

**Clause 56 of the Casey Planning Scheme - Residential Subdivision (67 Lots) & Creation of Restrictions  
80s Linsell Boulevard Cranbourne East (Lot )**

**Assessment for Planning Scheme Amendment PSA000011/15.A - Rezone the land from UFZ to RGZ1, deletion of LSIO from part of the land, & Concurrent S96A Application for Subdivision No. PlnA00192/15**

<b>Standard No.</b>	<b>Description</b>	<b>Assessment</b>
<b>Clause 56.01-1</b>	<b>Subdivision Site and Context Description</b>	<b>Provided – satisfactory</b>
<b>Clause 56.01-2</b>	<p><b>Subdivision Design Response</b></p> <p>An application for subdivision of 60 or more lots must also include a plan that meets the requirements of Standard C2. The plan must also show the:</p> <ul style="list-style-type: none"> <li>• Proposed uses of each part of the site. Natural features of the site and identify any features proposed to be altered.</li> <li>• Proposed integrated water management system.</li> <li>• Proposed staging of the subdivision.</li> </ul>	<p><b>Provided.</b></p> <p>The proposal is generally compliant with Clause 56.</p> <p>Minor issue - location of multi dwelling sites are not shown – this can be addressed by a permit condition.</p>
<b>Clause 56.02-1</b> <b>Standard C1</b>	<p><b>Strategic implementation objective</b></p> <ul style="list-style-type: none"> <li>• 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</li> </ul>	<p><b>Provided - satisfactory</b></p> <p>The proposal is generally in accordance with the Cranbourne East Development Plan.</p>
<b>Clause 56.03-1</b> <b>Standard C2</b>	<p><b>Compact and walkable neighbourhood objectives</b></p> <ul style="list-style-type: none"> <li>• Create compact neighbourhoods that are oriented around easy walking distance to activity centres, schools and community facilities public open space and public transport</li> <li>• Allow easy movements through &amp; between neighbourhoods for all people.</li> </ul>	<p><b>Satisfactory</b></p> <p><u>Activity Centres:</u></p> <ul style="list-style-type: none"> <li>• 1500-1850 metres to Selandra Rise shopping centre to the east.</li> <li>• 800-1050 metres to the Hunt Club Shopping centre to the west.</li> </ul> <p><u>Community facilities:</u></p> <ul style="list-style-type: none"> <li>• 750-850 metres to Maternal &amp; Child Health Centre on Broad Oak Drive.</li> <li>• 950-1250 metres to child care centre on Narre Warren Road.</li> <li>• 1500-1800 metres to child care centre and other Council services at Selandra Rise.</li> </ul> <p><u>Schools:</u></p>

		<ul style="list-style-type: none"> <li>• 400-750 metres to Cranbourne East Primary School.</li> <li>• 1600-2000 metres to Cranbourne Secondary College.</li> </ul> <p><u>Recreation reserves and sports facilities:</u></p> <ul style="list-style-type: none"> <li>• Pipeline track (open space) adjoins site.</li> <li>• Linsell Blvd Reserve directly opposite south west corner – natural reserve and wetland.</li> <li>• Hunt Club Recreation Reserve (oval, pavilion and childrens centre) 750m from site.</li> </ul> <p><u>Public Transport:</u></p> <ul style="list-style-type: none"> <li>• 950-1350 metres to Narre Warren Road - Principal Public Transport Network route</li> <li>• 270-700 metres to bus stop on Fernisky Drive.</li> <li>• 480-950 metres to bus stop on Foxwood Drive.</li> <li>• 520-950 metres to bus stop on Broad oak Drive.</li> <li>• 700-1130 metres to bus stop on Rochester Parade.</li> </ul> <p><u>Walkability:</u></p> <ul style="list-style-type: none"> <li>• There is an extensive and permeable shared path network established in the vicinity throughout the existing stage of the Brindalee Estate and the Hunt Club Estate. There are, however, a few gaps between this eastern part of Brindalee Estate and the original part on the western side of the Melbourne Water Floodway. The 'Net Community Benefit' for the planning scheme amendment to rezone the land will provide shared paths to connect the gaps from east to west.</li> </ul>
<p><b>Clause 56.03-2</b> <b>Standard C3</b></p>	<p><b>Activity Centre Objective</b></p> <ul style="list-style-type: none"> <li>• Provide for mixed use activity centres, including neighbourhood activity centres, of appropriate area and location.</li> </ul>	<p><b>Not Applicable</b></p> <p>No activity centre is proposed or required within this subdivision. This development is located within walking distance of two existing activity centres on Linsell boulevard.</p>
<p><b>Clause 56.03-3</b> <b>Standard C4</b></p>	<p><b>Planning for community facilities objective</b></p> <ul style="list-style-type: none"> <li>• Provide appropriately located sites for community facilities including schools, libraries preschools and child care, health services, police and fire stations, recreation and sports facilities</li> </ul>	<p><b>Not Applicable</b></p> <p>No community facilities are proposed or required within this subdivision. This development is located within walking distance of two existing activity centres which already provide numerous community and health services.</p>

