

41-43 HODDLE STREET, YARRA JUNCTION

1. RFI TABLE

RFI Item	Response and Document References
<p>1. Site Feature and Survey Plan <i>Please provide a site feature and survey plan prepared by a suitably qualified land surveyor. The survey plan should generally include information as outlined under Clause 56.01.</i></p> <p>2. Site and context description and a design Response <i>A subdivision site and context description is required in accordance with Clause 56.01.</i></p>	<p>Please refer to the attached Plan of Levels and Features & Re-Establishment plan prepared by Charlton Degg, dated 2nd February 2024.</p> <p>A Clause 56 Assessment was prepared as part of the original planning permit application submission, included at Appendix A of the submitted Planning Report.</p> <p>This Clause 56 Assessment has since been updated to reflect the amended design proposed under this Section 50 Amendment application. Please refer to the attached.</p> <p>Further, we note that the amended Traffic Engineering Assessment includes an assessment of the proposal against Clause 56.06.</p>
<p>3. Bushfire Management Statement and Plan <i>As requested by CFA under Section 55 of the Act, further information is required for the following items:</i></p> <p>a) A revised Bushfire Hazard Site Assessment <i>A revised Bushfire Hazard Site Assessment (BHSA) to show the separation distance between the boundaries of the lot and the classifiable vegetation.</i></p> <p>b) A Bushfire Management Statement <i>A response to the requirements of clause 53.02-4.4 of the Scheme for a subdivision</i></p> <p>c) A Bushfire Management Plan <i>A Bushfire Management Plan (BMP) that provides a summary on the proposed bushfire mitigation measures as detailed in the BMS should be submitted and include:</i></p> <ul style="list-style-type: none"> - Allotment boundaries, public roads, orientation and location of the existing and proposed buildings. 	<p>An amended Bushfire Management Plan (BMP) has been prepared by Nature Advisory in February 2024 to accompany the submitted planning permit application. The amended plan responds to the requirements of Item 3 as follows:</p> <ul style="list-style-type: none"> a) Section 3.3 of the BMP has been updated to show revised separation distances and BAL ratings for each vegetation class. b) A Bushfire Management Statement which responds to Clause 53.02-4.4 requirements is included in Appendix 5 of the BMP. c) A Bushfire Management Plan which responds to all the listed requirements under Item 3c of this RFI can be found in Appendix 6 of the BMP.

RFI Item	Response and Document References
<ul style="list-style-type: none"> - <i>Extent of defendable space and vegetation management requirements.</i> - <i>Minimum construction standards.</i> - <i>Water supply requirements.</i> - <i>Access and static water supply location, including the access design and construction notations.</i> - <i>Mandatory condition notation.</i> - <i>Who prepared the document, version and date.</i> <p><i>For further information please refer to CFA correspondence dated 3 April 2023, CFA Ref: 13000-79113-127099.</i></p>	
<p>4. Proposed Plan of Subdivision (Staged) <i>As the proposal seeks for a staged subdivision, please provide a proposed plan of subdivision for each respective stage, outlining the subdivision layout proposed (inclusive of any easements).</i></p> <p>5. Written Clarification <i>Please provide further written justification with regards to:</i></p> <ul style="list-style-type: none"> a) <i>Easement proposed for removal.</i> b) <i>What the proposed easement is (and to also be shown on the proposed plan on subdivision) and to whom the easement is vested in favour of.</i> c) <i>Purpose of the balance lot 27 and the intention of this lot as well as its overall management.</i> 	<p>It is confirmed that the proposed subdivision will be delivered over two stages which is detailed in the submitted Subdivision Masterplan. It is submitted that the provision of a Plan of Subdivision for each stage proposed under this subdivision will be addressed under a condition of the permit, which is a normal process for a subdivision of this type.</p> <ul style="list-style-type: none"> a) The existing services for the subject site, which includes the E-1 Drainage and Sewerage easement, are being abandoned and removed under this application. The reason for this is that this application seeks to include an upgraded drainage and sewerage system for the subject site to accommodate the proposed subdivision design. As detailed on the proposed Subdivision Masterplan, the subdivision incorporates new easements to replace the easements to be removed. These easements will be formally integrated through the preparation of Plan of Subdivisions for both stages which will be required as a condition to the permit issued. b) As per the above. c) We can confirm the bushland within Lot 27 has been incorporated into residential Lot 10 located to the north-east of the subdivision. This bushland will be maintained by the landowner of Lot 10, with the vegetation continuing to be protected by the provisions of the ESO1. The bushland will act as a rear private open space for the future dwelling

RFI Item	Response and Document References
	within Lot 10 and will not be available for access to the public.
<p>6. Arborist Report</p> <p><i>Please provide an arborist report to assess tree impacts. This should assess the impact of the proposed development (includes but not limited to roads, proposed lots and encroachment to TPZs) with regards to the removal, destruction or any tree that will have their Tree Protection Zone encroached upon.</i></p> <p><i>This must be undertaken by a suitably qualified arboricultural consultant and the assessment should be in accordance with the provisions of Australian Standard AS4970-2009 'Protection of trees on development sites'. The Arborist report should provide the following:</i></p> <ul style="list-style-type: none"> - A unique ID/Tree number - An image of the tree - Botanic and common name - Tree dimensions (height x width) - Diameter at breast height- 1.4m above ground level (DBH) - Diameter at base - Health - Structure - Retention value - Comments - Tree Protection Zone (TPZ) and Structural Root Zone (SRZ) - Confirmation as to whether trees for removal require a planning permit under (SLO, 51.03, 52.17 etc) <p><i>Note: Please be advised the provisions of Clause 52.17 Native Vegetation apply, should any native vegetation be proposed for removal a native vegetation report must be provided in accordance with the provisions of Clause 52.17.</i></p> <p><i>Note: Road reserve trees as affected by any new crossover or road must also be considered.</i></p>	<p>A Sub-Division Impact Assessment (arboricultural assessment) has been prepared by Arbor Survey on 8th February 2024.</p> <p>This assessment found a total of 241 trees located within and surrounding the subject site. Of these trees, 201 trees are proposed to be removed, with a total of 40 trees proposed for retention within the subdivision design. It is noted that this study does not include trees located within the large bushland located to the rear of proposed Lot 10, which is proposed for complete retention as part of this subdivision.</p> <p>The proposed removal of trees to facilitate this subdivision is shown in both the arboricultural assessment and the previously submitted Tree Removal Plan, prepared by Charlton Degg, dated 6th February 2024.</p> <p>The submitted arboricultural assessment includes a list of all 241 trees identified within and adjacent to the subject site as well as all the relevant details of each tree in accordance with the relevant Australian Standard AS4970-2009.</p>
<p>7. Tree Removal Plan</p> <p><i>Please provide a site plan scaled and dimensioned to detail the following:</i></p>	<p>Please refer to the submitted Tree Removal Plan, prepared by Charlton Degg, dated 6th</p>

RFI Item	Response and Document References
<p>a) <i>Location of all trees onsite per Item 1 (site feature and survey plan).</i></p> <p>b) <i>Trees numbered accordingly (per the Arborist report – Item 2)</i></p> <p>c) <i>Notation/ Reference to trees proposed for removal/ retention.</i></p> <p>d) <i>Any other tree protection measures/ requirements as per the Arborist report (as applicable).</i></p>	<p>February 2024 which responds to all the requirements under Item 7.</p> <p>The subdivision design has retained existing vegetation where possible, however, the removal of these trees was unavoidable in providing a well-designed residential outcome with a seamless internal road network consistent with the surrounding developments along Hoddle Street.</p>
<p>8. Amended Biodiversity Report</p> <p><i>Please provide an amendment biodiversity report that address the following:</i></p> <p>a) <i>Amended ‘avoid and minimisation’ statement.</i></p> <p><i>The statement must describe any efforts undertaken to avoid the removal of, and minimise the impacts on the biodiversity and other values of native vegetation, and how these efforts focused on areas of native vegetation that have the most value. The statement should include a description of the following:</i></p> <p>i. <i>Strategic level planning – any regional or landscape scale strategic planning process that the site has been subject to that avoided and minimised impacts on native vegetation across the landscape.</i></p> <p>ii. <i>Site level planning – how the proposed use or development has been sited or designed to avoid and minimise impacts on native vegetation.</i></p> <p>iii. <i>That no feasible opportunities exist to further avoid and minimise impacts on native vegetation, including the consideration of the proposed lot sizes and the retention of biodiversity values.</i></p> <p>b) <i>Written response with respect to the requirements of the Environmental Significance Overlay – Schedule 1. The written response should have regard to the following:</i></p>	<p>An amended Flora & Fauna Assessment has been prepared by Nature Advisory in February 2024.</p> <p>This assessment found that the proposal will seek for the following native vegetation to be removed to facilitate the subdivision:</p> <ul style="list-style-type: none"> ▪ 1.900 hectares of native vegetation, comprising: <ul style="list-style-type: none"> ○ 1.837 hectares of native vegetation in patches (including 11 large trees in patches); and ○ One large scattered tree, equating to an area of 0.062 hectares. <p>A Native Vegetation Removal (NVR) Report has been prepared and can be found in Appendix 8 of the submitted assessment. This NVR records an offset requirement of 0.774 general habitat units.</p> <p>The amended Flora & Fauna Assessment responds to the requirements under Item 8 of Council's RFI as follows:</p> <p>a) Please refer to Section 6.5.1 of the amended Flora & Fauna Assessment which has now been updated to include a more detailed avoid and minimise statement in response to the requirements under Item 8a of this RFI.</p> <p>b) Please see below responses:</p> <ul style="list-style-type: none"> i. Please refer to Section 5.3 for discussion into native vegetation and fauna habitats. ii. Please refer to Section 6.4 for discussion into the ESO1 with regard to protection of watercourses.

RFI Item	Response and Document References
<ul style="list-style-type: none"> i. <i>The significance of existing native vegetation and its value as a refuge or habitat for wildlife.</i> ii. <i>Protection of the watercourse and the establishment of a 30m conservation buffer zone measured from the top of the bank of the tributary to Little Yarra River, which is known to support a breeding population of Platypus.</i> iii. <i>The need for control of environmental weed infestation to prevent degradation of the site.</i> iv. <i>The need for the management of pest animals and the protection of the site from domestic pets.</i> c) <i>Details over management and ownership of Lot 27 and how ongoing management on the lot will be funded and implemented on an ongoing basis.</i> d) <i>Revision of the Habitat Hectare assessment provided in the Flora and Fauna assessment in particular components over Tree Canopy cover and Patch size.</i> <p><i>Note: The application will require formal referral to DEECA.</i></p>	<ul style="list-style-type: none"> iii. Please refer to Section 6.9 which provides discussion into the CaLP Act with regard to weed and pest management. iv. As above. c) As per Section 6.4 of the attached assessment, it is recommended that a Land Management Plan is development to protect and enhance the retained native vegetation on Lot 10 to ensure there is an ongoing mechanism for future protection and enhancement of the ecological values retained within the property. It is proposed that this Land Management Plan be required as a condition to a permit issued. d) Please refer to Appendix 2 'Detailed Habitat Hectare Assessment Results' for further detail.

RFI Item	Response and Document References
<p>9. Amended Traffic Engineering Assessment</p> <p><i>Please provide an amended traffic engineering assessment to detail the following:</i></p> <ul style="list-style-type: none"> a) <i>Existing conditions plan of the site frontage onto Hoddle Street (this may be addressed under Item 1).</i> b) <i>Vehicle Swept Path diagrams to demonstrate sufficient road widths have been provided to allow for a medium rigid vehicle to traverse through the site for Council waste collection.</i> c) <i>Provide missing Appendix Information for</i> <ul style="list-style-type: none"> i. <i>Appendix A.</i> ii. <i>Appendix B.</i> d) <i>Roadway cross section design for the Road as proposed.</i> e) <i>Road reserve splays/ design at section of road connecting to Hoddle Street.</i> <p><i>Note: Council is awaiting further comments from its traffic engineering department and further comments will be provided in due course.</i></p>	<p>An amended Traffic Engineering Assessment has been prepared by Traffic Group in February 2024. The amended report has been updated to ensure discussion covers all the items listed under this requirement, where appropriate. In particular:</p> <ul style="list-style-type: none"> d) Please refer to Item 1 response. This plan is not included in the amended traffic report. e) Swept path diagrams have been included in Appendix D of the amended traffic report. This diagram shows that vehicles can safely and efficiently enter and exit the internal road network of the site from Hoddle Street in a forward motion. f) Appendix A 'Development Plans' and Appendix B 'Car Parking Inventory' have now been included within the amended traffic report. Please refer to the attached. g) Please refer to Appendix A of the amended traffic report which includes cross-section designs for the proposed internal road network. The road network incorporates a consistent 16m width which is in accordance with the relevant requirements for a local street. h) 3m x 3m splays have been provided at the intersection between Hoddle Street and the internal road, in accordance with the requirements under Clause 56.06. This information is included in Section 4 and Appendix A of the amended traffic report.
<p>10. Stormwater Management Plan</p> <p><i>A Stormwater management plan must be submitted in order to demonstrate that the layout of the site will:</i></p> <ul style="list-style-type: none"> ▪ <i>Not impact downstream developments</i> <p><i>Stormwater layout plan must show:</i></p> <ul style="list-style-type: none"> ▪ <i>There is no point of discharge onsite storm water have to retained to 100 years storm event.</i> 	<p>A Stormwater Management Plan has been prepared by Charlton Degg in February 2024 for the proposed subdivision of the subject site. The purpose of this plan is to outline the management for stormwater that is generated from the proposed subdivision, to identify assets required to manage the urbanisation and resultant surface water runoff from the subdivision and to set up a framework to achieve the intent of the Yarra Ranges Council drainage requirements.</p>

RFI Item	Response and Document References
<ul style="list-style-type: none"> Provide stormwater management plan demonstrating how the stormwater manage on site considering the site is under Erosion Management Overlay EMO. <p>For more information on all engineering requirements for developments please visit this link https://www.yarraranges.vic.gov.au/files/assets/public/webdocuments/builddevelop/building-advice/development_engineering_guidelines.pdf</p> <p>Note: Council is awaiting further comments from its stormwater engineering department and further comments will be provided in due course.</p>	<p>Essentially, the development will be provided with a piped drainage infrastructure system that will fully service the proposed subdivision. This includes the decommissioning and re-routing of existing drainage and septic systems (easements) to ensure that current best practice treatment standards are implemented.</p> <p>The plan also demonstrates compliance with the requirements listed under Item 10 of this RFI.</p> <p>For further information, please refer to the submitted Stormwater Management Plan.</p>

2. PRELIMINARY ISSUES TO NOTE

Council has also advised that the initial assessment of the proposal has identified the following issues:

Preliminary Issue	Response and Document References
<p>1. Insufficient information has been provided to allow for assessment of the application against the relevant zones, overlay and provisions that apply. Namely, no site feature and survey plan has been provided to establish the impact the proposed plan of subdivision will have on the existing vegetation and waterways onsite. Further, it is unclear which trees require removal/ can be retained and as to which trees require a permit or not. Further information as abovementioned is required under Section A of this letter.</p>	<p>Please refer to the above responses provided in Section 1.</p>
<p>2. The proposal seeks for a significant amount of native vegetation removal. It has not been sufficiently demonstrated as to how the proposal has adopted the 'avoid, minimise' steps of considering vegetation removal. Consideration must be given with respect to limiting vegetation removal given they are protected under SLO22, ESO1 and 52.17.</p> <p>Council's Environment officers also note that the Habitat Hectare assessment as provided</p>	<p>Please refer to Item 8 response regarding the required Flora & Fauna Assessment.</p>

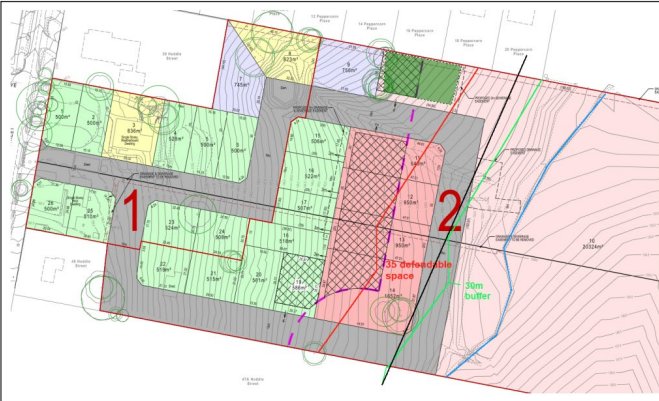
Preliminary Issue	Response and Document References
<p><i>in the Flora and Fauna assessment (Nature Advisory, 2022) advised that the Tree Canopy Cover scored 0 out of 5 points, which seems incorrect given the amount of tree canopy cover present. The patch size seems larger than 5 hectares in size, as a patch is defined as the area of native vegetation, irrespective of EVC, quality or tenure that is continuous with the assessment area.</i></p>	
<p>3. <i>Please note, the subdivision is subject to Public Open Space Contributions as required under Clause 53.01.</i></p>	<p>The original submission requested that the public open space contributions under Clause 53.01 be addressed via a condition included on the permit issued.</p>

41-43 HODDLE STREET, YARRA JUNCTION – SECOND RFI

1. RFI TABLE

RFI Item	Response and Document References
<p>A. Section 50 Amendment</p> <p><i>Please lodge an s50 amendment request as a result of the changes required to the plans and documentation as outlined under Section B and C of this letter.</i></p> <p>https://www.yarraranges.vic.gov.au/Development/Planning/Request-changes-to-a-planningapplication-in-progress-Section-50-57A</p>	<p>This Section 50 Amendment application is being lodged via Council's portal.</p>
<p>B. Information Required as part of the application</p>	
<p>1. Updated Arborist Report</p> <p>a. An updated arborist report is required to assess trees within the following:</p> <ul style="list-style-type: none"> ▪ Any trees within 15 metres of the eastern perimeter road; ▪ Any trees within 15 metres of the northern boundary to proposed Lot 8-10 (includes neighbouring vegetation); ▪ Any trees within 15 metres of the southern perimeter road (includes neighbouring vegetation) <p>b. Updated report to correct the following: Referral to Council's arborist has identified the following errors that require amendments to the arborist report:</p> <ul style="list-style-type: none"> - Tree #236 has a DBH of 87cm; - Tree #203 is two separate trees; - Multiple Acacia sp. Surrounding the dam have not been assessed; - Two eucalypts adjacent to tree #166 has not been assessed; - Two eucalypts adjacent to tree #173 has not been assessed; <p>c. Assess all retained trees within the proposed subdivision that will be impacted by works required (ie; road, crossover etc) and viability for retention/ any TPZ encroachments (this assessment should have regard to the submitted functional layout plan – Appendix A to the Traffic Report). The arborist report</p>	<p>An amended Arboricultural Assessment has been prepared by Arbor Survey on 1st August 2024 in response to all items listed in this request.</p>

