLIES**
CLAUSE 56.07 (INTEGRATED WATER MANAGEMENT)		
OBJECTIVES	**STANDARD**	**RESPONSE**
Drinking water supply objectives To reduce the use of drinking water. To provide an adequate, cost-effective supply of drinking water. *Standard C22*	**Standard C22** 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. Provided to the boundary of all lots in the subdivision where required by the relevant water authority.	Potable water will be supplied to the subdivision in accordance with the requirements of the relevant water authority. Functional Layout Plans and Detailed Design Engineering Plans to be submitted to Council for approval. **COMPLIES**
Reused and recycled water objective To provide for the substitution of drinking water for non-drinking purposes with reused and recycled water. *Standard C23*	**Standard C23** Reused and recycled water supply systems 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. • Provided to the boundary of all lots in the subdivision where required by the relevant water authority.	The provision of reused and recycled water supply will be limited to the irrigation of public open spaces areas only. Functional Layout Plans and Detailed Design Engineering Plans to be submitted to Council for approval. **COMPLIES**

Waste water management objective 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. *Standard C24*	**Standard C24** Waste water systems must be: • Designed, constructed and managed in accordance with the requirements and to the satisfaction of the relevant water authority and the Environment Protection Authority. • Consistent with any relevant approved domestic waste water management plan. Reticulated waste water systems must be provided to the boundary of all lots in the subdivision where required by the relevant water authority.	The proposed subdivision will be connected to reticulated waste water systems. Functional Layout Plans and Detailed Design Engineering Plans to be submitted to Council for approval. **COMPLIES**
Urban run-off management objectives To minimise damage to properties and inconvenience to residents from urban run-off. To ensure that the street operates adequately during major storm events and provides for public safety. To minimise increases in stormwater run-off and protect the environmental values and physical characteristics of receiving waters from degradation by urban run-off. *Standard C25*	**Standard C25** The urban stormwater management system must be: • Designed and managed in accordance with the requirements and to the satisfaction of the relevant drainage authority. • Designed and managed in accordance with the requirements and to the satisfaction of the water authority where reuse of urban run-off is proposed. • Designed to meet the current best practice performance objectives for stormwater quality as contained in the Urban Stormwater – Best Practice Environmental • Management Guidelines (Victorian Stormwater Committee 1999) as amended. • Designed to ensure that flows downstream of the subdivision site are restricted to 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:	The overall stormwater management system, including WSUD features, will be designed to effectively manage and mitigate stormwater runoff entering the drainage catchment and waterways. **COMPLIES**

	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 da Vave < 0.35 m2/s (where, da = average depth in metres and Vave = average velocity in metres per second). 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.	

CLAUSE 56.08 (SITE MANAGEMENT)		
OBJECTIVES	**STANDARD**	**RESPONSE**
Site management objectives 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 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*	**Standard C26** 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: • 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.	Construction and environmental management plans will be prepared prior to the commencement of development, as required by Council. Recycled materials will be used throughout the development where practicable. **COMPLIES**
CLAUSE 56.09 (UTILITIES)		
OBJECTIVES	**STANDARD**	**RESPONSE**
Shared trenching objectives To maximise the opportunities for shared trenching. To minimise constraints on landscaping within street reserves. *Standard C27*	**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. Functional Layout Plans and Detailed Design Engineering Plans to be submitted to Council for approval. **COMPLIES**
Electricity, telecommunications and gas objectives To provide public utilities to each lot in a timely, efficient and cost effective manner.	**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	Services to be provided in accordance with the standard.

To reduce greenhouse gas emissions by supporting generation and use of electricity from renewable sources. *Standard C28*	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 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.	Functional Layout Plans and Detailed Design Engineering Plans to be submitted to Council for approval. **COMPLIES**
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*	**Standard C29** Fire hydrants should be provided: • A maximum distance of 120 metres from the rear of the 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. Services to be provided in accordance with the standard. Functional Layout Plans and Detailed Design Engineering Plans to be submitted to Council for approval. **COMPLIES**
Public lighting objective To provide public lighting to ensure the safety of pedestrians, cyclists and vehicles.	**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	Public lighting to be provided in accordance with the standard.

To provide pedestrians with a sense of personal safety at night. To contribute to reducing greenhouse gas emissions and to saving energy. *Standard C30*	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.	Functional Layout Plans and Detailed Design Engineering Plans to be submitted to Council for approval. **COMPLIES**