		This development is located within walking distance of numerous existing recreation reserves and sporting facilities.
<b>Clause 56.03-4</b> <b>Standard C5</b>	<b>Built environment objective</b> <ul style="list-style-type: none"> <li>• Create urban places with identity and character</li> </ul>	<b>Satisfactory</b>  Subdivision is of a similar layout and is oriented towards the wetlands in keeping with surrounding established subdivisions.
<del><b>Clause 56.03-5</b> <b>Standard C6</b></del>	<del><b>Neighbourhood character objective</b> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Respond to and integrate with the surrounding urban environment.</li> <li>• Protect significant vegetation and site features.</li> </ul> </del>	<del><b>Not applicable</b></del>
<b>Clause 56.04-1</b> <b>Standard C7</b>	<b>Lot diversity and distribution objectives</b> <ul style="list-style-type: none"> <li>• Achieve housing densities that support compact and walkable neighbourhoods and the efficient provision of public transport services.</li> <li>• Provide higher housing densities within walking distance of activity centres.</li> <li>• Achieve increased housing densities in designated growth areas.</li> <li>• Provide a range of lot sizes to suit a variety of dwelling and household types.</li> </ul>	<b>Satisfactory</b>  All lots are within 1050 metres of Hunt Club Shopping Centre, and within 1850 metres of Selandra Rise Shopping Centre.  All lots are within 700 metres of the nearest bus-stop which provides connection to other activity centres.  Lots are proposed with areas varying between 375m <sup>2</sup> to 2,500m <sup>2</sup> with an average lot size of 541m <sup>2</sup>  There is diversity in lot sizes, providing small to medium sized lots for single dwelling and larger lots which can provide for multi dwelling developments.
<b>Clause 56.04-2</b> <b>Standard C8</b>	<b>Lot area and building envelope objective</b> <ul style="list-style-type: none"> <li>• 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</li> </ul>	<b>Satisfactory</b>  All lots are capable of containing a rectangle of 10 metres by 15 metres.

vegetation and site features.

### **Standard C8**

- 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
  - 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:

### **300-500m2 allotments**

There are 44 lots proposed with an area between 375m<sup>2</sup> and 500m<sup>2</sup> (it should be noted, however, that the Cranbourne East Development Plan requires building envelopes for all lots up to 600m<sup>2</sup>)

43 of these lots have proposed building envelopes that allow for a dwelling to be built to one or both side boundaries, one (500m<sup>2</sup>) does not.

Of the 43 lots, 3 satisfy the orientation requirement, 40 do not.

Of the 40 lots, 4 are considered will receive adequate northern solar due to other factors, eg. located south of a side street, or an easement located along the adjoining lot boundary etc.

The remaining 36 lots are considered to not satisfy orientation for solar access, however, the set boundaries of the Melbourne Water's designated floodway and the existing constructed roadway of Tangemere Way are constraints which greatly affect the ability to provide north-south orientation of these lots, so the proposed building envelopes can be adjusted to ensure space between dwellings for solar access. Additionally, the east-westerly orientation that is easily achieved, ensures proposed lots face and address the wetlands as well as providing for passive surveillance, both of which are desirable outcomes.

Excluding the building envelopes proposed for Lots 1, 54 & 56 because they adjoin a lot in another subdivision, all other proposed building envelopes are very basic

- zero or 1m from side boundaries adjoining a lot within same subdivision
- 2m from side street boundaries
- 4m from front boundaries, and
- 3m from rear boundaries.

This meets the relevant standards of Clause 54, however, Council will require building envelopes to be provided for all lots up to 600m<sup>2</sup> (in accordance with the Cranbourne East Development Plan) as follows:

- At least a 4 metre setback from the primary frontage to all lots.
- At least a 2 metre setback from any boundary abutting a side street.

- 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.

- At least a 1 metre setback from any boundary abutting a reserve.
- Any zero or 1 metre setback from a side boundary must only apply to one side boundary. This can be shown on both side boundaries with a notation stipulating that only one of these zero setbacks can be utilised per lot in relation to the location of the crossover provided to that lot.
- At least a 3 metre setback from rear boundaries.
- At least a 19 metre setback from the rear boundaries of lots adjoining the northern boundary of the subject land to provide for defensible space in the event of a bushfire, and BAL-12.5 construction standards for future dwellings.
- No easement within building envelopes.