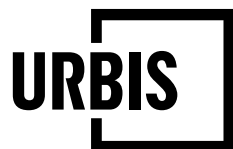
RFI Item	Response and Document References
<p><i>indicates that road construction and extent of building envelopes have not been considered in the arborist report (eg: page 4).</i></p> <p>d. <i>Assess and demonstrate how 5m canopy separation can be achieved (Refer to preliminary issue 3 as modification to canopy separation can be sought through CFA).</i></p> <p>e. <i>Assess tree impacts resulting from proposed crossover widening (note: Council's traffic engineers require a minimum 7.5m width).</i></p>	
<p>2. Update Biodiversity Report / NVR Report</p> <p><i>The submitted biodiversity report/ NVR report will need to amended to reflect updated information required under item 1 (arborist report) in addition to any further native vegetation that may be required for the implementation of defendable space (refer to preliminary issue 2).</i></p>	<p>An amended Flora and Fauna Assessment, prepared by Nature Advisory in November 2024 has been prepared. This assessment has been updated to include the additional tree data obtained under the amended arborist report under Item 1 of this RFI as well as to reflect the marginally amended subdivision design.</p> <p>Notably, the assessment has found that the amended design results in the marginal decrease in the total removal of native vegetation within the site from 1.9 hectares to 1.828 hectares considering the amended response to the eastern conservation reserve.</p> <p>Additionally, the assessment has identified that the development extent has a marginal encroachment of 106sqm into the 30m conservation reserve required under Clause 12.03-1S which will have negligible impacts on the surrounding environment.</p>
<p>C. Preliminary Issues</p> <p><i>The following preliminary issues highlighted below are matters as discussed at the meeting on 14th May 2024.</i></p>	

RFI Item	Response and Document References
<p>1. Environmental Considerations</p> <p><i>Having regard to the site being heavily vegetated which includes high value vegetation including a waterway that runs through the site and application of Clause 42.01 Environmental Significance Overlay – Schedule 1 and Clause 42.03 Significant Landscape Overlay – Schedule 22 the current proposal is not considered to be responsive to the environmental characteristics of the site and surrounds.</i></p> <p><i>Council is unsupportive of the current arrangement as the proposal does not achieve a minimum 30m setback to the waterway in line with Clause 12.03-1S. As this waterway is a tributary to Yarra River, environmentally sensitive design must be regarded for given the key ecological values in the area (per application of ESO1). It is recommended that the proposed plan of subdivision be amended to provide a minimum 30m setback to the waterway (refer to figure below as a general reference).</i></p>  <p><i>Notes: Indicative revisions to provide a 30m buffer to the waterway and re-aligned defendable space and road layout. Figure is not to scale.</i></p> <p><i>It is acknowledged that as the point of discharge is to the waterway to the rear, this component can encroach into the 30m setback/ conservation zone, however it is preferred that any onsite detention be outside of this 30m setback.</i></p>	<p>The subdivision design has been revised in response to the RFI, aligning the internal loop road along the edge of the 30m conservation reserve that extends from the north-south waterway to the east.</p> <p>Road battering is provided on the eastern side of the loop road to ensure a safe road design. The battering has been designed to sit outside of the 30m conservation reserve, where possible. However, the design includes a marginal batter encroachment into the 30m conservation reserve towards the centre of the interface for approximately 5m depth and a total extent of 106sqm.</p> <p>The reason for this encroachment is due to battering requirements as well as to facilitate an appropriate defendable space setback to allow adequate building envelopes on proposed Lots 12 and 13.</p> <p>As discussed during our meeting with Council on 4th October 2024, this amended design results in a significantly less encroachment into the conservation reserve compared to the previous 10m Clear Zone design and the 106sqm encroachment has been updated to ensure retention of adjacent Tree 78.</p> <p>With regard to bushfire risk, the design contemplates a 39m defendable space setback at BAL-29 which accords with Clause 53.02-4 of the Yarra Ranges Planning Scheme.</p> <p>Please refer to the amended Bushfire, Traffic Arborist and Flora & Fauna reports which have been updated to reflect the amended design.</p> <p>Therefore, we submit that the proposed amended design is justified, as it has been assessed to have a negligible impact on the existing environment within the site and remains generally consistent with the objectives and purposes of Clause 12.03-1S while also meeting the relevant bushfire requirements.</p>
<p>2. Vegetation Impacts</p>	<p>Refer to Item B1.</p>

RFI Item	Response and Document References
<p><i>The submitted arborist has not included all trees impacted by the development (onsite and neighbouring properties). With reference to Section B – Item 1 of this letter an updated arborist is required to assess all vegetation to be removed/ impacted by the proposed subdivision.</i></p>	
<p>3. Implementation of Defendable Space</p> <p><i>Council refers to CFA's letter dated 17 April 2024 (CFA Ref: 13000-79113-135601) in respect to further comments provided about the implementation of vegetation management requirements (5m canopy separation). Whilst Council is supportive of high value trees within the subdivision being retained it is noted that the canopy of trees overlap in parts which would not comply with the defendable space requirements of a 5m canopy separation as proposed under the Bushfire Management Plan.</i></p> <p><i>It is advisable that you engage in discussions with CFA in seeking a modification to the defendable space requirements to allow for 'tree clustering.' Any changes agreed to with CFA will require subsequent changes to the BMP.</i></p>	<p>The subdivision design has been amended to remove tree clusters throughout the site to ensure appropriate canopy separation, resulting in full compliance with the Bushfire Management Plan.</p>

RFI Item	Response and Document References
<p>4. Traffic Impacts</p> <p><i>Council's traffic engineers have reviewed the submitted traffic report and existing road network and conditions and the proposed subdivision will require subsequent improvements/ upgrades to Hoddle Street. It should be noted that sections of Hoddle Street is only 3.6m wide and currently does not facilitate two way traffic movements. As noted in the online meeting with Council (14/05), should a permit be issued for the proposed subdivision conditions will be imposed that require:</i></p> <ul style="list-style-type: none"> ▪ <i>Localised widening of Hoddle Street by extending kerb and channel (west side of Hoddle St) between 1/36 Hoddle Street – 5/36 Hoddle Street (approximately 120m in length with a 7.6m width note: kerb Radii to be 8m).</i> ▪ <i>Footpath along east side of Hoddle Street is be provided between proposed crossover and Peppercorn Place.</i>  <p><i>Notes: indicative works required along Hoddle Street (blue line denotes extent of road widening required). Discussions were also held in respect to road widths on the eastern perimeter road, which may be reduced to a 14m trafficable road width (currently 16m).</i></p>	<p>Noted. We are happy for these items to be conditioned on the permit.</p>
<p>5. Stormwater Requirements</p> <p><i>Council's stormwater engineers have reviewed the submitted information and does not support a underground detention system as proposed. An on-ground detention system is a preferred approach for the proposed subdivision given the site context and would assist with more practical maintenance requirements.</i></p> <p><i>Note: As the proposed point of discharge is to a tributary to Little Yarra River, the application has been referred to Melbourne Water for comment.</i></p>	<p>The development of the land and creation of greater areas of impermeable surfaces causes increased flow rates during all storm events.</p> <p>Melbourne Water has responded to this application on 14th May 2024 stating that it has no objection to the proposed subdivision subject to a condition requiring that Council approves the drainage system, including its outfall, and that evidence of this approval be provided to Melbourne Water prior to the issue of a statement of compliance. In our discussions with</p>

RFI Item	Response and Document References
	<p>Melbourne Water, it clarified that it has no specific requirements relating to stormwater retention for this development. Council has subsequently confirmed that it does not require stormwater detention.</p> <p>Accordingly, please find enclosed amended Stormwater Management Strategy, prepared by Charlton Degg, dated October 2024.</p>



LEVEL 10
477 COLLINS STREET
MELBOURNE VIC 3000

URBIS.COM.AU
Urbis Ltd
ABN 50 105 256 228

6 February 2025

Jason Chu
Senior Planning Officer – Planning Services
Yarra Ranges Council
Online Submission

Dear Jason,

PLANNING PERMIT APPLICATION YR-2023/173

41-43 HODDLE STREET, YARRA JUNCTION

RESPONSE TO FURTHER INFORMATION REQUEST

Urbis continues to act on behalf of Meyco Investments Pty Ltd and Dancamnic Pty Ltd with respect to the above-mentioned planning permit application and refer to Council's request for further information dated 24th December 2024.

We are pleased to provide the following information in response to the items raised by Council in their RFI.

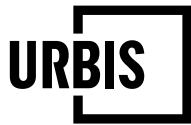
1. RESPONSE TO FURTHER INFORMATION REQUEST

Information Requested	Response
1. CFA Further Information Request	
<i>CFA as a referral authority pursuant to Section 55 of the Act have requested further information in their letter dated 18 December 2024 (CFA Ref: 13000-79113-140929). The following items are noted in their letter:</i>	
<i>a) A revised Bushfire Management Plan (BMP) which clearly shows the Defendable Space to the East of the proposed subdivision and updates the conditions accordingly.</i>	Please refer to the updated Bushfire Management Plan which includes amended Figure 3 and Appendix 5, clearly detailing the defendable space extent, maintenance responsibilities and requirements.
<i>b) A revised BMP which shows the access conditions that reflect the proposed access.</i>	Please refer to Appendix 5 of the updated Bushfire Management Plan.

RFI Response

Information Requested	Response
c) <i>A functional layout plan which shows how the proposed subdivision will be set out, and how each area will be managed with regard to the vegetation management requirements of Table 6 at clause 53.02-5 of the Yarra Ranges Planning Scheme (the Scheme).</i>	<p>Please refer to the attached Functional Layout Plan, prepared by Charlton Degg (dated 30 January 2025).</p> <p>This plan has been updated to nominate the maintenance responsibilities for each area of the proposed defendable space, while also providing a list of the maintenance requirements in accordance with Table 6 of Clause 53.02-5.</p> <p>Additionally, the Bushfire Management Plan has been updated to nominate the defendable space maintenance responsibilities and requirements for the site, refer to Appendix 5.</p>
d) <i>A Plan of Subdivision, including a Plan of Subdivision number, which also shows the proposed Building Envelopes as shown by the amended BMP.</i>	<p>It is requested that this requirement be imposed on a condition to the permit issued.</p> <p>This outcome has already been discussed and agreed to be FRV.</p>
2. Amended Arborist Report	
e) <i>Legible tree numbers shown in the arborist report plans.</i>	<p>Please refer to the updated Arboricultural Assessment which has been updated to show clear tree numbering on all maps.</p>
<p>f) <i>Amended arborist report to incorporate a number of unassessed trees within the defendable space</i></p> <p><i>Note:</i></p> <p><i>In accordance with AS 4970- 2009 – Protection of Trees on Development Sites, all trees >3 m in height require individual assessment.</i></p> <p><i>The only exception to the above requirement is that the hundreds of small indigenous Kunzea sp. that meet the criteria of a tree (> 3 m in height), could be assessed as a group that identifies the number of trees that require removal.</i></p>	<p>It is noted that the proposed defendable space area includes thousands of sprouts that are greater than 3m in height and therefore fall under the AS 4970-2009 requirement.</p> <p>Based on the trunk size, age and the number of 'trees' involved, this information has been omitted from the maps provided in the submitted Arboriculture Report as they are not considered to be viable trees warranting assessment.</p> <p>If you refer to the submitted Flora & Fauna Assessment, Map 1 clearly shows that all native vegetation, including trees, within the defendable space area of the subject site has been included in the total native vegetation removal calculation and</p>

Information Requested	Response
<p><i>If further native vegetation is identified for removal, this must also be updated in the submitted NVR report to allow assessment under Clause 52.17.</i></p>	<p>therefore the suitable offsets will be paid under the permit issued.</p> <p>Council's request for the additional sprouts to be grouped and assessed is unnecessary, considering that all native vegetation removal has been addressed under the Flora & Fauna Assessment and so further identification of any trees will not change the total native vegetation removal calculations under the submitted NVR Report.</p> <p>This exercise will not add value to the project but rather be a financial burden on the client, significantly delaying the project.</p> <p>Considering the removal of these 'trees' have been addressed in the Flora & Fauna Assessment and subsequently the relevant offsets will be met, we request that the requirement to update the Arboricultural Assessment to record and assess these trees be waived.</p>
<p>3. Clarification over staged subdivision and implementation of bushfire protection measures</p>	
<p><i>As the proposal seeks for staged subdivision, it should be made clear as to when it is proposed for particular works to occur including how bushfire protections measures and area of defendable space is implemented under Stage 1 and 2 respectively.</i></p>	<p>As part of the Stage 1 early subdivision works, the entire site will be cleared of vegetation, ensuring compliance with the defendable space requirements outlined in the submitted Bushfire Management Plan and subdivision plan. This approach maintains the defendable space as currently designated in the application, remaining at the far east of the site and having no impact on the Stage 1 lots.</p> <p>Accordingly, no further bushfire protection modifications are required for Stage 1 lots during the Stage 1 phase, as this stage will remain in accordance with the protection measures under the Bushfire Management Plan and the planning scheme.</p>



2. CONCLUSION

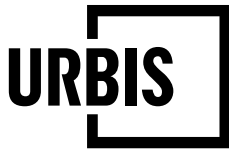
We trust that the above information is sufficient to allow Council's consideration of this application to proceed.

Please don't hesitate to contact me on the below details should you have any questions.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Petar Simic", written over a horizontal line.

Petar Simic
Senior Consultant
+61 3 8663 4860
psimic@urbis.com.au



**LEVEL 10
477 COLLINS STREET
MELBOURNE VIC 3000**

URBIS.COM.AU
Urbis Ltd
ABN 50 105 256 228

8 November 2024

Jason Chu
Senior Planning Officer – Planning Services
Yarra Ranges Council
Online Submission

Dear Jason,

**PLANNING APPLICATION NO. YR-2023/173
41-43 HODDLE STREET, YARRA JUNCTION
RESPONSE TO REQUEST FOR FURTHER INFORMATION AND SECTION 50
AMENDMENT APPLICATION**

1. INTRODUCTION

Urbis continues to act on behalf of Meyco Investments Pty Ltd and Dancamnic Pty Ltd (the “permit applicant”) and refer to Council’s second Request for Further Information (RFI) letter dated 16th May 2024 in conjunction with additional amendments to the subdivision design which are sought to be captured by way of an amendment to the current application pursuant to Section 50 of the *Planning and Environment Act 1987*.

For Council’s consideration, we enclose:

- RFI Response Table, prepared by Urbis.
- Amended Concept Subdivision Plan, prepared by Charlton Degg, dated 9th October 2024.
- Amended Tree Removal Plan, prepared by Charlton Degg, dated 9th October 2024.
- Amended Traffic Engineering Assessment, prepared by Traffix Group, dated October 2024.
- Amended Arboricultural Assessment, prepared by Arbor Survey, dated 1st August 2024.
- Amended Flora & Fauna Assessment, prepared by Nature Advisory, dated November 2024.
- Amended Bushfire Planning Report, prepared by Nature Advisory, dated October 2024.
- Amended Stormwater Management Strategy, prepared by Charlton Degg, dated October 2024.

41 & 43 Hoddle Street, Junction Village

2. RESPONSE TO REQUESTED INFORMATION

A response to the items raised in Council's request for further information can be found in the attached RFI Response Table, prepared by Urbis.

3. ADDITIONAL AMENDMENTS TO THE APPLICATION

As mentioned in the above responses to Council's request for further information, this application seeks to make further amendments to the subdivision design in addition to Council's request.

In particular, the subdivision design has been amended to respond to the 30m conservation reserve buffer stemming from the existing waterway to the east in accordance with Clause 12.03-1S of the Yarra Ranges Planning Scheme. This includes various changes to the road alignment, inclusion of battering and changes to the proposed lot mix.

In addition, the proposal seeks further removal of trees throughout the proposed residential areas of the subdivision to avoid clustering and to support the future widening of Hoddle Street along the site frontage, which will be delivered under this permit as per Item 4 of Council's RFI.

The additional changes proposed under this application are minor improvements to the subdivision design to ensure that the site responds to the relevant conservation and bushfire requirements and to provide for a permeable and functional residential community.

The proposed development interface with the conservation reserve to the east is an appropriate solution to the relevant conservation and bushfire requirements while also providing for a feasible subdivision outcome.

Accordingly, the proposed additional amendments under this application warrant approval from Council.

4. CONCLUSION

We trust that the above response is adequate in satisfying the RFI items listed above and the additional amendments are considered satisfactory and compliant with the relevant requirements. Should Council require any further information with respect to this application, we request an extension of time if granted to provide the required information in response to any additional items.

Should you have any queries or require anything further, please feel free to contact me on the details below.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Petar Simic", written over a horizontal line.

Petar Simic
Senior Consultant
+61 3 8663 4860
psimic@urbis.com.au

The URBIS logo consists of the word "URBIS" in a bold, white, sans-serif font. To the right of the text is a white square frame that is partially open on the left side, with the top and bottom horizontal bars extending to the left of the text.

URBIS

TOWN PLANNING REPORT 41 & 43 HODDLE STREET, YARRA JUNCTION

Prepared for
**MEYCO INVESTMENTS PTY LTD & DANACMNIC PTY
LTD**
17 March 2023

URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Director	Andrea Pagliaro
Associate Director	Rachel Bartlett
Consultant	Petar Simic
Project Code	P0042144
Report Number	Rev 01

Urbis acknowledges the important contribution that Aboriginal and Torres Strait Islander people make in creating a strong and vibrant Australian society.

We acknowledge, in each of our offices, the Traditional Owners on whose land we stand.

All information supplied to Urbis in order to conduct this research has been treated in the strictest confidence. It shall only be used in this context and shall not be made available to third parties without client authorisation. Confidential information has been stored securely and data provided by respondents, as well as their identity, has been treated in the strictest confidence and all assurance given to respondents have been and shall be fulfilled.

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EXECUTIVE SUMMARY

Urbis Pty Ltd acts on behalf of Meyco Investments Pty Ltd and Dancamnic Pty Ltd in relation to this planning permit application for the staged, multi-lot subdivision of land, removal and creations of easements and removal of vegetation at 41 & 43 Hoddle Street, Yarra Junction (“the subject site”).

This report outlines the proposal in detail, discusses its merits and provides an assessment against the relevant planning controls of the Yarra Ranges Planning Scheme.

The proposal seeks permission for the staged multi-lot subdivision of land at the subject site, including the provision of 26 residential lots, a 1.895 hectare conservation reserve and an associated internal road network that connects to Hoddle Street to the west.

The proposed subdivision appropriately responds to the surrounding residential context, which is transitioning from rural lifestyle to a lower density residential community, particularly along Hoddle Street. The subject site is one of the few remaining unsubdivided parcels of land within this area and presents an opportunity to provide additional lots within an appropriate context.

The report should be read in conjunction with:

- Appendix A – Clause 56 Assessment
- Appendix B – Certificate of Title
- Appendix C – Subdivision Masterplan
- Appendix D – Flora and Fauna Assessment
- Appendix E – Bushfire Planning Report
- Appendix F – Traffic Impact Assessment
- Appendix G – Stormwater Management Report
- Appendix H – Servicing Confirmation Letter

For the reasons discussed within this report, we submit that the proposed development presents as a well-considered design response for this site which will sit comfortably within the surrounding context.

1. INTRODUCTION

Urbis Pty Ltd acts on behalf of Meyco Investments Pty Ltd and Dancamnic Pty Ltd in relation to this planning permit application for the staged, multi-lot subdivision of land, removal and creations of easements and removal of vegetation at 41 & 43 Hoddle Street, Yarra Junction (“the subject site”).

The subject site covers a total area of 4.558 hectares and is generally bound by residential lots accessed via Peppercorn Place to the north, rural bushland to the east, the Adanac Cvc reserve to the south, and Hoddle Street to the west. The land is primarily undeveloped with extensive vegetation located throughout. Two existing dwellings are located to the west of each parcel fronting onto Hoddle Street.

The subject site is located within the Neighbourhood Residential Zone – Schedule 2 (NRZ2) and is covered by a Bushfire Management Overlay (BMO), Design and Development Overlay – Schedule 6 (DDO6), Environmental Significance Overlay – Schedule 1 (ESO1) and a Significant Landscape Overlay – Schedule 22 (SLO22).

The proposal seeks to subdivide the land into 26 residential lots and include the provision of a 1.895 hectare conservation reserve. The subdivision will be accessed via a 16 metre wide internal access road.

A planning permit is required pursuant to:

- Subdivision of land under Clauses 32.09-3 (NRZ2), 42.01-2 (ESO1), 43.02-2 (DDO6) and 44.06-2 (BMO).
- Removal of vegetation under Clause 51.03-3.
- Removal of vegetation under Clause 42.03-2 (SLO22), Clause 42.01-2 (ESO1), Clause 51.03-3 and 52.17.
- Removal of an easement under Clause 52.02.
- Creation of an easement under Clause 52.02.

The proposal is considered appropriate for the following reasons:

- The proposal is in accordance with the applicable Upper Yarra Valley and Dandenong Ranges Regional Strategy Plan and the relevant provisions of the Yarra Ranges Planning Scheme.
- The subdivision design is consistent with the surrounding residential pattern.
- The proposed retention of vegetation is considered an important outcome in protecting Victoria’s biodiversity and maintaining the emerging neighbourhood character along Hoddle Street.
- The proposal will positively contribute to the ongoing development and future built form along Hoddle Street.
- The proposal will provide a range of lot sizes, meeting the community’s needs for a diverse range of affordable housing options.

2. SITE AND SURROUNDS

2.1. SITE DESCRIPTION

The subject site consists of two lots addressed at 41 & 43 Hoddle Street, Yarra Junction. The title details for both lots are as follows:

- 41 Hoddle Street, Yarra Junction – Lot 2 on Plan of Subdivision 427467.
- 43 Hoddle Street, Yarra Junction – Lot 2 on Lodged Plan 113135.

The subject site covers a total area of 4.558 hectares and is generally bound by residential lots accessed via Peppercorn Place to the north, rural bushland to the east, the Adanac Cyc reserve to the south, and Hoddle Street to the west.

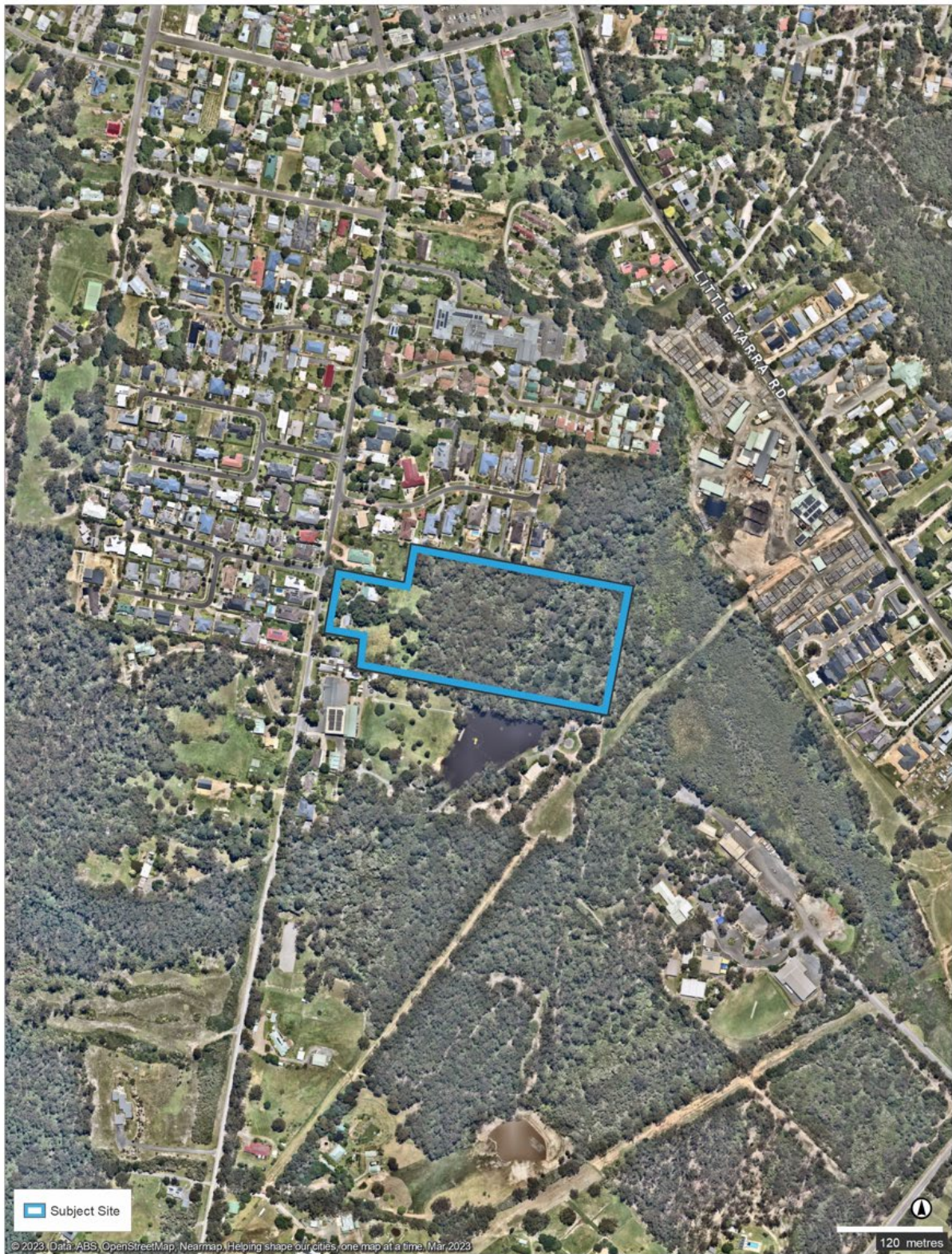
The subject site is described as primarily undeveloped, rural land with extensive vegetation located throughout. Notably, each property forming the subject site is developed by an existing residence and associated structures towards the western interface with Hoddle Street. Existing access is provided via Hoddle Street through two connections along the western boundary that services each existing residence. The dwelling on No. 43 Hoddle Street will be demolished and it is proposed to incorporate the dwelling on No. 41 Hoddle Street into the subdivision layout.

Considerable tree coverage exists amongst the existing residences and the rear areas of the subject site.

The area immediately surrounding the subject site incorporates various single dwellings, one to two storeys in height, primarily on smaller parcels consistent with the proposed subdivision layout.

The certificate of title for both lots shows an existing E-1 drainage & sewerage easement located along the northern boundary as well as through the centre of the site, along the northern boundary of the 43 Hoddle Street property.

Further, the title identifies a natural watercourse running through the eastern area of the subject site on a north-south alignment. This watercourse appears to connect to the large waterbody located within the Adanac Cyc private camp to the south. The proposed subdivision has identified this watercourse to be entirely located within the proposed conservation reserve to the rear of the site.



41 & 43 HODDLE STREET, YARRA JUNCTION

SITE LOCATION

Figure 1 Aerial View of Subject Site

2.2. SURROUNDS

The subject site and surrounding area more broadly is identified as a conventional density residential neighbourhood on the southern outskirts of Yarra Junction, where residential development transitions into protected rural land further south. The development character of the wider area can be described as residential blocks that provide a diverse range of residential outcomes located along individual cul-de-sac's that connect onto Hoddle Street.

The immediate surrounds of the overall site are described below:

2.2.1. North

Land directly north of the subject site includes a range of residential outcomes located along Peppercorn Place that range in size and shape. Each property includes a moderate amount of vegetation throughout. More notable, the eastern section of the northern block includes a large, undeveloped lot entirely covered in vegetation.



Picture 1 – Northern Interface – View from Hoddle Street

Source: Google Street View

2.2.2. East

Directly east of the subject site is a range of irregular shaped, undeveloped allotments that are primarily covered in vegetation. Further east is a mix of industrial and residential development along Little Yarra Road. It is noted that the residential outcomes are similar to the proposed subdivision of the subject site.



Picture 2 – Eastern Interface – View from Little Yarra Road

2.2.3. South

The subject site shares its southern boundary with land at 47-49 Hoddle Street, Yarra Junction, which is currently developed and operating as the Adanac Cys group accommodation facility. The western setback of this property, along Hoddle Street, includes the accommodation and reception facilities as well as car parking and outbuildings. The rear of this property includes a large waterbody as well as large open areas with vegetation located throughout.



Picture 3 – Southern Interface – View from Hoddle Street

2.2.4. West

The subject site fronts Hoddle Street to the west, which is identified as a single lane, unsealed local no-through road connecting from Warburton Highway to the north and terminating to the south, approximately 970m from the subject site.

Further west, across from Hoddle Street, includes a range of residential outcomes located along Valley Grove Place that range in size and shape, similar to the surrounding residential context.



Picture 4 – Western Interface – View from corner of Valley Grove Place and Hoddle Street

3. PROPOSAL

This application proposes the staged, multi-lot subdivision of land at 41 & 43 Hoddle Street, Yarra Junction. In accordance with the development pattern of the surrounding residential context, the subject site is considered the next-in-line on the eastern side of Hoddle Street to transition from its current rural character to smaller residential allotments.

The proposal is summarised as follows:

- Multi-lot subdivision of land into 25 residential lots ranging from 500 to 21,614 square metres.
- The subdivision will be delivered over two stages.
- Provision of internal access road providing exclusive access to Hoddle Street.
- Significant vegetation retention within proposed Lot 10 towards rear of site, as well as retention of trees throughout subdivision, where possible.

The project aims to develop the site for a variety of residential lot sizes and housing forms to provide a diverse range of affordable housing for the community.

The proposed subdivision layout is considerate of the surrounding context through the provision of residential interface with existing lots to the north and a road interface for the majority of the southern interface with the existing Adanac Cvc site.

The internal access road includes the provision of on-street parking and pedestrian facilities in accordance with surrounding local streets. Further, the internal road has been designed to accommodate emergency services and waste collection vehicles.

3.1. DEMOLITION

The proposal includes the demolition of the existing residence within the 43 Hoddle Street property. This does not trigger any permit requirements under the Yarra Ranges Planning Scheme.

The existing residence within 41 Hoddle Street will be retained and incorporated into the subdivision.

3.2. CREATION AND REMOVAL OF EASEMENTS ON SITE

The proposal includes the removal of the existing E-1 Drainage & Sewerage easement located along the northern boundary and running centrally through the subject site. The existing easements provided sufficient drainage and sewerage services for each property in accordance with the current use and built form. However, the proposed subdivision will include a more comprehensive stormwater and sewerage system.

It is proposed to incorporate new stormwater and sewerage easements to service the subject site. We request that the details of these new easements be addressed via condition under the planning permit issued.

The proposed removal and creation of easements is considered an appropriate outcome to the proposed drainage and sewerage needs for the subject site and will not result in any internal or external adverse impacts.

3.3. VEGETATION REMOVAL

This proposal includes the removal of existing vegetation throughout the site to facilitate the proposed subdivision of land. The extent of native vegetation impacted by the proposed subdivision is detailed in the submitted plans and vegetation assessments.

Figure 3 Native Vegetation to be removed – Flora and Fauna Assessment

A Flora and Fauna Assessment has been prepared to review the removal of existing vegetation and identify any required tree protection measures and native vegetation offsets. The findings of this assessment are discussed in Sections 6.3, 6.6 & 6.8 of this report.

3.4. SERVICING

The subject site is connected to the following services:

- Sewer and towns water – Yarra Valley Water.
- NBN CO.
- Telstra.
- Multinet Gas.
- Ausnet Electricity.
- Stormwater Drainage – Yarra Ranges City Council.

The access to existing services listed above is confirmed in the attached confirmation letter from P.J Tibballs & Associates Pty Ltd.

A copy of this servicing confirmation letter can be found in Appendix H of this report.

3.5. BUSHFIRE

The eastern area of the subject site has been provided with a 39 metre bushfire setback for the proposed residential component of the subdivision to respond to the relevant BAL-29 requirements. The impacted lots (Lots 10-14) will be specifically designed to the relevant BAL-29 standards. A building surveyor will confirm compliance with the relevant BAL-29 requirements for the future development of Lots 10-14 as part of the building permit process.

4. PLANNING POLICY

4.1. PLANNING POLICY FRAMEWORK

The Planning Policy Framework acknowledges the need for residential growth in developing communities across Victoria, responding to their needs for diverse and affordable housing options in new and established areas with convenient access to employment, commercial, recreation and open space, commercial and community facilities and infrastructure.

More generally, the Planning Policy Framework requires new development to contribute to the complexity and diversity of the built environment, utilising design responses which take account of local context, the public realm, safety and amenity impacts. The following clauses are relevant to this proposal.

Clause 02 of the Yarra Ranges Planning Scheme includes the Municipal Planning Strategy (MPS) which sets out the 'Purpose and Vision' of planning in the Yarra Ranges Shire. Clauses relevant to the application include:

- Clause 02 – Municipal Planning Strategy
 - Clause 02.03 – Strategic Direction
 - Clause 02.03-1 – Settlement
 - Clause 02.03-2 – Environmental and landscape values
 - Clause 02.03-3 – Environmental risks and amenity
 - Clause 02.03-5 – Built environment and heritage
 - Clause 02.03-6 – Housing
 - Clause 02.03-8 – Transport
 - Clause 02.03-9 – Infrastructure

The relevant sections of the PPF that are relevant to this proposal include:

- Clause 11 – Settlement
- Clause 12 – Environmental and Landscape Values
- Clause 13 – Environmental Risks and Amenities
- Clause 15 – Built Environment and Heritage
- Clause 16 – Housing
- Clause 18 – Transport
- Clause 19 – Infrastructure

Broadly, these policies seek the following outcomes:

- Support a mix of housing, business opportunities and community infrastructure within the suburbs and larger rural towns.
- Offset unavoidable vegetation removal by revegetation or land management measures that achieve a net increase in key biodiversity assets.
- Discourage additional dwellings, subdivision and other sensitive land uses in bushfire prone areas and where the required defensible space would necessitate significant removal of high-quality indigenous vegetation.
- Protect and respect sensitive environments, significant landscapes and cultural and natural heritage.
- Support affordable housing in new developments in consolidation areas and other locations with access to town centres, commercial and community facilities.

- Manage and improve transport networks to meet community and regional needs and reduce private motor vehicle transport.
- Facilitate rural based public open space and recreation opportunities.
- To promote the sustainable growth and development of Victoria and deliver choice and opportunity for all Victorians through a network of settlements.
- To facilitate the orderly development of urban areas.
- To assist the protection and conservation of Victoria's biodiversity.
- To strengthen the resilience of settlements and communities to bushfire through risk-based planning that prioritises the protection of human life.
- To ensure the design of subdivisions achieves attractive, liveable, walkable, cyclable, diverse and sustainable neighbourhoods.
- To recognise, support and protect neighbourhood character, cultural identity, and sense of place.
- To encourage land use and development that is energy and resource efficient, supports a cooler environment and minimise greenhouse gas emissions.
- To locate new housing in designated locations that to offer good access to jobs, services and transport.
- To provide for a range of housing types to meet increasingly diverse needs.
- To deliver more affordable housing closer to jobs, transport and services.
- To facilitate access to social, cultural and economic opportunities by effectively integrating land use and transport.
- To facilitate the timely provision of planned infrastructure to communities through the preparation and implementation of development contributions plans and infrastructure contributions plans.
- To sustainably manage water supply, water resources, wastewater, drainage and stormwater through an integrated water management approach.

5. PLANNING CONTROLS

5.1. ZONING

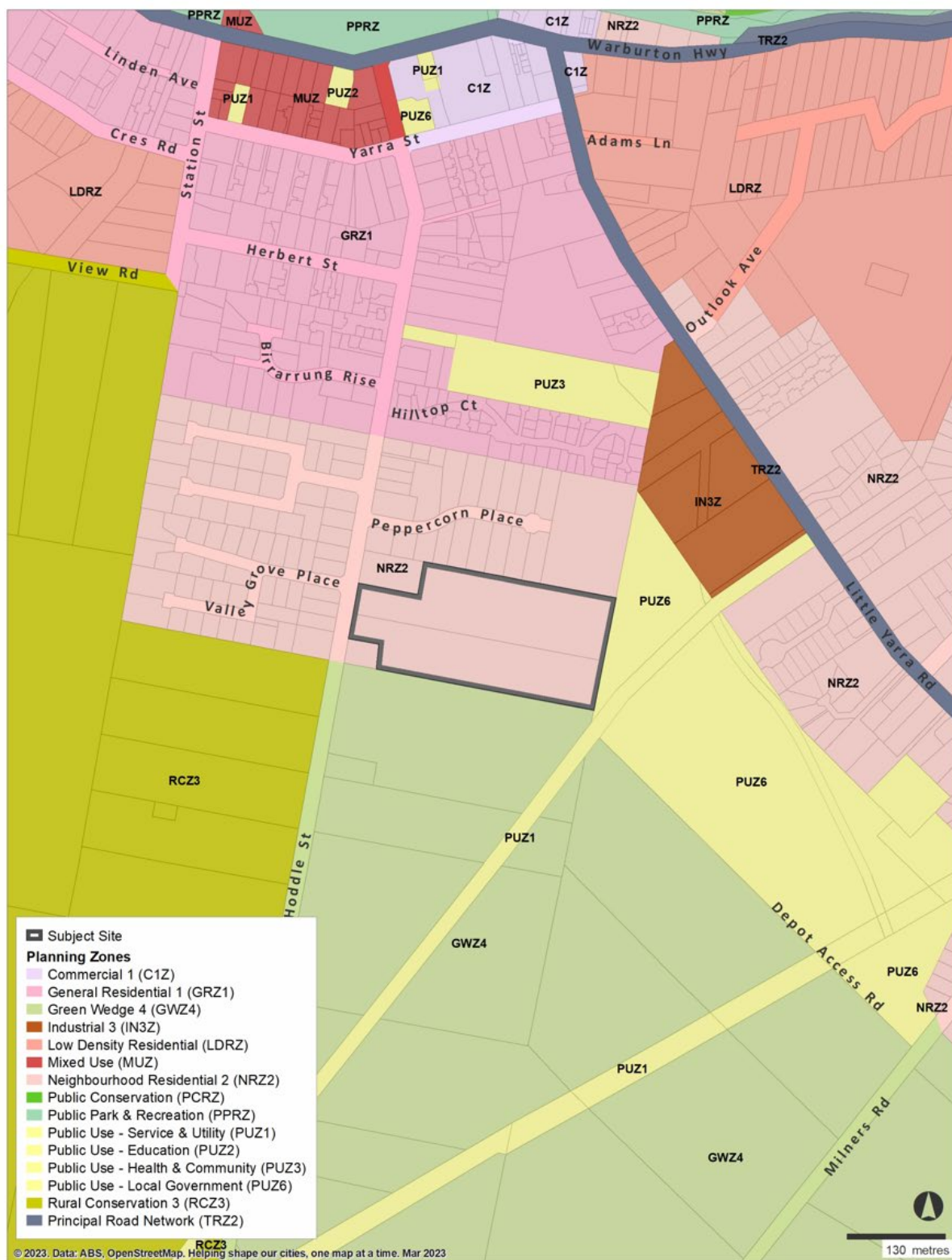
5.1.1. Clause 32.09 Neighbourhood Residential Zone – Schedule 2

The subject site is located within the Neighbourhood Residential Zone – Schedule 2 (NRZ2). The purposes of NRZ2 are to:

- *Implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *Recognise areas of predominantly single and double storey residential development.*
- *Manage and ensure that development respects the identified neighbourhood character, heritage, environmental or landscape characteristics.*
- *Allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.*

Pursuant to Clause 32.09-3, a permit is required to subdivide land. An application to subdivide land that would create a vacant lot less than 400 square metres capable of development for a dwelling or residential building, must ensure that each vacant lot created less than 400 square metres contains at least 25 percent as garden area. All lots created are greater than 500 square metres in area.