Lots 1, 54 & 56 are proposed to have building envelopes and adjoin a lot in another subdivision.

**Lot 1:**

**Standards A10 & A11 are satisfied.** The northern side boundary of lot 1 adjoins a lot in another subdivision – there is no existing building near this common boundary.

The proposed building envelope for Lot 1:

- zero or 1m from southern side boundary adjoining a lot within same subdivision
- 3.5m from northern side boundary adjoining a lot in another subdivision.
- 4m from front boundary, and
- 2m from rear boundary.

The 3.5 metre setback on the northern side boundary will provide a generous separation space between future buildings. There is also an existing 3m wide easement along this boundary which cannot be built on – this satisfies Standards A10 & A11.

**Standards A12 to A15**

- The proposed building envelope does not regulate siting matters covered by Standards A12 to A15.
- A12 to A15 are not applicable as there are no existing buildings on the neighbouring farm near this common boundary which could be

affected.

**Lot 54:**

The northern side boundary of Lot 54 adjoins the southern side boundary of a lot in another subdivision which contains an existing single storey dwelling.

The proposed building envelope for lot 54

- zero or 1m from southern side boundary adjoining a lot within same subdivision
- zero or 1m from northern side boundary adjoining a lot in another subdivision.
- 4m from front boundary, and
- 3m from rear boundary.

**Standards A10 & A11 are satisfied**

**Standards A12 to A15**

- The proposed building envelope does not regulate siting matters covered by Standards A12 to A15.
- Standard A12 is already satisfied.
- The existing dwelling and all south facing windows are setback one metre from the common boundary, therefore all existing south facing windows are already provided with a light court within that property that – this satisfies Standard A12.
- Standard A13 is not applicable
- Standard A14 is not applicable
- Standard A15 there are no views from the existing dwelling into the proposed lot

**Lot 56:**

The southern side boundary adjoins the northern side boundary of another subdivision which contains an existing single storey dwelling.

The proposed building envelope for lot 54

- zero or 1m from southern side boundary adjoining a lot in another subdivision.

		<ul style="list-style-type: none"> <li>- zero or 1m from northern side boundary adjoining a lot within same subdivision</li> <li>- 4m from front boundary, and</li> <li>- 3m from rear boundary.</li> </ul> <p><b>Standards A10 &amp; A11 are satisfied</b></p> <p><b>Standards A12 to A15</b></p> <ul style="list-style-type: none"> <li>- The proposed building envelope does not regulate siting matters covered by Standards A12 to A15.</li> <li>- <u>Standard A12</u> is not applicable</li> <li>- <u>Standard A13</u> is already satisfied. The existing garage wall has a zero setback from the common boundary, and the existing dwelling is setback more than 3 metres from the common boundary, therefore Standard A13 is satisfied.</li> <li>- <u>Standard A14</u> any new dwelling to be constructed on the proposed lot that is compliant with building regulation setbacks will satisfy this clause</li> <li>- <u>Standard A15</u> there are no views from the existing dwelling into the proposed lot.</li> </ul>
<p><b>Clause 56.04-3</b></p> <p><b>Standard C9</b></p>	<p><b>Solar orientation of lots objective</b></p> <ul style="list-style-type: none"> <li>• Provide good solar orientation of lots and solar access for future dwellings.</li> </ul> <p><b>Standard C9</b></p> <ul style="list-style-type: none"> <li>• Unless the site is constrained by topography or other site conditions, at least 70 percent of lots should have appropriate solar orientation.</li> <li>• Lots have appropriate solar orientation when: <ul style="list-style-type: none"> <li>○ 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.</li> <li>○ 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.</li> <li>○ Dimensions of lots are adequate to protect solar access to the lot, taking into account likely dwelling size and</li> </ul> </li> </ul>	<p><b>Satisfactory</b></p> <p>27% (18 of 67) of proposed lots satisfy Standard C9, while 42% (28 of 67) are considered to satisfy the solar orientation Objective.</p> <p>58% (39 of 67) of proposed lots do not meet the objective, however, the set boundaries of the Melbourne Water’s designated floodway and the existing constructed roadway of Tangemere Way are constraints which greatly affect the ability to provide north-south orientation of these lots, so the proposed building envelopes should be adjusted to ensure space between dwellings for solar access.</p> <p>Additionally, the east-westerly orientation that is easily achieved, ensures proposed lots face and address the wetlands, as well as providing for passive surveillance over the wetlands and shared path, both of which are desirable outcomes.</p> <p><b>500m2 + allotments</b></p>