Further, an application to subdivide land, other than an application to subdivide land into lots each containing an existing dwelling or car parking space, must meet the requirements of Clause 56, except Clauses 56.03-1 to 56.03-3, 56.03-5, 56.06-1 and 56.06-3 (16-59 lots).



41 & 43 HODDLE STREET, YARRA JUNCTION

PLANNING ZONES

Figure 4 Zoning Map

5.2. OVERLAYS

5.2.1. Clause 42.01 Environmental Significance Overlay – Schedule 1

The eastern area of the subject site is affected by the Environmental Significance Overlay – Schedule 1 (ESO1). Specifically, the ESO1 covers land identified wholly within Lot 27 (conservation reserve) under the proposal. The ESO1 relates to Highest Biodiversity Areas and Biolink Corridors. The purposes of the ESO are to:

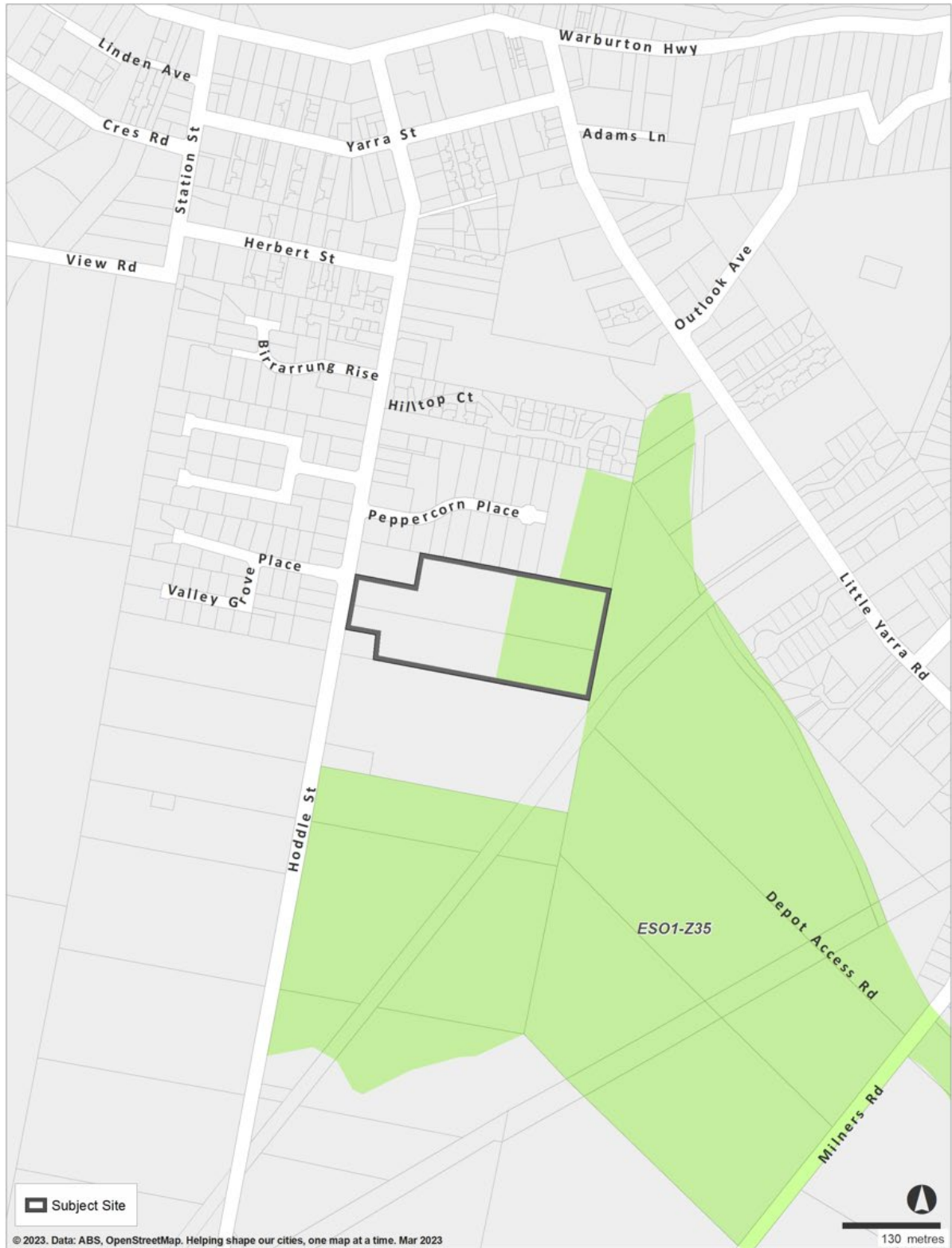
- *Implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *Identify areas where the development of land may be affected by environmental constraints.*
- *Ensure that development is compatible with identified environmental values.*

Pursuant to Clause 42.01-2, a permit is required to:

- Subdivide land.
- Remove, destroy or lop any vegetation, including dead vegetation.

The proposal seeks to retain a large area of vegetation located within Lot 10. A Flora and Fauna Assessment has been prepared by Nature Advisory. This assessment found that the current proposal does not impact native vegetation and fauna habitat within the eastern portion of the property covered by this overlay as building envelopes have been placed on adjacent properties to allow for the provision of defensible space outside the ESO.

Further discussion on the findings of this assessment can be found in Section 6.3 & 6.8 and a copy can be found at Appendix D.



41 & 43 HODDLE STREET, YARRA JUNCTION

ENVIRONMENTAL SIGNIFICANCE PLAN OVERLAY (ESO1-Z35)

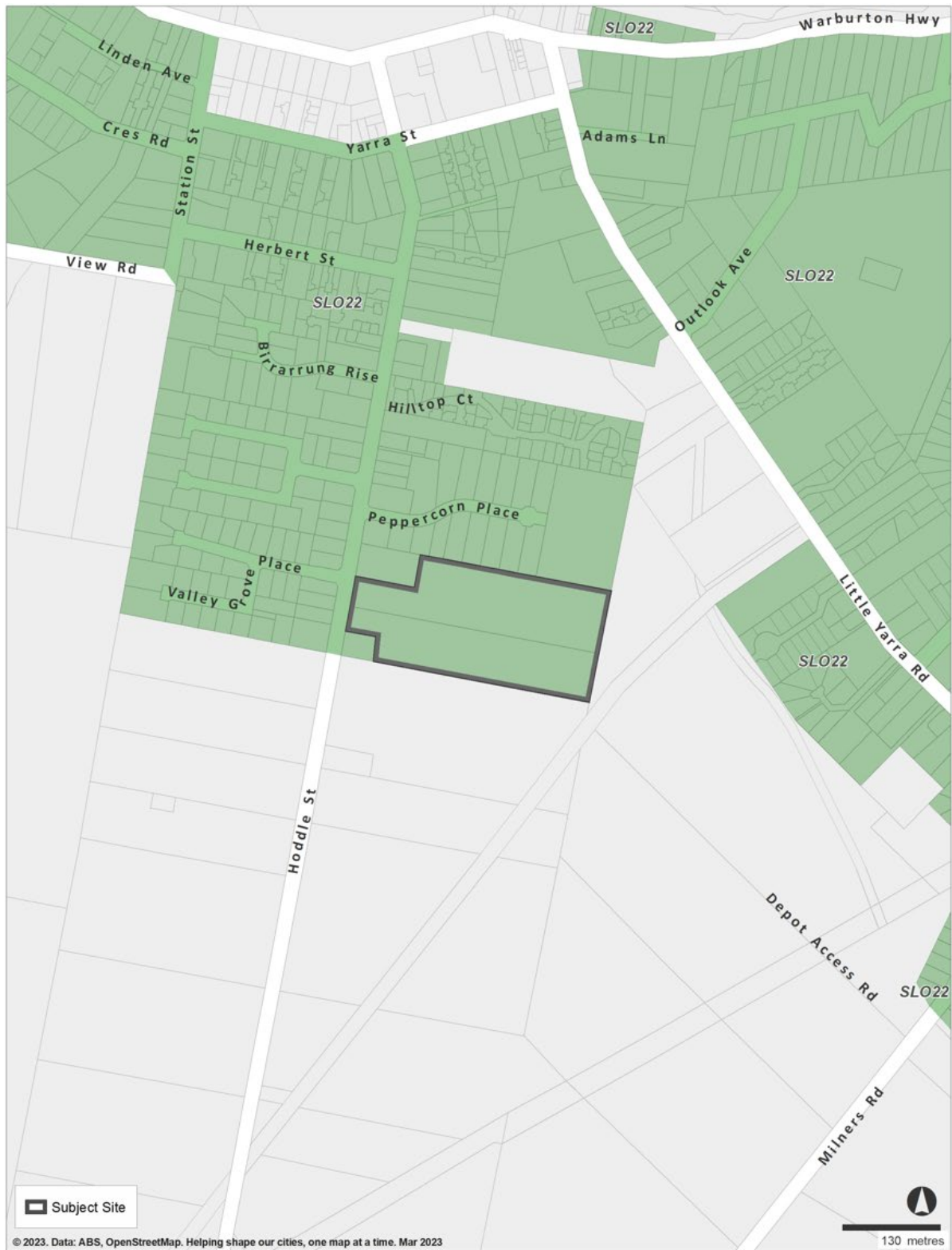
Figure 5 ESO1 Map

5.2.2. Clause 42.03 Significant Landscape Overlay – Schedule 22

The entire subject site is affected by the Significant Landscape Overlay – Schedule 22 (SLO22). The SLO22 specifically relates to Foothills and Rural Townships. The purposes of the SLO are to:

- *Implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *Identify significant landscapes.*
- *Conserve and enhance the character of significant landscapes.*

Pursuant to the SLO22, a permit is required to remove, destroy or lop any indigenous vegetation or substantial tree. The proposal includes the removal of existing vegetation within the subject site, including native vegetation. A Flora and Fauna Assessment has been prepared by Nature Advisory. Further discussion on the findings of this assessment can be found in Section 6.6 & 6.8 and a copy can be found at Appendix D.



41 & 43 HODDLE STREET, YARRA JUNCTION SIGNIFICANT LANDSCAPE OVERLAY (SLO22)

Figure 6 SLO22 Map

5.2.3. Clause 44.06 - Bushfire Management Overlay

The subject site is affected by the Bushfire Management Overlay (BMO). The purposes of the BMO are:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To ensure that the development of land prioritises the protection of human life and strengthens community resilience to bushfire.*
- *To identify areas where the bushfire hazard warrants bushfire protection measures to be implemented.*
- *To ensure development is only permitted where the risk to life and property from bushfire can be reduced to an acceptable level.*

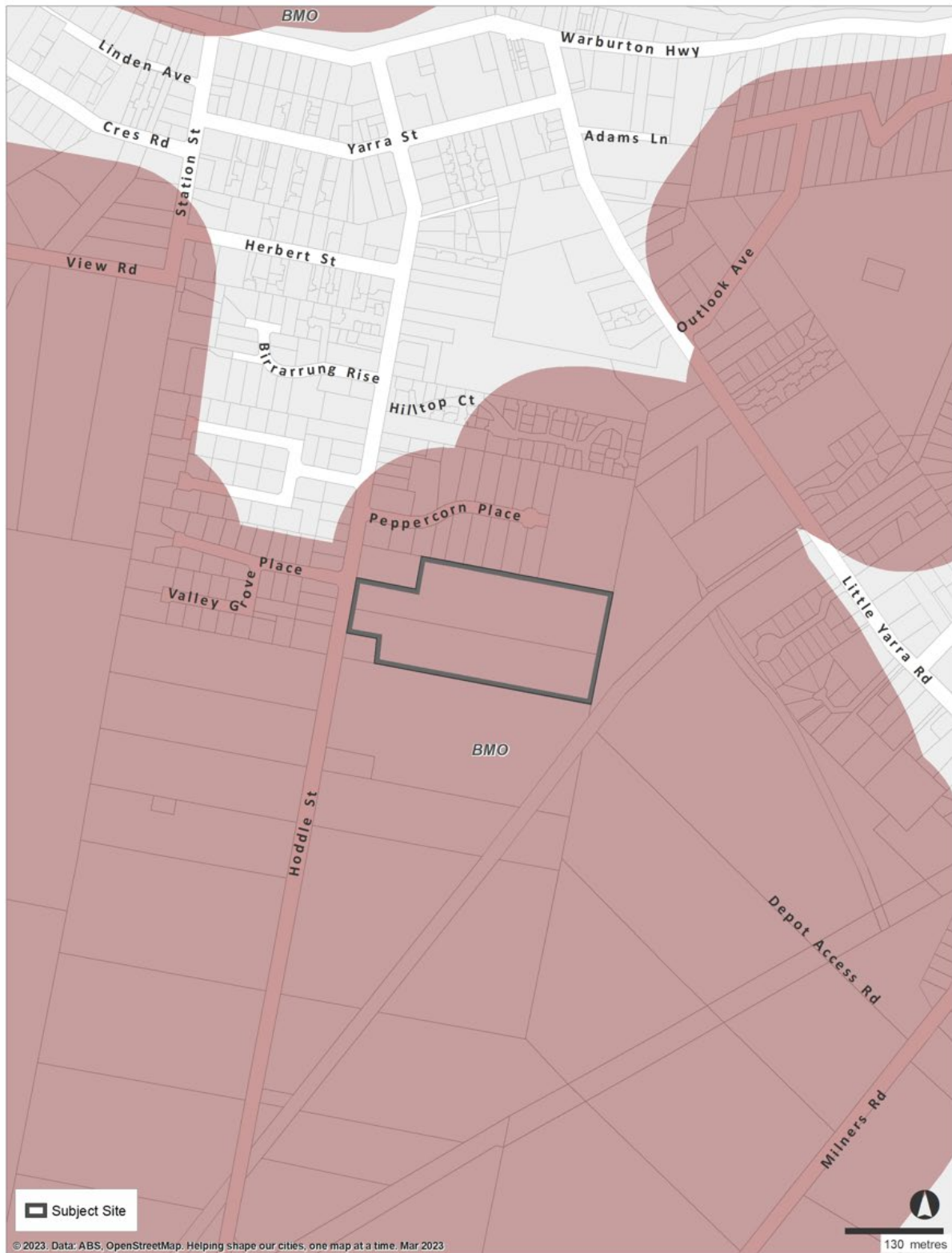
Pursuant to Clause 44.06-2, a permit is required to subdivide land. Before deciding on an application, the responsible authority must consider as appropriate decision guidelines in Clause 52.47 and Clause 65.

Pursuant to Clause 44.06-3, an application must be accompanied by an:

- A bushfire hazard site assessment including a plan that describes the bushfire hazard within 150 metres of the proposed development. The description of the hazard must be prepared in accordance with Sections 2.2.3 to 2.2.5 of AS3959:2009 Construction of buildings in bushfire prone areas (Standards Australia) excluding paragraph (a) of section 2.2.3.2. Photographs or other techniques may be used to assist in describing the bushfire hazard.
- A bushfire hazard landscape assessment including a plan that describes the bushfire hazard of the general locality more than 150 metres from the site. Photographs or other techniques may be used to assist in describing the bushfire hazard. This requirement does not apply to a dwelling that includes all of the approved measures specified in Clause 53.02-3.
- A bushfire management statement describing how the proposed development responds to the requirements in this clause and Clause 53.02. If the application proposes an alternative measure, the bushfire management statement must explain how the alternative measure meets the relevant objective.

If in the opinion of the responsible authority any part of these requirements is not relevant to the assessment of an application, the responsible authority may waive, vary or reduce the requirement.

A Bushfire Planning Report has been prepared by Nature Advisory and can be found at Appendix E.