	<p>the relationship of each lot to the street.</p>	<p>There are 23 lots proposed with an area above 500m<sup>2</sup>. None of these have proposed building envelopes.  Of these 23, 14 satisfy the orientation Standard C9 and 9 lots do not. Of these 9 lots, it is considered 6 lots will receive adequate northern solar due to other factors, (eg. Located south of a side street, or an easement located along the adjoining lot boundary etc) and therefore meet the solar orientation objective.  The remaining 3 lots are considered to <u>not meet</u> the solar orientation objective.</p> <p><b>300-500m<sup>2</sup> allotments</b>  There are 44 lots proposed with an area between 375m<sup>2</sup> and 500m<sup>2</sup>. 43 of these lots have proposed building envelopes that allow for a dwelling to be built to one or both side boundaries, one (500m<sup>2</sup>) does not.  Of the 44 lots, 4 satisfy the orientation Standard C9 and 40 lots do not.  Of the 40 lots, 4 are considered will receive adequate northern solar due to other factors, (eg. located south of a side street, or an easement located along the adjoining lot boundary etc) and therefore meet the solar orientation objective.  The remaining 36 lots are considered to <u>not meet</u> the solar orientation objective,</p> <p><b>HOWEVER,</b> the set boundaries of the floodway designated by Melbourne Water and the existing constructed roadway of Tangemere Way constrain the north-south orientation of proposed allotments, while the east-westerly orientation that is easily achieved ensures proposed lots face and address the wetlands, as well as providing for passive surveillance over the wetlands and shred path, both of which are desirable outcomes.</p>
<p><b>Clause 56.04-4</b> <b>Standard C10</b></p>	<p><b>Street orientation objective</b></p> <ul style="list-style-type: none"> <li>• Provide a lot layout that contributes to community social interaction, personal safety and property security.</li> </ul>	<p><b>Satisfactory</b></p> <p>The layout of streets, and the orientation of all lots towards streets and the wetlands provide for excellent surveillance.</p>



<p><b>Clause 56.04-5</b></p> <p><b>Standard C11</b></p>	<p><b>Common area objectives</b></p> <ul style="list-style-type: none"> <li>Identify common areas &amp; the purpose for which the area is commonly held.</li> <li>Ensure the provision of common area is appropriate and that the necessary management arrangements are in place.</li> <li>Maintain direct public access throughout the neighbourhood street network.</li> </ul>	<p><b>Not applicable</b></p> <p>No common property is proposed</p>
<p><b>Clause 56.05-1</b></p> <p><b>Standard C12</b></p>	<p><b>Integrated urban landscape objectives</b></p> <ul style="list-style-type: none"> <li>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 places.</li> <li>Incorporate natural and cultural features in the design of streets and public open space where appropriate.</li> <li>Protect and enhance native habitat and discourage the planting and spread of noxious weeds.</li> <li>Provide for integrated water management systems and contribute to drinking water conservation.</li> </ul>	<p><b>Satisfactory subject to conditions</b></p> <p>There is no significant vegetation remaining on the site.</p> <p>The wetlands contribute towards an integrated water management system.</p> <p>Landscape Team require permit conditions for a landscape plan to be submitted</p>
<p><b>Clause 56.05-2</b></p> <p><b>Standard C13</b></p>	<p><b>Public Open space provision objectives</b></p> <ul style="list-style-type: none"> <li>To provide a network of quality, well-distributed, multi-functional and cost-effective public open space that includes local parks, active open space, linear parks and trails, and links to regional open space.</li> <li>To provide a network of public open space that caters for a broad range of users.</li> <li>To encourage healthy and active communities.</li> <li>To provide adequate unencumbered land for public open space and integrate any encumbered land with the open space network.</li> <li>To ensure land provided for public open space can be managed in an environmentally sustainable way and contributes to the development of sustainable neighbourhoods.</li> </ul>	<p><b>Satisfactory subject to conditions</b></p> <p>A shared path is to be provided along the entire residential/wetlands interface.</p> <p>The wetlands, although encumbered, will be an excellent passive open space and forms part of an extensive north-south open space link through Cranbourne East.</p> <p>The wetlands are owned by Melbourne Water and do not form part of the subject site.</p> <p>A Public open space contribution must be provided pursuant to 52.01 at a rate of 7.5% (Contribution Rate Area 3 (CR3)).</p> <p>Recreation Planning Team require permit conditions for:</p> <ul style="list-style-type: none"> <li>a shared paths in accordance with the Cranbourne East</li> </ul>

		Development plan. <ul style="list-style-type: none"> <li>a cash public open space contribution .</li> </ul>
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<p><b>Clause 56.06-1</b> <b>Standard C14</b></p>	<p><b>Integrated Mobility objectives</b></p> <ul style="list-style-type: none"> <li>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.</li> <li>To provide for walking (including persons with impaired mobility), cycling, public transport and other motor vehicles in an integrated manner.</li> <li>To contribute to reduced car dependence, improved energy efficiency, improved transport efficiency, reduced greenhouse gas emissions and reduced air pollution.</li> </ul> <p><b>Standard C14</b> An application for a subdivision must include a plan of the layout of the neighbourhood that meets the objectives of:</p> <ul style="list-style-type: none"> <li>Clause 56.06-2 Walking and cycling network. (Standard C15)</li> <li>Clause 56.06-3 Public transport network (Standard C16)</li> <li>Clause 56.06-4 Neighbourhood street network (Standard C17)</li> </ul>	<p><b>Satisfactory</b></p> <p>See below – Standards C15, C16, C17.</p>
<p><b>Clause 56.06-2</b> <b>Standard C15</b></p>	<p><b>Walking and cycling network objectives</b></p> <ul style="list-style-type: none"> <li>Contribute to community health and well being by encouraging walking and cycling as part of the daily lives of residents, employees and visitors.</li> <li>Provide safe and direct movement through and between neighbourhoods by pedestrians and cyclists.</li> <li>Reduce car use, greenhouse gas emissions and air pollution.</li> </ul>	<p><b>Satisfactory</b></p> <p>Footpaths will be provided on both sides of all streets</p> <p>Shared paths will be provided along:</p> <ul style="list-style-type: none"> <li>the entire length of the Melbourne Water wetlands on the eastern side at the residential interface.</li> <li>the north side of the proposed Corinella Way extending east to west from Tangemere Way connecting the existing shared path on Tangemere Way to the proposed wetlands shared path.</li> <li>the north side of Linsell Boulevard extending east to west from Tangemere Way to Fernisky Drive, with connections to the wetlands shared path, the Broad Oak Drive intersection, and Staunton Walk</li> </ul>

<p><b>Clause 56.06-3</b> <b>Standard C16</b></p>	<p><b>Public transport network objectives</b></p> <ul style="list-style-type: none"> <li>• Provide an arterial road and neighbourhood street network that supports a direct, efficient and safe public transport system</li> <li>• Encourage maximum use of public transport</li> </ul>	<p><b>Satisfactory</b></p> <p>All proposed lots are within reasonable walking distance of 4 bus stops - all proposed lots are within 700m from the closest bus stop on Fernisky Way.</p>
<p><b>Clause 56.06-4</b> <b>Standard C17</b></p>	<p><b>Neighbourhood street network objective</b></p> <ul style="list-style-type: none"> <li>• 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.</li> </ul>	<p><b>Satisfactory</b></p> <p>The street widths and layout provide good permeability and connectivity throughout.</p> <p>The layout of the roads appears satisfactory to facilitate appropriate connectivity to existing roads</p> <p>The internal roads appear to satisfy the requirements of Clause 56.06-8 and Council standards.</p>
<p><b>Clause 56.06-5</b> <b>Standard C18</b></p>	<p><b>Walking and cycling network detail objectives</b></p> <ul style="list-style-type: none"> <li>• Design and construct footpaths, shared path and cycle path networks that are safe, comfortable, well constructed and accessible for people with disabilities.</li> <li>• Design footpaths to accommodate wheelchairs, prams, scooters and other footpath bound vehicles.</li> </ul>	<p><b>Satisfactory</b></p> <p>Footpaths will be provided on both sides of all streets</p> <p>Shared paths will be provided along:</p> <ul style="list-style-type: none"> <li>• the entire length of the Melbourne Water wetlands on the eastern side at the residential interface.</li> <li>• the north side of the proposed Corinella Way extending east to west from Tangemere Way connecting the existing shared path on Tangemere Way to the proposed wetlands shared path.</li> <li>• the north side of Linsell Boulevard extending east to west from Tangemere Way to Fernisky Drive, with connections to the wetlands shared path, the Broad Oak Drive intersection, and Staunton Walk.</li> </ul> <p>Permit conditions will ensure footpaths can accommodate wheelchairs, prams, mobility scooters etc.</p>
<p><b>Clause</b></p>	<p><b>Public Transport network detail objectives</b></p> <ul style="list-style-type: none"> <li>• To provide for the safe, efficient operation of public transport and</li> </ul>	<p><b>Not applicable</b></p>