41 & 43 HODDLE STREET, YARRA JUNCTION OVERLAY

Figure 7 BMO Map

5.2.4. Clause 43.02 Design and Development Overlay – Schedule 6

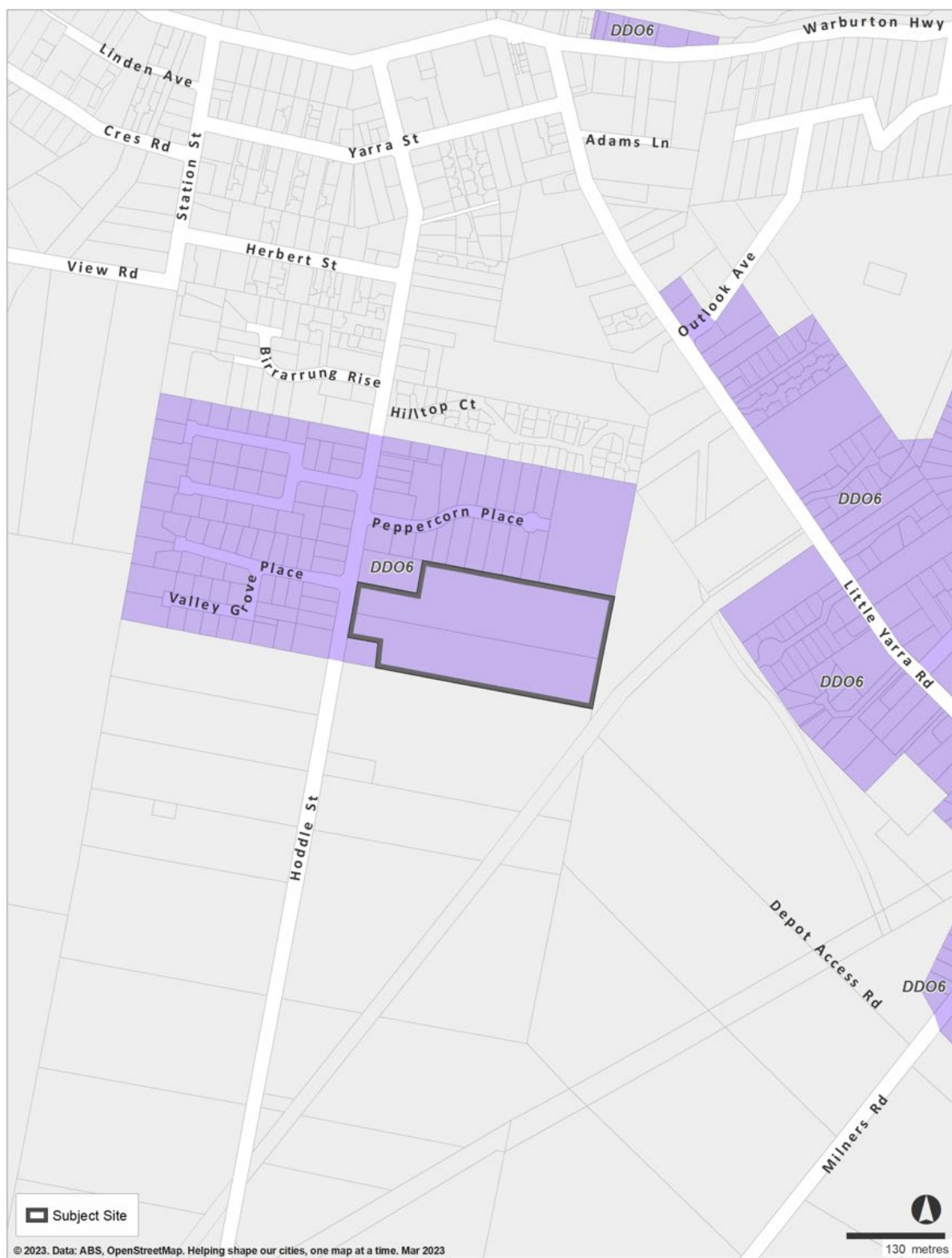
The subject site is affected by the Design and Development Overlay – Schedule 6 (DDO6). Schedule 6 to the DDO specifically relates to Incremental Change Areas – Rural and Foothills Townships. The purposes of the DDO are:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To identify areas which are affected by specific requirements relating to the design and built form of new development.*

The following design objectives under the DDO6 apply to an application to subdivide land.

- *To provide a planning framework to facilitate limited infill residential development and subdivision in the foothill and rural town incremental change areas.*
- *To ensure development is at a scale consistent with the unique character of the foothills and rural townships.*
- *To ensure subdivision and residential development occur in a more spacious style that respects existing neighbourhood character and is at less density than in preferred consolidation areas.*
- *To create lots large enough to accommodate future and existing development, while retaining natural or established vegetation*
- *To provide substantial areas for planting and regeneration to occur including areas for mature canopy species on each lot*
- *To ensure new vacant lots are large enough to accommodate future buildings consistent with the site coverage provisions in this schedule.*
- *To allow the creation of smaller lots provided site cover is consistent with this schedule and provided no net increase in overall site coverage occurs as a result of subdivision.*

Pursuant to Clause 43.02-3, a permit is required to subdivide land. Additionally, the DDO6 stipulates that any vacant lot (without a dwelling) must be at least 500sqm. The minimum lot size proposed under this application is 500sqm in accordance with this requirement.



41 & 43 HODDLE STREET, YARRA JUNCTION

DESIGN AND DEVELOPMENT OVERLAY (DDO6)

Figure 8 DDO6 Map

5.3. PARTICULAR PROVISIONS

5.3.1. Clause 51.03 - Upper Yarra Valley and Dandenong Ranges Regional Strategy Plan

The subject site is located within a Township B policy area of the Yarra Junction locality under the Upper Yarra Valley and Dandenong Ranges Regional Strategy Plan, which is an incorporated document under Clause 51.03 of the Yarra Ranges Planning Scheme.

The purpose of Clause 51.03 is to ensure consistency between this planning scheme and the Upper Yarra Valley and Dandenong Ranges Regional Strategy Plan pursuant to the requirements of Part 3A of the Planning and Environment Act 1987.

Pursuant to Clause 51.03-3, a permit is required to remove, destroy or lop any vegetation.

5.3.2. Clause 52.02 - Easements Restrictions and Reserves

Pursuant to Clause 52.02, a permit is required before a person proceeds:

- *Under Section 23 of the Subdivision Act 1988 to create, vary or remove an easement or restriction or vary or remove a condition in the nature of an easement in a Crown grant.*
- *Under Section 24A of the Subdivision Act 1988.*
- *Under Section 36 of the Subdivision Act 1988 to acquire or remove an easement or remove a right of way.*

5.3.3. Clause 52.17 - Native Vegetation

Pursuant to Clause 52.17-1, a permit is required to remove, destroy or lop any native vegetation, including dead vegetation. This does not apply to:

- *If the table to Clause 52.17-7 specifically states that a permit is not required.*
- *If a native vegetation precinct plan corresponding to the land is incorporated into this scheme and listed in the schedule to Clause 52.16.*
- *To the removal, destruction or lopping of native vegetation specified in the schedule to this clause.*

Pursuant to Clause 52.17-2, an application to remove, destroy or lop native vegetation must comply with the application requirements specified in the Guidelines.

Further, if a permit is required to remove, destroy or lop native vegetation, the biodiversity impacts from the removal, destruction or lopping of native vegetation must be offset in accordance with the Guidelines. The conditions on the permit for the removal, destruction or lopping of native vegetation must specify the offset requirement and timing to secure the offset.

A Flora & Fauna Assessment has been prepared by Nature Advisory in November 2022 for land at 41 & 43 Hoddle Street, South Yarra. Specifically, the 'study area' for this assessment encompasses a majority of the wider property, excluding land proposed for the 1.895 hectare conservation reserve, which equates to 2.69 hectares.

5.3.4. Clause 53.01 - Public Open Space Contribution and Subdivision

Pursuant to Clause 53.01, a person who proposes to subdivide land must make a contribution to the council for public open space in an amount specified in the schedule to this clause (being a percentage of the land intended to be used for residential, industrial or commercial purposes, or a percentage of the site value of such land, or a combination of both). If no amount is specified, a contribution for public open space may still be required under section 18 of the Subdivision Act 1988.

Under the Schedule to Clause 53.01, all land located within the Urban Growth Boundary is subject to a public open space contribution of 5%.

We request that public open space contributions are required post permit via a condition included on any planning permit issued for the land.

5.3.5. Clause 53.02 - Bushfire Planning

Clause 53.02 applies to an application under the Bushfire Management Overlay. The purposes of Clause 53.02 are to:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To ensure that the development of land prioritises the protection of human life and strengthens community resilience to bushfire.*
- *To ensure that the location, design and construction of development appropriately responds to the bushfire hazard.*
- *To ensure development is only permitted where the risk to life, property and community infrastructure from bushfire can be reduced to an acceptable level.*
- *To specify location, design and construction measures for a single dwelling that reduces the bushfire risk to life and property to an acceptable level.*

Clause 53.02 outlines approved and alternative measures to meet the required objectives to reduce risk to life and property to an acceptable level.

A Bushfire Planning Report has been prepared by Nature Advisory in February 2023 for the subject site. The report outlines that the proposed development will incorporate the defensible space vegetation management requirements and the vehicle access design and construction requirements listed under Clause 53.02 to ensure the subject site provides appropriate bushfire planning.

5.3.6. Clause 53.18 - Stormwater Management in Urban Development

The purpose of Clause 53.18 is to ensure that stormwater in urban development, including retention and reuse, is managed to mitigate the impacts of stormwater on the environment, property and public safety, and to provide cooling, local habitat and amenity benefits.

Pursuant to Clause 53.18-3, an application to subdivide land:

- Must meet all of the objectives of Clauses 53.18-4 and 53.18-6.
- Should meet all of the standards of Clauses 53.18-4 and 53.18-6.

A Stormwater Management plan has been prepared by P.J. Tibballs & Associates in December 2022 for the subject site. This plan provides discussion into the stormwater management of the subject site in response to the proposed development, including providing direct reference to the purpose of Clause 53.18.

5.3.7. Clause 56 - Residential Subdivision

The purposes of Clause 56 are to:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To create liveable and sustainable neighbourhoods and urban places with character and identity.
- To achieve residential subdivision outcomes that appropriately respond to the site and its context for:
 - Metropolitan Melbourne growth areas.
 - Infill sites within established residential areas.
 - Regional cities and towns.
- To ensure residential subdivision design appropriately provides for:
 - Policy implementation.
 - Liveable and sustainable communities.
 - Residential lot design.
 - Urban landscape.

- Access and mobility management.
- Integrated water management.
- Site management.
- Utilities.

An assessment against the relevant objectives and standards under Clause 56 is provided in Appendix A.

5.3.8. Clause 65 - Decision Guideline

Before deciding on an application to subdivide land, the responsible authority must also consider the relevant requirements under Clause 65.02.

5.4. OTHER CONSIDERATIONS

5.4.1. Designated Bushfire Prone Area

The site is located in an area designated as bushfire prone area. This will require future development on the site to be constructed to relevant BAL standards. The attached Bushfire Planning Report has identified the subject site to have a BAL-19.



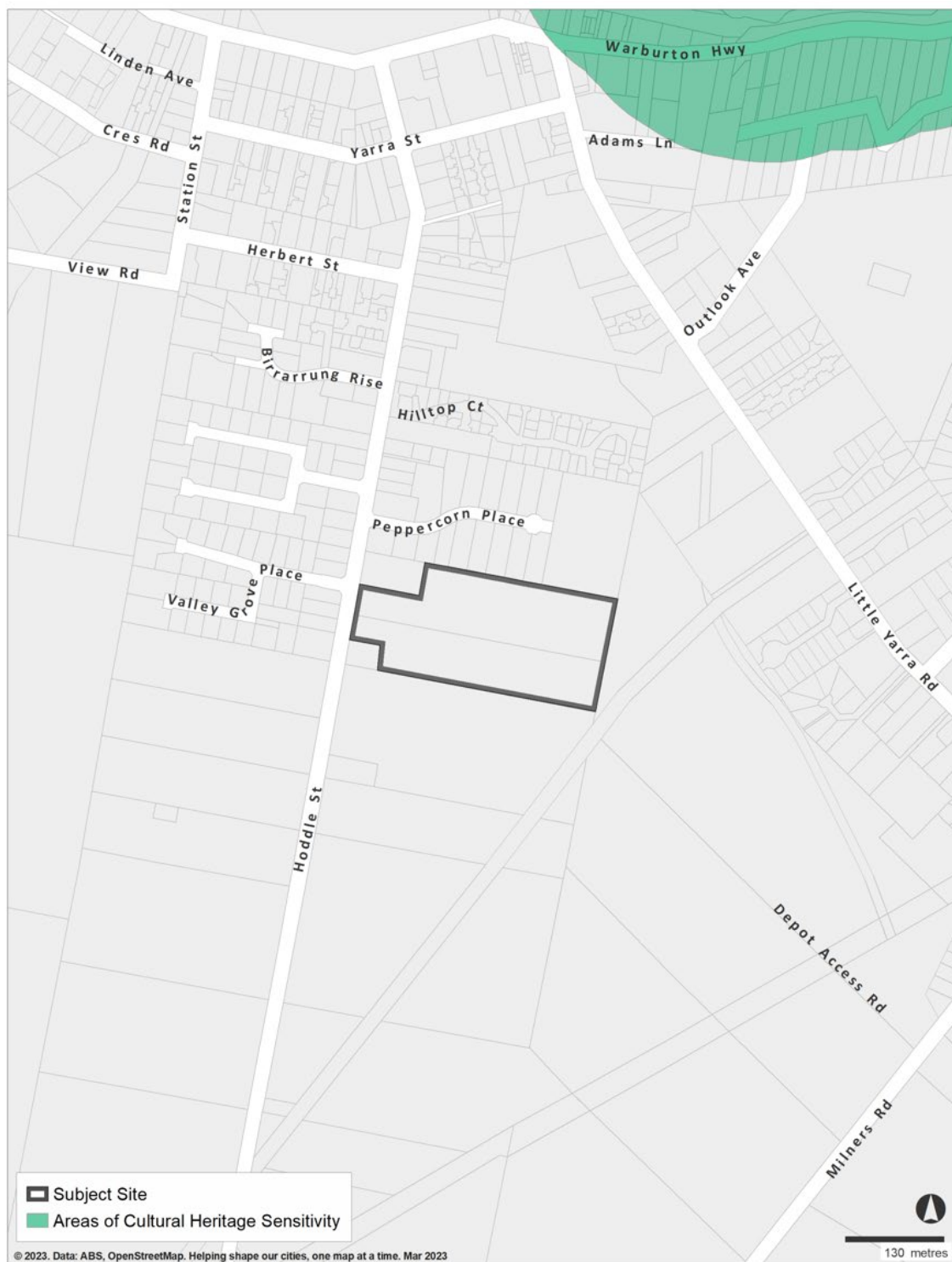
41 & 43 HODDLE STREET, YARRA JUNCTION

BUSHFIRE PRONE AREA

Figure 9 Bushfire Prone Area Map

5.4.2. Cultural Heritage

The site is not located in an area of Aboriginal Cultural Heritage sensitivity. No mandatory CHMP is required to be prepared for this application.



41 & 43 HODDLE STREET, YARRA JUNCTION AREA OF CULTURAL HERITAGE SENSITIVITY

Figure 10 Area of Cultural Heritage Sensitivity Map

5.5. PERMIT TRIGGERS

The following permit triggers apply:

- Subdivision of land under Clauses 32.09-3 (NRZ2), 42.01-2 (ESO1), 43.02-2 (DDO6) and 44.06-2 (BMO).
- Removal of vegetation under Clause 51.03-3.
- Removal of vegetation under Clause 42.03-2 (SLO22), Clause 42.01-2 (ESO1), Clause 51.03-3 and 52.17.
- Removal of an easement under Clause 52.02.
- Creation of an easement under Clause 52.02.

6. PLANNING CONSIDERATIONS

6.1. PLANNING POLICY FRAMEWORK

The proposal is consistent with relevant Planning Policy Framework, particularly with regards to the policies relating to urban growth, settlement and infrastructure.

More specifically:

- The proposal facilitates sustainable development that takes full advantage in existing settlement patterns – Clause 11 (Settlement).
- The proposal seeks to retain existing native vegetation, where possible, in order to contribute to the protection and enhancement of Victoria's biodiversity – Clause 12.01-1S (Protection of Biodiversity).
- The proposal does not result in unreasonable amenity impacts for the existing environment within the immediate area and is seen to contribute to land use and development compatibility through consistency with nearby subdivision outcomes – Clause 13 (Environmental Risk and Amenity).
- The proposal will strengthen the resilience of the community through an appropriate design the incorporates all the relevant bushfire protection measures required for a BAL-19 site – Clause 13.02-1 (Bushfire Planning).
- The proposal protects and respects the existing environment through the retention of existing vegetation, where possible, while also using the existing vegetation as features for the subdivision to maintain the neighbourhood character of the area – Clause 15 (Built Environment and Heritage).
- The subdivision layout is considered an appropriate response to the surrounding residential neighbourhood and will create a well-integrated, safe and functional new residential addition along Hoddle Street – Clause 15.01 (Built Environment).
- The proposal is well-located for residential growth within Yarra Junction and can be easily integrated with the wider community via Hoddle Street – Clause 16.01 (Residential Development).
- The proposal is considered to enhance the overall character of the area through a consistent design with the surrounding residential development along Hoddle Street, including lot design, access and vegetation retention and enhancement – Clause 16.01-1L (Housing).
- The provision of the 1.895-hectare conservation reserve will integrate the provision of public open space with the protection of existing flora and fauna habitats – Clause 19.02-6L (Open Space).
- The subdivision will incorporate an integrated water management system in accordance with the objectives of Clause 19.03-3L (Integrated Water Management).

On balance, the proposal presents a positive contribution to an otherwise underutilised space, which will provide benefit to the surrounding community whilst resulting in unreasonable impacts to residential amenity.

6.2. RESPONSE TO NEIGHBOURHOOD RESIDENTIAL ZONE

A planning permit is required to subdivide land. The decision guidelines listed at Clause 32.09-13, which relate to subdivision applications, are considered below:

Table 1 NRZ2 Decision Guideline Response

Decision Guideline	Response
<i>The Municipal Planning Strategy and the Planning Policy Framework.</i>	The proposal has regard for the Planning Policy Framework by proposing a subdivision layout consistent with the surrounding development pattern that seeks to retain existing vegetation, where possible and will not adversely impact the nearby residential land.

Decision Guideline	Response
<i>The purpose of this zone.</i>	The proposal responds to the purposes of the Neighbourhood Residential Zone through the provision of a subdivision layout that will accommodate single and double storey residential outcomes that respond to the existing neighbourhood character along Hoddle Street.
<i>The objectives set out in the schedule to this zone.</i>	Please refer to the attached Clause 56 assessment for an assessment against the relevant residential objectives.
<i>Any other decision guidelines specified in a schedule to this zone.</i>	The proposed lot sizes ensures that future development design can appropriately respond to the rural residential neighbourhood character of the area, meeting the objectives under the NRZ2.
<i>The pattern of subdivision and its effect on the spacing of buildings.</i>	The proposed subdivision pattern will allow for the development of detached dwellings consistent with the existing development within the wider area.
<i>For subdivision of land for residential development, the objectives and standards of Clause 56.</i>	Please refer to the attached Clause 56 assessment for an assessment against the relevant residential objectives.

6.3. RESPONSE TO ENVIRONMENTAL SIGNIFICANCE OVERLAY

The ESO1 specifically relates to Highest Biodiversity Habitat Areas and Biolink Corridors. The proposal responds to the relevant decision guidelines under this overlay as follows:

- The proposal responds to the environmental objective under the ESO1 through the retention of a significant extent of existing vegetation within the proposed 1.895 hectare conservation reserve.
- The proposal avoids the removal of existing vegetation within the ESO1.
- The proposed subdivision has been designed to avoid impacts to existing flora and fauna within the ESO1 through the creation of Lot 27 (conservation reserve).
- The proposed subdivision will incorporate the construction mitigation recommendations included within the Flora and Fauna Assessment.
- The proposed subdivision will incorporate the design recommendations included within the Flora and Fauna Assessment to minimise impacts to existing wildlife.

A Flora and Fauna Assessment has been prepared by Nature Advisory in November 2022 for the subject site. With regard to the ESO1 extent within the subject site, the report identifies that the current proposal does not impact native vegetation and fauna habitat within the eastern portion of the property covered by this overlay, described under this application as the conservation reserve, as building envelopes have been placed on adjacent properties to allow for the provision of defensible space outside the ESO.

6.4. RESPONSE TO BUSHFIRE PROTECTION

The subject site is prone to bushfire risk and is applied with the Bushfire Management Overlay as well as being a Designated Bushfire Prone Area.

A Bushfire Planning Report has been prepared by Nature Advisory in February 2023. The purpose of this report is to demonstrate how the proposed subdivision responds to the requirements of Clause 13.02 Bushfire of the Planning Policy Framework, as well as other relevant bushfire related requirements.