<p><b>56.06-6</b> <b>Standard C19</b></p>	<p>the comfort and convenience of public transport users.</p> <ul style="list-style-type: none"> <li>To provide public transport stops that are accessible to people with disabilities.</li> </ul>	
<p><b>Clause 56.06-7</b> <b>Standard C20</b></p>	<p><b>Neighbourhood street network detail objective</b></p> <ul style="list-style-type: none"> <li>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.</li> </ul>	<p><b>Satisfactory</b></p> <p>A street detail plan has not been submitted, a traffic analysis has been provided which appears to appropriately classify all internal roads in accordance with the planning scheme and Council standards.</p> <p>Permit conditions will require Engineered road construction plans to be submitted for assessment and approval as part of the certification/statement of compliance process – this will ensure proper design/construct of carriageways and verges..</p>
<p><b>Clause 56.06-8</b> <b>Standard C21</b></p>	<p><b>Lot access objective</b></p> <ul style="list-style-type: none"> <li>Provide for safe vehicle access between roads and lots.</li> </ul>	<p><b>Satisfactory</b></p> <p>The street layout can accommodate appropriate vehicle access to all lots.</p> <p>Vehicle crossings must be at least 3.3 metres wide in accordance with Council Standards.</p> <p>Permit conditions will require Engineered road construction plans to be submitted for assessment and approval as part of the certification/statement of compliance process – this will ensure safe vehicle access to lots.</p>
	<p><b>Access Lane</b></p> <p>A side or rear lane principally providing access to parking on lots with another street frontage.</p> <hr/> <ul style="list-style-type: none"> <li><b>Traffic volume<sup>1</sup></b> 300vpd</li> </ul> <hr/> <ul style="list-style-type: none"> <li><b>Target speed<sup>2</sup></b> 10kph</li> </ul> <hr/> <ul style="list-style-type: none"> <li><b>Carriageway width<sup>3</sup> &amp; parking provision within street reservation</b> 5.5m<sup>6</sup> wide with no parking spaces to be provided. Appropriately signed.</li> </ul> <hr/>	<p><b>Not applicable – Nil 'Access Lane' proposed</b></p>

	<ul style="list-style-type: none"><li data-bbox="293 134 1137 172">▪ <b>Verge width<sup>4</sup></b> No verge required.</li><hr data-bbox="293 172 1137 175"/><li data-bbox="293 175 1137 213">▪ <b>Kerbing<sup>5</sup></b></li><hr data-bbox="293 213 1137 217"/><li data-bbox="293 220 1137 331">▪ <b>Footpath provision</b> None Carriageway designed as a shared zone and appropriately signed.</li><hr data-bbox="293 331 1137 335"/><li data-bbox="293 341 1137 405">▪ <b>Cycle path provision</b> None</li><hr data-bbox="293 405 1137 408"/></ul>	
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**5.5m + 7.5m + 1.5m =13 metre width minimum**

**Access Place**

A minor street providing local residential access with shared traffic, pedestrian and recreation use, but with pedestrian priority.

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- **Traffic volume<sup>1</sup>** 300vpd to1000vpd

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  - **Target speed<sup>2</sup>** 15kph

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  - **Carriageway width<sup>3</sup> & parking provision within street reservation** 5.5m wide with 1 hard standing verge parking space per 2 lots.  
or  
5.5m wide with parking on carriageway - one side.  
Appropriately signed.

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  - **Verge width<sup>4</sup>** 7.5m minimum total width.  
  
For services provide a minimum of 3.5m on one side and a minimum of 2.5m on the other.

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  - **Kerbing<sup>5</sup>** Semi-mountable rollover or flush and swale or other water sensitive urban design treatment area.

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  - **Footpath provision** Not required if serving 5 dwellings or less and the carriageway is designed as a shared zone and appropriately signed.  
  
or  
1.5m wide footpath offset a minimum distance of 1m from the kerb.

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  - **Cycle path provision** None
- 

**Satisfactory**

Linsell Boulevard Service Road:

is proposed to be 13m wide – this also complies with the requirements of Cranbourne East Development Plan

The proposed Jade Way:

Is proposed to be 16m wide

The proposed Corinella Way (north-south along MW floodway):

Is proposed to be 15m wide

The proposed Corinella Way (east-west between Tangemere Way and MW floodway):

Is proposed to be 18m wide

**5.5m + 4m + 4m + 1.5m = 15 metre minimum width**

**Access Street - Level 1**

A street providing local residential access where traffic is subservient, speed and volume are low and pedestrian and bicycle movements are facilitated.

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- **Traffic volume<sup>1</sup>** 1000vpd to 2000vpd

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  - **Target speed<sup>2</sup>** 30kph

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  - **Carriageway width<sup>3</sup> & parking provision within street reservation** 5.5m wide with 1 hard standing verge parking space per 2 lots.

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  - **Verge width<sup>4</sup>** 4m minimum each side

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  - **Kerbing<sup>5</sup>** Semi-mountable rollover or flush and swale or other water sensitive urban design treatment area.

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  - **Footpath provision** 1.5m wide footpaths on both sides.  
  
Footpaths should be widened to 2.0m in vicinity of a school, shop or other activity centre.  
  
Be offset a minimum distance of 1m from the kerb.

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  - **Cycle path provision** Carriageway designed as a shared zone and appropriately signed.
- 

Not applicable

### Connector Street - Level 2

A street that carries higher volumes of traffic. It connects access places and access streets through and between neighbourhoods.

▪ <b>Traffic volume<sup>1</sup></b>	3,000 vpd to 7,000 vpd
▪ <b>Target speed<sup>2</sup></b>	60 kph <sup>9</sup> or 50km/h reduced to 40kph at schools.
▪ <b>Carriageway width<sup>3</sup>, cycle lane provision, parking provision and bus stops within street reservation</b>	<ul style="list-style-type: none"><li>▪ 3.5m minimum lane width in each direction of travel.</li><li>▪ 4.0m minimum lane width at approaches to and departures from roundabouts and T-intersections.</li><li>▪ 7.0m minimum carriageway width in each direction of travel where there are two lanes in each direction separated by a non-trafficable central medium.</li><li>▪ 8.0m minimum carriageway width at approaches to and departures from roundabouts and T-intersections where there are two lanes in each direction separated by a non-trafficable central medium.</li><li>▪ For on-street cycling, increase the minimum clear carriageway in each direction by:<ul style="list-style-type: none"><li>• 0.7m where the trafficable carriageway is shared by cyclists but no dedicated bicycle lane is marked on the carriageway; or</li><li>• 1.7m where a dedicated 1.7m wide dedicated bicycle lane is marked on the carriageway</li><li>• 0.3m where there are two trafficable lanes in each direction separated by a non-trafficable central median and the carriageways are shared by cyclists but no dedicated bicycle lane is marked on the carriageway; or</li><li>• 0.5m where there are two trafficable lanes in each direction separated by a non-trafficable central median carriageway.</li></ul></li><li>▪ An additional dedicated parking lane or indented parking within the verge must be provided where street parking is required. A parking lane width of 2.3m is required where parallel parking is provided.</li><li>▪ Bus stops located at the kerbside, not indented within the verge.</li></ul>
▪ <b>Verge width<sup>4</sup></b>	6m minimum each side (plus central median).
▪ <b>Kerbing<sup>5</sup></b>	Semi-mountable rollover or flush and swale or other water sensitive urban design treatment area.
▪ <b>Footpath and cycle path provision</b>	<ul style="list-style-type: none"><li>▪ 1.5m wide footpath on each side and 1.7m bicycle lanes on the carriageway; or</li><li>▪ 2.5m wide shared foot and cycle path on both sides and no dedicate bicycle lanes marked on the carriageway.</li><li>▪ Footpaths widened to a minimum of 2.0m in the vicinity of a school, shop, public transport stop or other activity centre.</li><li>▪ Footpaths or shared foot and cycle paths offset a minimum distance of 1m from the kerb.</li></ul>

**Not applicable – Nil 'Connector Street Level 2' proposed**



### Arterial Road

▪ <b>Traffic volume<sup>1</sup></b>	Greater than 7000vpd
▪ <b>Target speed<sup>2</sup></b>	Arterial road design as required by the relevant roads authority.
▪ <b>Carriageway width<sup>3</sup> &amp; parking provision within street reservation</b>	Arterial road design as required by the relevant roads authority.
▪ <b>Verge width<sup>4</sup></b>	Arterial road design as required by the relevant roads authority.
▪ <b>Kerbing<sup>5</sup></b>	Arterial road design as required by the relevant roads authority.
▪ <b>Footpath &amp; cycle path provision</b>	3m wide shared path on each side or as otherwise required by the relevant roads authority.

#### Key to Table C1

1. Indicative maximum traffic volume for 24-hour period. These volumes depend upon location. Generation rates may vary between existing and newly developing areas.
2. Target speed is the desired speed at which motorists should travel. This is not necessarily the design speed and is not greater than the marked legal speed limit.
3. Width is measured from kerb invert to kerb invert. Widening may be required at bends to allow for wider vehicle paths using appropriate Australian Standards for on street and off-street parking but should not negate the function of bends serving as slow points.
4. Verge width includes footpaths. Additional width may be required to accommodate a bicycle path.
5. Where drainage is not required a flush pavement edge treatment can be used. Layback kerbs are preferred for safety reasons. Upright kerbs may be considered for drainage purposes or in locations where on-street parking should be clearly defined and parking within the verge is not desired.
6. Turning requirements to access and egress parking on abutting lots may require additional carriageway width. The recommended carriageway width of 5.5m will provide adequate access to a standard 3.5m wide single garage built to the property line.
7. 50kph is the default urban speed limit in Victoria.
8. Target speed must not exceed the legal speed limit.