The extent of the 'site' and study area under this bushfire assessment is detailed in Figure 3 of the report. The bushfire assessment provides the following discussion:

Subdivision Layout and Design

The following considerations and bushfire protection measures address subdivision layout and design:

- With the exception of a narrow tract of vegetation, within the defendable space of Zone 4, no bushfire hazards will remain within the subdivision area once developed. However, forest to the southeast of the study area exists on a land parcel under separate ownership and cannot be cleared without permission and approvals from the relevant parties. The extent of the development will therefore need to be revised to provide adequate defendable space between this hazard and the adjacent lots.
- The proposed subdivision provides perimeter roads facing bushfire hazards to the east to support firefighting; and
- Roadside and open space landscaping will address the CFA publication Landscaping for Bushfire (cfa.vic.gov.au) and will be to the satisfaction of Council and the CFA.

Buildings and Defendable Space

The following considerations and bushfire protection measures address buildings and defendable space.

- Once the subdivision area is developed, an application for the removal of BPA mapping across the development is likely to be made to the relevant authority. Any new dwellings located on land where BPA mapping is removed may be constructed to BAL-low; for land where BPA mapping remains, new dwellings must be constructed to a minimum rating of BAL-19; and
- Defendable space setbacks from nearby bushfire hazards beyond the site will be achieved through the provision of perimeter roads and building setbacks as demonstrated in Figure 3 of the attached bushfire report. It is noted that the defendable space setback of 35m from the eastern conservation reserve has been incorporated into the subdivision design in accordance with the bushfire report.

Water Supply and Access

The following measures respond to the water supply and access bushfire protection:

- A reticulated water supply and hydrants will be provided throughout the subdivision for firefighting as described in Appendix 3 of the bushfire report; and
- Vehicle access will be designed and constructed to enhance safety in the event of a bushfire as described in Appendix 4 of the bushfire report.

The appendices included within this report detail the requirements under Clause 53.02 that will need to be met by the subdivision.

A copy of the Bushfire Planning Report plan can be found in Appendix E of this report.

6.5. RESPONSE TO DESIGN AND DEVELOPMENT OVERLAY

The DDO6 specifically relates to Incremental Change Areas – Rural and Foothills Townships. The proposal responds to the relevant decision guidelines under this overlay as follows:

- The proposal meets the design objectives under the DDO6 through the provision of a subdivision outcome with a minimum lot size of 500sqm to allow appropriate space to accommodate future development while retaining existing vegetation.
- A response to the key elements of landscape and landscape character objectives of the applicable SLO22 can be found in Section 6.6.
- The proposed subdivision will prepare the subject site for future residential development, which will be applied for via a subsequent separate application.

- All proposed lots are large enough to accommodate future development and include extensive landscaping.
- The proposal includes the conservation of existing vegetation within the large 1.895 hectare conservation reserve.

6.6. RESPONSE TO SIGNIFICANT LANDSCAPE OVERLAY

The SLO22 specifically relates to Foothills and Rural Townships. The proposal responds to the relevant decision guidelines under this overlay as follows:

- The proposal responds to the landscape character objectives of the SLO22 through the retention of a large area of vegetation within the proposed 1.895 hectare conservation reserve to the east. Further, the proposed lot sizes are large enough to accommodate future development while allowing space for extensive landscaping.
- The proposed subdivision has been designed to prepare the land for future growth that will respect the existing neighbourhood character through the provision of large lot sizes and retention of vegetation, where possible.
- The proposed subdivision will have no impact on existing views within the area.
- The proposal is considered to enhance the character of the immediate residential area along Hoddle Street through a subdivision outcome which is consistent with the wider area.

A Flora and Fauna Assessment has been prepared by Nature Advisory in November 2022 for the subject site. With regard to the SLO22, the report identifies that the vegetated elements in the adjacent landscape will persist and continue to contribute to the landscape's natural characteristics. It should also be noted that the layout of the subdivision is consistent with surrounding developments.

6.7. RESPONSE TO THE UPPER YARRA VALLEY AND DANDENONG RANGES REGIONAL STRATEGY PLAN

The proposed subdivision is considered to appropriately respond to the Upper Yarra Valley and Dandenong Ranges Regional Strategy Plan, including the specific objectives for township policy areas, as follows:

- The strategy plan includes recommendations to incorporate more restrictive planning controls through amendments to the planning scheme in the event that special local circumstances require these changes. The proposal responds to this through the provision of a well-designed subdivision outcome in accordance with the requirements under the relevant provisions of the Yarra Ranges Planning Scheme, including the applicable Neighbourhood Residential Zone.
- The proposed subdivision provides a diverse range of lot sizes capable of accommodating numerous housing product types, while also providing a minimum lot size of 500sqm to meet the relevant subdivision requirements under the Yarra Ranges Planning Scheme.
- The proposal seeks to retain all existing vegetation within the proposed conservation reserve lot to the east, as well as vegetation throughout the site, where possible, in order to maintain the residential amenity of the area and to maintain the environmental and landscape qualities of the subject site.
- The proposed subdivision will not generate traffic volumes that will not cause unreasonable impacts to the existing road network, including Hoddle Street.
- As per the Servicing Letter provided with this planning permit application, the subject site will be appropriately serviced by existing connections along Hoddle Street, including reticulated sewerage facilities.

Additionally, the strategy plan identifies the need to further develop and expand Yarra Junction, as appropriate. The proposal responds to this through expanding the growth of the southern residential area of Yarra Junction in accordance with the existing residential outcomes along Hoddle Street.

6.8. RESPONSE TO CLAUSE 52.17 NATIVE VEGETATION

The proposal includes the removal of existing vegetation to facilitate the subdivision works. A Flora and Fauna Assessment has been prepared by Nature Advisory in November 2022. The purpose of this report is

to provide information on the extent and condition of native vegetation within the subject site according to Victoria's *Guidelines* and any potential impacts on flora and fauna matters.

The following native vegetation was recorded in the study area:

- One patch of native vegetation, totalling 2.163 hectares (including 13 large trees in patches); and
- One large scattered tree.

Based on the extent of native vegetation, the number of large trees, and the location category, the proposal must be assessed under the Detailed assessment pathway. This would trigger a referral to the Department of Environment, Land, Water and Planning (DELWP).

Offsets required to compensate for the proposed removal of native vegetation from the study area are:

Refer to Flora and Fauna Assessment.

Under the Guidelines all offsets must be secured prior to the removal of native vegetation.

Further, in response to the SLO22, vegetated elements in the adjacent landscape will persist and continue to contribute to the landscape's natural characteristics. It should also be noted that the layout of the subdivision is consistent with surrounding developments.

The following design recommendations are provided to avoid/minimise impacts to native vegetation, and flora and fauna habitats:

- Remnant Lowland Forest (EVC 16) should be retained where feasible, given the good quality of native vegetation and associated fauna habitat. This could be achieved by limiting development to the west of the property, where native vegetation is limited in extent. This would contribute to the visual character of the area, as well as supporting the overarching objectives of Clause 12.01, SLO22 and ESO1-Z35, which occurs within the defensible space footprint.
- An arborist should be consulted to nominate trees for retention, in accordance with defensible space requirements.

Further, the assessment includes recommendations to avoid and minimise impacts to native vegetation during construction.

A copy of the Flora and Fauna Assessment plan can be found in Appendix D of this report.

6.9. RESPONSE TO TRAFFIC IMPACTS

A Traffic Engineering Assessment has been prepared by Traffix Group Pty Ltd in February 2023 for the subject site. The purpose of this assessment is to undertake a traffic engineering assessment for the proposed residential subdivision of the subject site.

The traffic assessment identified the following:

- Proposed internal road layout is generally in accordance with the Planning Scheme requirements, VPA guidelines and current practice,
- On-street parking and pedestrian facilities are identified in a manner that is consistent with the typical requirements of relevant standards and other nearby residential streets,
- Adequate provisions have been made through the subdivision to facilitate access via emergency services and waste collection vehicles,

- The expected traffic generation of the development will be low, and can be accommodated within the proposed internal and surrounding road network, and
- There are no traffic engineering reasons why a planning permit for the proposed residential subdivision at 41 & 43 Hoddle Street, Yarra Junction should be refused, subject to appropriate conditions.

A copy of the Traffic Impact Assessment can be found in Appendix F of this report.

6.10. RESPONSE TO CLAUSE 53.18 STORMWATER MANAGEMENT

A Stormwater Management plan has been prepared by P.J. Tibballs & Associates Pty Ltd in December 2022 for the subject site.

This plan identifies the integrated water management and permeable pavement design features that should be incorporated into the proposed subdivision for an appropriate stormwater management outcome. This includes discussion into environmental issues, climate change, drainage strategy plans, water sensitive urban design, urban and rural sustainability design elements, pipe materials and stormwater treatment.

A copy of the Stormwater Management plan can be found in this submission.

6.11. CLAUSE 65 CONSIDERATIONS

The table below considers the proposed subdivision against the decision guidelines contained within Clause 65.

Table 2 Clause 65 Assessment

Clause 65 Decision Guidelines	Response
The suitability of the land for subdivision.	This type of subdivision is allowed under the Neighbourhood Residential Zone – Schedule 2. Further, the proposed subdivision is consistent with other residential outcomes located along Hoddle Street.
The existing use and possible future development of the land and nearby land.	The subject site is currently used for rural lifestyle, which is consistent with the previous neighbourhood character along Hoddle Street. The proposed subdivision design is in accordance with the emerging neighbourhood character of more conventional residential development.
The availability of subdivided land in the locality, and the need for the creation of further lots.	In accordance with the development pattern of the surrounding residential context, the subject site is considered the next-in-line on the eastern side of Hoddle Street to transition from its current rural character to conventional density residential.
The effect of development on the use or development of other land which has a common means of drainage.	The subject site can accommodate the drainage needs for the proposed subdivision.
The subdivision pattern having regard to the physical characteristics of the land including existing vegetation.	The subdivision includes the provision of large lots consistent with surrounding residential development. These large lots can accommodate

Clause 65 Decision Guidelines	Response
	extensive landscaping and existing vegetation has been retained, where possible.
The density of the proposed development.	The proposed density of the subdivision is consistent with surrounding development along Hoddle Street.
The area and dimensions of each lot in the subdivision.	The proposal provides a diverse range of lot sizes ranging from 500sqm to 2,884sqm.
The layout of roads having regard to their function and relationship to existing roads.	The internal road network will provide vehicle access for each proposed lot to Hoddle Street to the west. This road network will be design in accordance with surrounding local roads.
The movement of pedestrians and vehicles throughout the subdivision and the ease of access to all lots.	The internal road network has been designed to provide each lot with convenient and direct access to Hoddle Street through a looped design.
The provision and location of reserves for public open space and other community facilities.	The proposal includes the provision of a large 1.895 hectare conservation reserve to retain existing vegetation and function as public open space.

7. CONCLUSION

This submission seeks approval to subdivide the land, generally in accordance with surrounding development and the objectives and requirements of the Upper Yarra Valley and Dandenong Ranges Regional Strategy Plan.

This report has demonstrated a high level of compliance against Planning Policy Framework, the relevant zones, overlays and particular provisions within the Yarra Ranges Planning Scheme, in addition to the strategy plan. The proposal is worthy of Council support on the basis that it:

- The proposal is in accordance with the applicable Upper Yarra Valley and Dandenong Ranges Regional Strategy Plan and the relevant provisions of the Yarra Ranges Planning Scheme.
- The subdivision design is consistent with the surrounding residential development outcomes along Hoddle Street.
- The proposed retention of vegetation is considered an important outcome in protecting Victoria's biodiversity and maintaining the emerging neighbourhood character along Hoddle Street.
- The proposal will positively contribute to the ongoing development and future built form along Hoddle Street.
- The proposal will provide a range of lot sizes, meeting the community's needs for a diverse range of affordable housing options.

We look forward to Council's consideration of the application and working with officers to achieve a positive outcome.

DISCLAIMER

This report is dated 16 March 2023 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Meyco Investments Pty Ltd (**Instructing Party**) for the purpose of Town Planning Approval (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A

CLAUSE 56 ASSESSMENT

Table 3 Clause 56 Assessment

Objectives (A development <u>must</u> meet all these objectives)	Standard (Summary) (A development <u>should</u> meet all these standards)	Assessment
CLAUSE 56.02: Policy Implementation		
Clause 56.02-1 Strategic implementation objective To ensure that the layout and design of a subdivision is consistent with and implements any objective, policy, strategy or plan for the area set out in this scheme.	Standard C1 An 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.	Objective and Standard Achieved The layout and design of the subdivision is generally consistent with the surrounding development along Hoddle Street and is consistent with the relevant provisions under the Yarra Ranges Planning Scheme relating to subdivision design.
CLAUSE 56.03: Liveable & Sustainable Communities		
Clause 56.03-1 Compact and walkable neighbourhoods objectives To create compact neighbourhoods that are oriented round easy walking distances to activity centres, schools and community facilities, public open space and public transport.	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:	Not Applicable This application creates 27 lots and is therefore not subject to this clause.

Objectives (A development <u>must</u> meet all these objectives)	Standard (Summary) (A development <u>should</u> meet all these standards)	Assessment
<p>To allow easy movement through and between neighbourhoods for all people.</p>	<ul style="list-style-type: none"> ▪ Meets the objectives (if relevant to the class of subdivision specified in the zone) of: <ul style="list-style-type: none"> - Clause 56.03-2 Activity centres - Clause 56.03-3 Planning for community facilities - Clause 56.04-1 Lot diversity and distribution - Clause 56.06-2 Walking and cycling network - 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. 	
<p>Clause 56.03-2</p> <p>Activity centre objective</p> <p>To provide for mixed-use activity centres, including neighbourhood activity centres, of appropriate area and location.</p>	<p>Standard C3</p> <p>A subdivision should implement any relevant activity centre strategy, plan or policy for the area set out in this scheme.</p> <p>Subdivision should be supported by activity centres that are:</p>	<p>Not applicable</p> <p>There are no major activity centres proposed as part of this subdivision and this clause does not apply to a 27 lot subdivision.</p>

Objectives (A development <u>must</u> meet all these objectives)	Standard (Summary) (A development <u>should</u> meet all these standards)	Assessment
	<ul style="list-style-type: none"> ▪ Accessible by neighbourhood and regional walking and cycling networks. ▪ Served by public transport that is connected to the regional public transport network. ▪ Located at public transport interchange points for the convenience of passengers and easy connections between public transport services. ▪ Located on arterial roads or connector streets. ▪ Of appropriate size to accommodate a mix of uses that meet local community needs. ▪ Oriented to support active street frontages, support street-based community interaction and pedestrian safety. 	
<p>Clause 56.03-3</p> <p>Planning for community facilities objective</p> <p>To provide appropriately located sites for community facilities including schools, libraries, preschools and childcare, health services, police and fire stations, recreation and sports facilities.</p>	<p>Standard C4</p> <p>A subdivision should:</p> <ul style="list-style-type: none"> ▪ Implement any relevant regional and local community facility strategy, plan or policy for the area set out in this scheme. ▪ Locate community facilities on sites that are in or near activity centres and public transport. <p>School sites should:</p> <ul style="list-style-type: none"> ▪ Be integrated with the neighbourhood and located near activity centres. ▪ Be located on walking and cycling networks. ▪ Have a bus stop located along the school site boundary. 	<p>Not Applicable</p> <p>This application creates 27 lots and is therefore not subject to this clause.</p>

Objectives (A development <u>must</u> meet all these objectives)	Standard (Summary) (A development <u>should</u> meet all these standards)	Assessment
	<ul style="list-style-type: none"> ▪ Have student drop-off zones, but 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. <p>Schools should be accessible by the Principal Public Transport Network in Metropolitan Melbourne and on the regional public transport network outside Metropolitan Melbourne.</p> <p>Primary schools should be located on connector streets and not on arterial roads.</p> <p>New State Government school sites must meet the requirements of the Department of Education and Training and abut at least two streets with sufficient widths to provide student drop-off zones, bus parking and on-street parking in addition to other street functions.</p>	
<p>Clause 56.03-4</p> <p>Built environment objective</p> <p>To create urban places with identity and character.</p>	<p>Standard C5</p> <p>The built environment should:</p> <ul style="list-style-type: none"> ▪ Implement any relevant urban design strategy, plan or policy for the area set out in this scheme. ▪ Provide living and working environments that are functional, safe and attractive. ▪ Provide an integrated layout, built form and urban landscape. 	<p>Objective and Standard Achieved</p> <p>The proposed subdivision will contribute towards the creation of a distinctive residential character and identity for the site.</p> <p>The proposed layout is generally in accordance with the surrounding development along Hoddle Street which is identified as the emerging</p>

Objectives (A development <u>must</u> meet all these objectives)	Standard (Summary) (A development <u>should</u> meet all these standards)	Assessment
	<ul style="list-style-type: none"> Contribute to a sense of place and cultural identity. <p>An application should describe the identity and character to be achieved and the elements that contribute to that identity and character.</p>	<p>character of this traditionally rural town.</p> <p>The layout also supports a well-designed road layout that is designed to allow fluid and safe movement to and egress the subject site.</p>
<p>Clause 56.03-5</p> <p>Neighbourhood character objective</p> <p>To design subdivisions that respond to neighbourhood character.</p>	<p>Standard C6</p> <p>Subdivision should:</p> <ul style="list-style-type: none"> 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. 	<p>Not Applicable</p> <p>This application creates 27 lots and is therefore not subject to this clause.</p>
CLAUSE 56.04: Lot Design		
<p>Clause 56.04-1</p> <p>Lot diversity and distribution objectives</p> <p>To achieve housing densities that support compact and walkable neighbourhoods and the efficient provision of public transport services.</p> <p>To provide higher housing densities within walking distance of activity centres.</p> <p>To achieve increased housing densities in designated growth areas.</p>	<p>Standard C7</p> <p>A subdivision should implement any relevant housing strategy, plan or policy for the area set out in this scheme.</p> <p>Lot sizes and mix should achieve the average net residential density specified in any zone or overlay that applies to the land or in any relevant policy for the area set out in this scheme.</p> <p>A range and mix of lot sizes should be provided including lots suitable for the development of:</p> <ul style="list-style-type: none"> Single dwellings. 	<p>Objective and Standard Achieved</p> <p>The layout of the proposed development proposes a range of housing densities, to provide for the needs of differing groups of people.</p> <p>26 residential lots are provided as part of this subdivision at an approximate density of 10 lots per hectare.</p> <p>All lots will be capable of accommodating a single and/or double storey housing product while also being able</p>

Objectives (A development <u>must</u> meet all these objectives)	Standard (Summary) (A development <u>should</u> meet all these standards)	Assessment
<p>To provide a range of lot sizes to suit a variety of dwelling and household types.</p>	<ul style="list-style-type: none"> ▪ Two dwellings or more. ▪ Higher density housing. ▪ Residential buildings and Retirement villages. <p>Unless the site is constrained by topography or other site conditions, lot distribution should provide for 95 per cent of dwellings to be located no more than 400 metre street walking distance from the nearest existing or proposed bus stop, 600 metres street walking distance from the nearest existing or proposed tram stop and 800 metres street walking distance from the nearest existing or proposed railway station.</p> <p>Lots of 300 square metres or less in area, lots suitable for the development of two dwellings or more, lots suitable for higher density housing and lots suitable for Residential buildings and Retirement villages should be located in and within 400 metres street walking distance of an activity centre.</p>	<p>to accommodate extensive landscaping.</p>
<p>Clause 56.04-2</p> <p>Lot area and building envelopes objective</p> <p>To provide lots with areas and dimensions that enable the appropriate siting and construction of a dwelling, solar access, private open space, vehicle access and parking, water management, easements and the retention of significant vegetation and site features.</p>	<p>Standard C8</p> <p>An application to subdivide land that creates lots of less than 300 square metres should be accompanied by information that shows:</p> <ul style="list-style-type: none"> ▪ That the lots are consistent or contain building envelope that is consistent with a development approved under this scheme, or ▪ That a dwelling may be constructed on each lot in accordance with the requirements of this scheme. <p>Lots of between 300 square metres and 500 square metres should:</p>	<p>Objective and Standard Achieved</p> <p>All allotments have been designed to accommodate a dwelling and to achieve:</p> <ul style="list-style-type: none"> ▪ Appropriate solar access. ▪ An appropriate area of secluded private open space ▪ Safe vehicle access and adequate on-site parking ▪ Access to a full range of utilities. <p>All lots are generally capable of containing a rectangle</p>

Objectives (A development <u>must</u> meet all these objectives)	Standard (Summary) (A development <u>should</u> meet all these standards)	Assessment
	<ul style="list-style-type: none"> 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. <p>If lots of between 300 square metres and 500 square metres are proposed to contain dwellings that are built to the boundary, the long axis of the lots should be within 30 degrees east and 20 degrees west of north unless there are significant physical constraints that make this difficult to achieve.</p> <p>Lots greater than 500 square metres should be able to contain a rectangle measuring 10 metres by 15 metres, and may contain a building envelope.</p> <p>A building envelope may specify or incorporate any relevant siting and design requirement. Any requirement should meet the relevant standards of Clause 54, unless:</p> <ul style="list-style-type: none"> 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. <p>Where a lot with a building envelope adjoins a lot that is not on the same</p>	measuring 10 metres by 15 metres.