**Not applicable – Nil 'Arterial Roads' proposed**

<p><b>Clause 56.07-1</b> <b>Standard C22</b></p>	<p><b>Drinking water supply objectives</b></p> <ul style="list-style-type: none"> <li>• Reduce the use of drinking water.</li> <li>• Provide an adequate, cost effective supply of drinking water.</li> </ul>	<p><b>Satisfactory with permit conditions</b></p> <p>SEW permit conditions will ensure this standard is satisfied</p>
<p><b>Clause 56.07-2</b> <b>Standard C23</b></p>	<p><b>Reused and recycled water objective</b></p> <ul style="list-style-type: none"> <li>• Provide for the substitution of drinking water for non-drinking purposes with reused and recycled water.</li> </ul>	<p><b>Satisfactory with permit conditions</b></p> <p>SEW permit conditions will ensure this standard is satisfied</p>
<p><b>Clause 56.07-3</b> <b>Standard C24</b></p>	<p><b>Waste water management objective</b></p> <ul style="list-style-type: none"> <li>• Provide a waste water system that is adequate for the maintenance of public health &amp; the management of effluent in an environmentally friendly manner.</li> </ul>	<p><b>Satisfactory with permit conditions</b></p> <p>All sites can be connected to the sewer. SEW permit conditions will ensure this standard is satisfied</p>
<p><b>Clause 56.07-4</b> <b>Standard C25</b></p>	<p><b>Urban run-off management objectives</b></p> <ul style="list-style-type: none"> <li>• Minimize damage to properties and inconvenience to residents from urban run-off.</li> <li>• Ensure that the street operates adequately during major storm events and provides for public safety.</li> <li>• Minimize increases in stormwater run-off and protect the environmental values and physical characteristics of receiving waters from degradation by urban run-off.</li> </ul>	<p><b>Satisfactory with permit conditions</b></p> <p>Standard drainage conditions to direct stormwater to the stormwater drainage system in accordance with Melbourne Water and Council's Drainage Engineers</p>
<p><b>Clause 56.08-1</b> <b>Standard C26</b></p>	<p><b>Site management objectives</b></p> <ul style="list-style-type: none"> <li>• Protect drainage infrastructure and receiving waters from sedimentation and contamination.</li> <li>• Protect the site and surrounding area from environmental degradation or nuisance prior to and during construction of subdivision works.</li> <li>• Encourage the re-use of materials from the site and recycled materials in the construction of subdivisions where practicable.</li> </ul>	<p><b>Satisfactory with permit conditions</b></p> <p>Environmental Management Plan will be required via permit conditions.</p>
<p><b>Clause 56.09-1</b> <b>Standard C27</b></p>	<p><b>Shared trenching objectives</b></p> <ul style="list-style-type: none"> <li>• Maximize the opportunities for shared trenching.</li> <li>• Minimize constraints on landscaping within street reserves.</li> </ul>	<p><b>Satisfactory</b></p> <p>Although this is not preferred by some service authorities, it may be feasible for compatible services to share trenching. This is usually determined when the developer engages in agreements with the</p>

		<p>various service authorities.</p> <p>No permit conditions have been required by service authorities for shared trenching.</p>
<p><b>Clause 56.09-2</b></p> <p><b>Standard C28</b></p>	<p><b>Electricity, telecommunications and gas objectives</b></p> <ul style="list-style-type: none"> <li>• Provide public utilities to each lot in a timely, efficient and cost effective manner.</li> <li>• Reduce greenhouse gas emissions by supporting generation and use of electricity from renewable sources.</li> </ul>	<p><b>Satisfactory</b></p> <p>All these services are able to be provided. The provision of electricity should be underground.</p> <p>Council's standard permit conditions, as well as conditions required by service authorities will ensure this standard is satisfied.</p>
<p><b>Clause 56.09-3</b></p> <p><b>Standard C29</b></p>	<p><b>Fire hydrants objective</b></p> <ul style="list-style-type: none"> <li>• Provide fire hydrants and fire plugs in positions that enable fire fighters to access water safely, effectively and efficiently.</li> </ul>	<p><b>Satisfactory</b></p> <p>Council's and CFA's standard permit conditions will ensure this standard is satisfied</p>
<p><b>Clause 56.09-4</b></p> <p><b>Standard C30</b></p>	<p><b>Public lighting objectives</b></p> <ul style="list-style-type: none"> <li>• Provide public lighting to ensure the safety of pedestrians, cyclists and vehicles.</li> <li>• Provide pedestrians with a sense of personal safety at night.</li> <li>• Contribute to reducing greenhouse gas emissions and to saving energy.</li> </ul>	<p><b>Satisfactory</b></p> <p>Council's standard permit conditions will ensure this standard is satisfied - Street lighting must accord with AS and Council standards</p>