Objectives (A development <u>must</u> meet all these objectives)	Standard (Summary) (A development <u>should</u> meet all these standards)	Assessment
	<p>plan of subdivision or is not subject to the same agreement relating to the relevant building envelope:</p> <ul style="list-style-type: none"> ▪ 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. <p>Lot dimensions and building envelopes should protect:</p> <ul style="list-style-type: none"> ▪ Solar access for future dwellings and support the siting and design of dwellings that achieve the energy rating requirements of the Building Regulations. ▪ Existing or proposed easements on lots. ▪ Significant vegetation and site features. 	
<p>Clause 56.04-3</p> <p>Solar orientation of lots objective</p> <p>To provide good solar orientation of lots and solar access for future dwellings.</p>	<p>Standard C9</p> <p>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:</p> <ul style="list-style-type: none"> ▪ The long axis of lots are within the range north 20 degrees west to north 30 degrees east, or east 20 degrees north to east 30 degrees south. ▪ Lots between 300 square metres and 500 square metres are 	<p>Objective and Standard Achieved</p> <p>The vast majority of allotments have been designed to satisfy the solar orientation standard.</p>

Objectives (A development <u>must</u> meet all these objectives)	Standard (Summary) (A development <u>should</u> meet all these standards)	Assessment
	<p>proposed to contain dwellings that are built to the boundary, the long axis of the lots should be within 30 degrees east and 20 degrees west of north.</p> <ul style="list-style-type: none"> ▪ Dimensions of lots are adequate to protect solar access to the lot, taking into account likely dwelling size and the relationship of each lot to the street. 	
<p>Clause 56.04-4</p> <p>Street orientation objective</p> <p>To provide a lot layout that contributes to community social interaction, personal safety and property security.</p>	<p>Standard C10</p> <p>Subdivision should increase visibility and surveillance by:</p> <ul style="list-style-type: none"> ▪ Ensuring lots front all roads and streets and avoid the side or rear of lots being oriented to connector streets and arterial roads. ▪ Providing lots of 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. 	<p>Objective and Standard Achieved</p> <p>A number of features are proposed in the subdivision to enable the creation of a safe community and to promote interaction between residents including:</p> <ul style="list-style-type: none"> ▪ Lots proposed have primary frontage to a road. ▪ Appropriate fencing will be provided to the rear of lots abutting the conservation reserve to improve passive surveillance between the residential area and reserve.
<p>Clause 56.04-5</p> <p>Common area objectives</p> <p>To identify common areas and the purpose for which the area is commonly held.</p> <p>To ensure the provision of common area is appropriate and that necessary</p>	<p>Standard C11</p> <p>An application to subdivide land that creates common land must be accompanied by a plan and a report identifying:</p> <ul style="list-style-type: none"> ▪ The common area to be owned by the body corporate, including any streets and open space. 	<p>Not applicable</p> <p>No common land is created as a result of this subdivision.</p>

Objectives (A development <u>must</u> meet all these objectives)	Standard (Summary) (A development <u>should</u> meet all these standards)	Assessment
<p>management arrangements are in place.</p> <p>To maintain direct public access throughout the neighbourhood street network.</p>	<ul style="list-style-type: none"> ▪ 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. 	
CLAUSE 56.05: Urban Landscape		
<p>Clause 56.05-1</p> <p>Integrated urban landscape objectives</p> <p>To provide attractive and continuous landscaping in streets and public open spaces that contribute to the character and identity of new neighbourhoods and urban places or to existing or preferred neighbourhood character in existing urban areas.</p> <p>To incorporate natural and cultural features in the design of streets and public open space where appropriate.</p> <p>To protect and enhance native habitat and discourage the planting and spread of noxious weeds.</p> <p>To provide for integrated water management systems and contribute to drinking water conservation.</p>	<p>Standard C12</p> <p>An application for subdivision that creates streets or public open space should be accompanied by a landscape design.</p> <p>The landscape design should:</p> <ul style="list-style-type: none"> ▪ Implement any relevant streetscape, landscape, urban design or native vegetation precinct plan, strategy or policy for the area set out in this scheme. ▪ Create attractive landscapes that visually emphasise streets and public open spaces. ▪ Respond to the site and context description for the site and surrounding area. ▪ Maintain significant vegetation where possible within an urban context. ▪ Take account of the physical features of the land including landform, soil and climate. ▪ Protect and enhance any significant natural and cultural features. 	<p>Objective and Standard Achieved</p> <p>The proposed subdivision will provide an appropriate street landscaping outcome generally in accordance with the surrounding development within Yarra Junction. Further, the conservation reserve will be landscaped as appropriate to further enhance the visual amenity of existing trees to be retained.</p> <p>The proposal provides a minimum residential lot size of 500sqm to allow each lot to accommodate both a dwelling and extensive landscaping, in keeping with the neighbourhood character of the area.</p> <p>It is anticipated a landscape plan will be required as a condition to the permit.</p>

Objectives (A development <u>must</u> meet all these objectives)	Standard (Summary) (A development <u>should</u> meet all these standards)	Assessment
	<ul style="list-style-type: none"> ▪ Protect and link areas of significant local habitat where appropriate. ▪ Support integrated water management systems with appropriate landscape design techniques for managing urban run-off including wetlands and other water sensitive urban design features in streets and public open space. ▪ Promote the use of drought tolerant and low maintenance plants and avoid species that are likely to spread into the surrounding environment. ▪ Ensure landscaping supports surveillance and provides shade in streets, parks and public open space. ▪ Develop appropriate landscapes for the intended use of public open space including areas for passive and active recreation, the exercising of pets, playgrounds and shaded areas. ▪ Provide for walking and cycling networks that link with community facilities. ▪ Provide appropriate pathways, signage, fencing, public lighting and street furniture. ▪ Create low maintenance, durable landscapes that are capable of a long life. <p>The landscape design must include a maintenance plan that sets out maintenance responsibilities, requirements and costs.</p>	

Objectives (A development <u>must</u> meet all these objectives)	Standard (Summary) (A development <u>should</u> meet all these standards)	Assessment
<p>Clause 56.05-2</p> <p>Public open space provision objectives</p> <p>To provide a network of quality, well-distributed, multi-functional and cost effective public open space that includes local parks, active open space, linear parks and trails, and links to regional open space.</p> <p>To provide a network of public open space that caters for a broad range of users.</p> <p>To encourage healthy and active communities.</p> <p>To provide adequate unencumbered land for public open space and integrate any encumbered land with the open space network.</p> <p>To ensure land provided for public open space can be managed in an environmentally sustainable way and contributes to the development of sustainable neighbourhoods.</p>	<p>Standard C13</p> <p>The provision of public open space should:</p> <ul style="list-style-type: none"> ▪ Implement any relevant open space plan, strategy or policy for the area set out in this scheme. ▪ Provide a network of well-distributed neighbourhood public open space that includes: <ul style="list-style-type: none"> - Local parks within 400 metres safe walking distance of at least 95% of all dwellings. Where not designated to include active open space, local parks should be generally 1 hectare in area and suitably dimensioned and designed to provide for their intended use and to allow easy adaptation in response to changing community preferences. - Additional small local parks or public squares in activity centres and higher density residential areas. - Active open space of at least 8 hectares in area within 1 kilometre of 95% of all dwellings that is: <ul style="list-style-type: none"> ○ Suitably dimensioned and designed to provide for their intended use, buffer areas around sporting fields and passive open space. ○ Sufficient to incorporate two 	<p>Objective and Standard Achieved</p> <p>Uncredited public open space is provided within the 1.895 hectare conservation reserve (Lot 27).</p> <p>This reserve will be appropriately interfaced by adjacent residential lots, promoting passive surveillance and safety. Further, the reserve will form part of the wider vegetation corridor generally bound by Hoddle Street, Little Yarra Road and Milners Road.</p>

Objectives (A development <u>must</u> meet all these objectives)	Standard (Summary) (A development <u>should</u> meet all these standards)	Assessment
	<p>football / cricket ovals.</p> <ul style="list-style-type: none"> ○ Appropriate for the intended use in terms of quality and orientation. ○ Located on flat land (which can be cost effectively graded). ○ Located with access to, or making provision for, a recycled or sustainable water supply. ○ Adjoin schools and other community facilities where practical. ○ Designed to achieve sharing of spaces between sports. <p>- Linear parks and trails along waterways, vegetation corridors and road reserves within 1 kilometre of 95% of dwellings.</p> <p>Public open space should:</p> <ul style="list-style-type: none"> ▪ Be provided along foreshores, streams and permanent water bodies. ▪ Be linked to existing or proposed future public open spaces where appropriate. ▪ Be integrated with floodways and encumbered land that is accessible for public recreation. ▪ Be suitable for the intended use. 	

Objectives (A development <u>must</u> meet all these objectives)	Standard (Summary) (A development <u>should</u> meet all these standards)	Assessment
	<ul style="list-style-type: none"> Be of an area and dimensions to allow easy adaptation to different uses in response to changing community active and passive recreational preferences. Maximise passive surveillance. Be integrated with urban water management systems, waterways and other water bodies. Incorporate natural and cultural features where appropriate. 	
CLAUSE 56.06: Access and Mobility Management		
Clause 56.06-1 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 An application for a subdivision must include a plan of the layout of the neighbourhood that meets the objectives of: <ul style="list-style-type: none"> Clause 56.06-2 Walking and cycling network. Clause 56.06-3 Public transport network. Clause 56.06-4 Neighbourhood street network. 	Not Applicable This application creates 27 lots and is therefore not subject to this clause.
Clause 56.06-2	Standard C15	Objective and Standard Achieved

Objectives (A development <u>must</u> meet all these objectives)	Standard (Summary) (A development <u>should</u> meet all these standards)	Assessment
<p>Walking and cycling network objectives</p> <p>To contribute to community health and well being by encouraging walking and cycling as part of the daily lives of residents, employees and visitors.</p> <p>To provide safe and direct movement through and between neighbourhoods by pedestrians and cyclists.</p> <p>To reduce car use, greenhouse gas emissions and air pollution.</p>	<p>The walking and cycling network should be designed to:</p> <ul style="list-style-type: none"> ▪ 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. 	<p>The proposed internal road network supports both walking and cycling. This road network is connected to Hoddle Street and the wider area, providing future residents with safe and appropriate walking and cycling networks from their front doorstep.</p>

Objectives (A development <u>must</u> meet all these objectives)	Standard (Summary) (A development <u>should</u> meet all these standards)	Assessment
<p>Clause 56.06-3</p> <p>Public transport network objectives</p> <p>To provide an arterial road and neighbourhood street network that supports a direct, efficient and safe public transport system.</p> <p>To encourage maximum use of public transport.</p>	<p>Standard C16</p> <p>The public transport network should be designed to:</p> <ul style="list-style-type: none"> ▪ Implement any relevant public transport strategy, plan or policy for the area set out in this scheme. ▪ Connect new public transport routes to existing and proposed routes to the satisfaction of the relevant public transport authority. ▪ Provide for public transport links between activity centres and other locations that attract people using the Principal Public Transport Network in Metropolitan Melbourne and the regional public transport network outside Metropolitan Melbourne. ▪ Locate regional bus routes principally on arterial roads and locate local bus services principally on connector streets to provide: <ul style="list-style-type: none"> - Safe and direct movement between activity centres without complicated turning manoeuvres. - Direct travel between neighbourhoods and neighbourhood activity centres. - A short and safe walk to a public transport stop from most dwellings. 	<p>Not Applicable</p> <p>This application creates 27 lots and is therefore not subject to this clause.</p>
<p>Clause 56.06-4</p> <p>Neighbourhood street network objective</p>	<p>Standard C17</p> <p>The neighbourhood street network must:</p>	<p>Objective and Standard Achieved</p> <p>The proposed looped internal road network allows for fluid</p>

Objectives (A development <u>must</u> meet all these objectives)	Standard (Summary) (A development <u>should</u> meet all these standards)	Assessment
<p>To provide for direct, safe and easy movement through and between neighbourhoods for pedestrians, cyclists, public transport and other motor vehicles using the neighbourhood street network.</p>	<ul style="list-style-type: none"> ▪ 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. <p>The neighbourhood street network should be designed to:</p> <ul style="list-style-type: none"> ▪ Implement any relevant transport strategy, plan or policy for the area set out in this scheme. ▪ Include arterial roads at intervals of approximately 1.6 kilometres that have adequate reservation widths to accommodate long term movement demand. 	<p>and safe vehicle movements to and egress the subject site and reduces the need for 3-point turns.</p> <p>This road is designed generally in accordance with the surrounding local road connections to Hoddle Street.</p> <p>The road dimensions within the proposed subdivision are sufficient to comfortably accommodate the key components of the neighbourhood street network including appropriate sized carriageways, on street parking, landscaping and pedestrian/cyclist paths, where required.</p> <p>All carriageways will be constructed to accommodate emergency vehicles and where appropriate, service vehicles.</p> <p>All streets will be designed to accord with the relevant Council standards.</p>

Objectives (A development <u>must</u> meet all these objectives)	Standard (Summary) (A development <u>should</u> meet all these standards)	Assessment
	<ul style="list-style-type: none"> ▪ Include connector streets approximately halfway between arterial roads and provide adequate reservation widths to accommodate long term movement demand. ▪ Ensure connector streets align between neighbourhoods for direct and efficient movement of pedestrians, cyclists, public transport and other motor vehicles. ▪ Provide an 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 culs-de-sac. ▪ Provide for service and emergency vehicles to safely 	

Objectives (A development <u>must</u> meet all these objectives)	Standard (Summary) (A development <u>should</u> meet all these standards)	Assessment
	<p>turn at the end of a dead-end street.</p> <ul style="list-style-type: none"> ▪ 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. 	
<p>Clause 56.06-5</p> <p>Walking and cycling network detail objectives</p> <p>To design and construct footpaths, shared path and cycle path networks that are safe, comfortable, well constructed and accessible for people with disabilities.</p> <p>To design footpaths to accommodate wheelchairs, prams, scooters and other footpath bound vehicles.</p>	<p>Standard C18</p> <p>Footpaths, shared paths, cycle paths and cycle lanes should be designed to:</p> <ul style="list-style-type: none"> ▪ Be part of a comprehensive design of the road or street reservation. ▪ Be continuous and connect. ▪ Provide for public transport stops, 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. 	<p>Objective and Standard Achieved</p> <p>The on-street pedestrian and cyclist paths will be constructed to a high quality standard and will be accessible by persons of limited mobility.</p>

Objectives (A development <u>must</u> meet all these objectives)	Standard (Summary) (A development <u>should</u> meet all these standards)	Assessment
	<ul style="list-style-type: none"> ▪ Be constructed to allow access to lots without damage to the footpath or shared path surfaces. ▪ Be constructed with a durable, non-skid surface. ▪ Be of a quality and durability to ensure: <ul style="list-style-type: none"> - Safe passage for pedestrians, cyclists, footpath bound vehicles and vehicles. - Discharge 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. 	
<p>Clause 56.06-6</p> <p>Public transport network detail objectives</p> <p>To provide for the safe, efficient operation of public transport and the comfort and convenience of public transport users.</p> <p>To provide public transport stops that are accessible to people with disabilities.</p>	<p>Standard C19</p> <p>Bus priority measures must be provided along arterial roads forming part of the existing or proposed Principal Public Transport Network in Metropolitan Melbourne and the regional public transport network outside Metropolitan Melbourne to the requirements of the relevant roads authority.</p> <p>Road alignment and geometry along bus routes should provide for the efficient, unimpeded movement of buses and the safety and comfort of passengers.</p>	<p>Not applicable</p> <p>There are no arterial roads proposed as part of this subdivision.</p>

Objectives (A development <u>must</u> meet all these objectives)	Standard (Summary) (A development <u>should</u> meet all these standards)	Assessment
	<p>The design of public transport stops should not impede the movement of pedestrians.</p> <p>Bus and tram stops should have:</p> <ul style="list-style-type: none"> ▪ Surveillance from streets and adjacent lots. ▪ Safe street crossing conditions for pedestrians and cyclists. ▪ 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. <p>Public transport stops and associated waiting areas should be accessible to people with disabilities and include tactile ground surface indicators, audible signals and kerb ramps required for the movement of people with physical disabilities.</p>	
<p>Clause 56.06-7</p> <p>Neighbourhood street network detail objective</p> <p>To design and construct street carriageways and verges so that the street geometry and traffic speeds provide an accessible and safe neighbourhood street system for all users.</p>	<p>Standard C20</p> <p>The design of streets and roads should:</p> <ul style="list-style-type: none"> ▪ Meet the requirements of Table C1. Where the widths of access lanes, access places, and access streets do not comply with the requirements of Table C1, the requirements of the 	<p>Objective and Standard Achieved</p> <p>The proposed road reservation widths are generally wide enough to accommodate appropriately sized carriageways, parking, landscaping and pedestrian requirements, for the different category roads as specified in Table C1.</p>

Objectives (A development <u>must</u> meet all these objectives)	Standard (Summary) (A development <u>should</u> meet all these standards)	Assessment
	<p>relevant fire authority and roads authority must be met.</p> <ul style="list-style-type: none"> ▪ Provide street blocks that are generally between 120 metres and 240 metres in length and generally between 60 metres to 120 metres in width to facilitate pedestrian movement and control traffic speed. ▪ Have verges of sufficient width to accommodate footpaths, shared paths, cycle paths, integrated water management, street tree planting, lighting and utility needs. ▪ Have street geometry appropriate to the street type and function, the physical land characteristics and 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. 	<p>The subdivision layout does not result in straight stretches of road. As this is a small looped road network, additional traffic calming devices will not be required.</p>

Objectives (A development <u>must</u> meet all these objectives)	Standard (Summary) (A development <u>should</u> meet all these standards)	Assessment
	<ul style="list-style-type: none"> ▪ Ensure streets are of sufficient strength to: <ul style="list-style-type: none"> - Enable the carriage of vehicles. - Avoid damage by construction vehicles and equipment. ▪ Ensure street pavements are of sufficient quality and durability for the: <ul style="list-style-type: none"> - Safe passage of pedestrians, cyclists and vehicles. - Discharge of urban run-off. - Preservation of all-weather access and maintenance of a reasonable, comfortable riding quality. ▪ Ensure carriageways of planned arterial roads are designed to the requirements of the relevant road authority. ▪ Ensure carriageways of neighbourhood streets are designed for a minimum 20 year life span. ▪ Provide pavement edges, kerbs, channel and crossover details designed to: <ul style="list-style-type: none"> - 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. 	

Objectives (A development <u>must</u> meet all these objectives)	Standard (Summary) (A development <u>should</u> meet all these standards)	Assessment
	<ul style="list-style-type: none"> - Contribute to streetscape design. ▪ Provide for the safe and efficient collection of waste and recycling materials from lots. ▪ Be accessible to people with disabilities. <p>A street detail plan should be prepared that shows, as appropriate:</p> <ul style="list-style-type: none"> ▪ The street hierarchy and typical cross-sections for all street types. ▪ Location of carriageway pavement, parking, bus stops, kerbs, crossovers, footpaths, tactile surface indicators, cycle paths and speed control and traffic management devices. ▪ Water sensitive urban design features. ▪ Location and species of proposed street trees and other vegetation. ▪ Location of existing vegetation to be retained and proposed treatment to ensure its health. ▪ Any relevant details for the design and location of street furniture, lighting, seats, bus stops, telephone boxes and mailboxes. 	
Clause 56.06-8 Lot access objective To provide for safe vehicle access between roads and lots.	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.	Objective and Standard Achieved The proposed road reservation widths are generally wide enough to accommodate the pavement and verge widths for the different category roads.

Objectives (A development <u>must</u> meet all these objectives)	Standard (Summary) (A development <u>should</u> meet all these standards)	Assessment		
	<p>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.</p> <p>The design and construction of a crossover should meet the requirements of the relevant road authority.</p> <p>Table C1 Design of roads and neighbourhood streets</p>	<p>Road design will be in accordance with the surrounding local roads connected to Hoddle Street and Council’s standards.</p> <p>Refer to Traffic Engineering Assessment, prepared by Traffix Group.</p>		
	<p>Access Lane</p> <p>A side or rear lane principally providing access to parking on lots with another street frontage.</p>			
	<table> <tr> <td>Traffic volume¹</td> <td>300vpd</td> </tr> </table>		Traffic volume ¹	300vpd
	Traffic volume ¹		300vpd	
	<table> <tr> <td>Target speed²</td> <td>10kph</td> </tr> </table>		Target speed ²	10kph
	Target speed ²		10kph	
	<table> <tr> <td>Carriageway width³ & parking provision within street reservation</td> <td>5.5m⁶ wide with no parking spaces to be provided</td> </tr> </table>		Carriageway width ³ & parking provision within street reservation	5.5m ⁶ wide with no parking spaces to be provided
	Carriageway width ³ & parking provision within street reservation		5.5m ⁶ wide with no parking spaces to be provided	
	<table> <tr> <td>Verge width⁴</td> <td>No verge required.</td> </tr> </table>		Verge width ⁴	No verge required.
	Verge width ⁴		No verge required.	
<table> <tr> <td>Kerbing⁵</td> <td></td> </tr> </table>	Kerbing ⁵			
Kerbing ⁵				
<table> <tr> <td>Footpath provision</td> <td> <p>None</p> <p>Carriageway designed as a shared zone and appropriately signed.</p> </td> </tr> </table>	Footpath provision	<p>None</p> <p>Carriageway designed as a shared zone and appropriately signed.</p>		
Footpath provision	<p>None</p> <p>Carriageway designed as a shared zone and appropriately signed.</p>			
<table> <tr> <td>Cycle path provision</td> <td>None</td> </tr> </table>	Cycle path provision	None		
Cycle path provision	None			
<p>Access Place</p>				

Objectives (A development <u>must</u> meet all these objectives)	Standard (Summary) (A development <u>should</u> meet all these standards)		Assessment
	A minor street providing local residential access with shared traffic, pedestrian and recreation use, but with pedestrian priority.		
	Traffic volume ¹	300vpd to 1000vpd	
	Target speed ²	15kph	
	Carriageway width ³ & 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	
	Verge width ⁴	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.	
	Kerbing ⁵	Semi-mountable rollover or flush and swale or other water sensitive urban design treatment area.	
	Footpath provision	Not required if serving 5 dwellings or less and the carriageway is designed as a shared zone and	

Objectives (A development <u>must</u> meet all these objectives)	Standard (Summary) (A development <u>should</u> meet all these standards)		Assessment
		appropriately signed. or 1.5m wide footpath offset a minimum distance of 1m from the kerb.	
	Cycle path provision	None	
	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.		
	Traffic volume ¹	1000vpd to 2000vpd	
	Target speed ²	30kph	
	Carriageway width ³ & parking provision within street reservation	5.5m wide with 1 hard standing verge parking space per 2 lots.	
	Verge width ⁴	4m minimum each side	
	Kerbing ⁵	Semi-mountable rollover or flush and swale or other water sensitive urban design treatment area.	
	Footpath provision	1.5m wide footpaths on both sides.	

Objectives (A development <u>must</u> meet all these objectives)	Standard (Summary) (A development <u>should</u> meet all these standards)		Assessment
		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.	
	Cycle path provision	Carriageway designed as a shared zone and appropriately signed.	
	Access Street – Level 2 A street providing local residential access where traffic is subservient, speed and volume are low and pedestrian and bicycle movements are facilitated.		
	Traffic volume ¹	2000vpd to 3000vpd	
	Target speed ²	40kph	
	Carriageway width ³ & parking provision within street reservation	7m-7.5m ⁷ wide with parking on both sides of carriageway.	
	Verge width ⁴	4.5m minimum each side	
	Kerbing ⁵	Semi-mountable rollover or flush and swale or other water sensitive	

Objectives (A development <u>must</u> meet all these objectives)	Standard (Summary) (A development <u>should</u> meet all these standards)		Assessment
		urban design treatment area.	
	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.	
	Cycle path provision	Carriageway designed as a shared zone and appropriately signed.	
	Connector Street – Level 1 A street that carries higher volumes of traffic. It connects access places and access streets through and between neighbourhoods.		
	Traffic volume ¹	3000vpd	
	Target speed ²	50kph ⁸ reduced to 40kph at schools and 20kph at pedestrian and cycle crossing points.	
	Carriageway width ³ & parking provision	6m-6.5m wide with indented parking on both sides on a bus route.	

Objectives (A development <u>must</u> meet all these objectives)	Standard (Summary) (A development <u>should</u> meet all these standards)		Assessment
	within street reservation	<p>or</p> <p>7m-7.5m wide with indented parking on one side and kerbside parking opposite on a bus route.</p> <p>or</p> <p>7.2m-7.5m wide with parking on both sides of carriageway.</p>	
	Verge width ⁴	4.5m minimum each side with adequate road reserve width for widening for future bus route if required.	
	Kerbing ⁵	Layback or flush and swale or other water sensitive urban design treatment area.	
	Footpath & cycle path provision	<p>2.5m wide shared path on each side.</p> <p>or</p> <p>1.5m wide footpath on each side and 1-1.5m cycle lane marked on carriageway on each side.</p>	
	<p>Connector Street – Level 2</p> <p>A street that carries higher volumes of traffic. It connects access places and access streets through and between neighbourhoods.</p>		

Objectives (A development <u>must</u> meet all these objectives)	Standard (Summary) (A development <u>should</u> meet all these standards)		Assessment
	Traffic volume ¹	3000vpd to 7000vpd	
	Target speed ²	60kph ⁹	
	Carriageway width ³ & parking provision within street reservation	2x5.5m wide carriageways with central median. Parallel parking should be provided in locations that allow cars to exit in a forward direction. or 7.2m-7.5m wide carriageway with indented parking on both sides and turning lanes at intersections with other Level 2 connector Streets and Arterial Roads. Bus bays to be indented.	
	Verge width ⁴	6m minimum each side (plus central median).	
	Kerbing ⁵	Layback or flush and swale or other water sensitive urban design treatment area.	
	Footpath & cycle path provision	2.5m wide shared path on each side. or 1.5m wide footpath on each side and 1-1.5m cycle lane marked on carriageway on	

Objectives (A development <u>must</u> meet all these objectives)	Standard (Summary) (A development <u>should</u> meet all these standards)		Assessment
		each side appropriately signed.	
	<div>Key to Table C1</div> <div>1. Indicative maximum traffic volume for 24-hour period. These volumes depend upon location. Generation rates may vary between existing and newly developing areas.</div> <div>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.</div> <div>3. The maximum width within the range should be used when bus use is anticipated or when upright kerbs are used. 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.</div> <div>4. Verge width includes footpaths. Additional width may be required to accommodate a bicycle path.</div> <div>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.</div> <div>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.</div> <div>7. 7m-7.5m widths should be used when parking is required on each side.</div> <div>8. 50kph is the default urban speed limit in Victoria.</div> <div>9. Target speed must not exceed the legal speed limit.</div>		
CLAUSE 56.07: Integrated Water Management			
Clause 56.07-1	Standard C22		Objective and Standard Achieved

Objectives (A development <u>must</u> meet all these objectives)	Standard (Summary) (A development <u>should</u> meet all these standards)	Assessment
Drinking water supply objectives To reduce the use of drinking water. To provide an adequate, cost-effective supply of drinking water.	The supply of drinking water must be: <ul style="list-style-type: none"> Designed and constructed in accordance with the requirements and to the satisfaction of the relevant water authority. Provided to the boundary of all lots in the subdivision to the satisfaction of the relevant water authority. 	All lots will be provided connected to the local water supply to the satisfaction of Yarra Valley Water.
Clause 56.07-2 Reused and recycled water objective To provide for the substitution of drinking water for non-drinking purposes with reused and recycled water.	Standard C23 Reused and recycled water supply systems must be: <ul style="list-style-type: none"> 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. 	Objective and Standard Achieved Reused and recycled water supply systems will be provided to the boundary of all lots where required by Yarra Valley Water.
Clause 56.07-3 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 Waste water systems must be: <ul style="list-style-type: none"> Designed, constructed and managed in accordance with the requirements and to the satisfaction of the relevant water authority and 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 	Objective and Strategy Achieved Waste water systems will be designed, constructed and managed in accordance with the requirements of the relevant water authorities. Reticulated waste water systems will be provided to the boundary of all lots where required by the Yarra Valley Water.

Objectives (A development <u>must</u> meet all these objectives)	Standard (Summary) (A development <u>should</u> meet all these standards)	Assessment
	subdivision where required by the relevant water authority.	
<p>Clause 56.07-4</p> <p>Urban run-off management objectives</p> <p>To minimise damage to properties and inconvenience to residents from urban run-off.</p> <p>To ensure that the street operates adequately during major storm events and provides for public safety.</p> <p>To minimise increases in stormwater run-off and protect the environmental values and physical characteristics of receiving waters from degradation by urban run-off.</p>	<p>Standard C25</p> <p>The urban stormwater management system must be:</p> <ul style="list-style-type: none"> ▪ Designed and managed in accordance with the requirements and to the satisfaction of the relevant drainage authority. ▪ Designed and managed in accordance with the requirements and to the satisfaction of the water 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 pre-development levels unless increased flows are approved by the relevant drainage authority and there are no detrimental downstream impacts. <p>The stormwater management system should be integrated with the overall development plan including the street and public open space networks and landscape design.</p> <p>For all storm events up to and including the 20% Average Exceedence Probability (AEP) standard:</p>	<p>Objective and Standard Achieved</p> <p>Urban storm water will be designed and managed in accordance with Yarra Valley Water requirements.</p>

Objectives (A development <u>must</u> meet all these objectives)	Standard (Summary) (A development <u>should</u> meet all these standards)	Assessment
	<ul style="list-style-type: none"> Stormwater flows should be contained within the drainage system to the requirements of the relevant authority. Ponding on roads should not occur for longer than 1 hour after the cessation of rainfall. <p>For storm events greater than 20% AEP and up to and including 1% AEP standard:</p> <ul style="list-style-type: none"> Provision must be made for the safe and effective passage of stormwater flows. All new lots should be free from inundation or to a lesser standard of flood protection where agreed by the relevant floodplain management authority. Ensure that streets, footpaths and cycle paths that are subject to flooding meet the safety criteria $d_a V_{ave} < 0.35 \text{ m}^2/\text{s}$ (where, d_a = average depth in metres and V_{ave} = average velocity in metres per second). <p>The design of the local drainage network should:</p> <ul style="list-style-type: none"> 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 	

Objectives (A development <u>must</u> meet all these objectives)	Standard (Summary) (A development <u>should</u> meet all these standards)	Assessment
	<p>effects of obstructions and debris build up. Any surcharge drainage pit should discharge into an overland flow in a safe and predetermined manner.</p> <ul style="list-style-type: none"> 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. <p>Any flood mitigation works must be designed and constructed in accordance with the requirements of the relevant floodplain management authority.</p>	
CLAUSE 56.08: Site Management		
<p>Clause 56.08-1</p> <p>Site management objectives</p> <p>To protect drainage infrastructure and receiving waters from sedimentation and contamination.</p> <p>To protect the site and surrounding area from environmental degradation or nuisance prior to and during construction of subdivision works.</p> <p>To encourage the re-use of materials from the site and recycled materials in the construction of subdivisions where practicable.</p>	<p>Standard C26</p> <p>A subdivision application must describe how the site will be managed prior to and during the construction period and may set out requirements for managing:</p> <ul style="list-style-type: none"> Erosion and sediment. Dust. Run-off. Litter, concrete and other construction wastes. Chemical contamination. Vegetation and natural features planned for retention. <p>Recycled material should be used for the construction of streets, shared paths and other infrastructure where practicable.</p>	<p>Objective and Standard Achieved</p> <p>A Construction Management Plan will be prepared to ensure that environmental impacts are minimised during the construction phase.</p> <p>It is anticipated this plan will be required as a condition to the permit.</p>
CLAUSE 56.09: Utilities		

Objectives (A development <u>must</u> meet all these objectives)	Standard (Summary) (A development <u>should</u> meet all these standards)	Assessment
<p>Clause 56.09-1</p> <p>Shared trenching objectives</p> <p>To maximise the opportunities for shared trenching.</p> <p>To minimise constraints on landscaping within street reserves.</p>	<p>Standard C27</p> <p>Reticulated services for water, gas, electricity and telecommunications should be provided in shared trenching to minimise construction costs and land allocation for underground services.</p>	<p>Objective and Standard Achieved</p> <p>Reticulated services will be constructed within trenches where appropriate.</p>
<p>Clause 56.09-2</p> <p>Electricity, telecommunications and gas objectives</p> <p>To provide public utilities to each lot in a timely, efficient and cost effective manner.</p> <p>To reduce greenhouse gas emissions by supporting generation and use of electricity from renewable sources.</p>	<p>Standard C28</p> <p>The electricity supply system must be designed in accordance with the requirements of the relevant electricity supply agency and be provided to the boundary of all lots in the subdivision to the satisfaction of the relevant electricity authority.</p> <p>Arrangements that support the generation or use of renewable energy at a lot or neighbourhood level are encouraged.</p> <p>The telecommunication system must be designed in accordance with the requirements of the relevant telecommunications servicing agency and should be consistent with any approved strategy, policy or plan for the provision of advanced telecommunications infrastructure, including fibre optic technology. The telecommunications system must be provided to the boundary of all lots in the subdivision to the satisfaction of the relevant telecommunications servicing authority.</p> <p>Where available, the reticulated gas supply system must be designed in accordance with the requirements of the relevant gas supply agency and be provided to the boundary of all lots in the subdivision to the satisfaction of the relevant gas supply agency.</p>	<p>Objective and Standard Achieved</p> <p>Electricity services can be made available to a development subject to the developer entering into the standard conditions of supply. The demand on the electricity supply will be minimised by providing allotments with good solar orientation.</p> <p>Telecommunication infrastructure will be extended and augmented as necessary to meet the future development requirements by NBN Co, at no cost to the developer.</p>

Objectives (A development <u>must</u> meet all these objectives)	Standard (Summary) (A development <u>should</u> meet all these standards)	Assessment
<p>Clause 56.09-3</p> <p>Fire hydrants objective</p> <p>To provide fire hydrants and fire plugs in positions that enable fire fighters to access water safely, effectively and efficiently.</p>	<p>Standard C29</p> <p>Fire hydrants should be provided:</p> <ul style="list-style-type: none"> ▪ A maximum distance of 120 metres from the rear of the each lot. ▪ No more than 200 metres apart. <p>Hydrants and fire plugs must be compatible with the relevant fire service equipment.</p>	<p>Objective and Standard Achieved</p> <p>Fire hydrants will be installed to satisfy this standard.</p>
<p>Clause 56.09-4</p> <p>Public lighting objective</p> <p>To provide public lighting to ensure the safety of pedestrians, cyclists and vehicles.</p> <p>To provide pedestrians with a sense of personal safety at night.</p> <p>To contribute to reducing greenhouse gas emissions and to saving energy.</p>	<p>Standard C30</p> <p>Public lighting should be provided to streets, footpaths, public telephones, public transport stops and to major pedestrian and cycle paths including public open spaces that are likely to be well used at night to assist in providing safe passage for pedestrians, cyclists and vehicles.</p> <p>Public lighting should be designed in accordance with the relevant Australian Standards.</p> <p>Public lighting should be consistent with any strategy, policy or plan for the use of renewable energy and energy efficient fittings.</p>	<p>Objective and Standard Achieved</p> <p>Public lighting will be provided within the street network to help contribute towards a safe movement network.</p>

APPENDIX B

CERTIFICATE OF TITLE

APPENDIX C

SUBDIVISION MASTERPLAN

APPENDIX D

FLORA AND FAUNA ASSESSMENT

APPENDIX E

BUSHFIRE PLANNING REPORT

APPENDIX F

TRAFFIC IMPACT ASSESSMENT

APPENDIX G

STORMWATER MANAGEMENT REPORT

APPENDIX H

SERVICING CONFIRMATION LETTER

