

# ResCode Clause 56

## Residential Subdivision Planning Report

<p>CLAUSE 56.03-5 NEIGHBOURHOOD CHARACTER</p> <p><b>Objective</b> To design subdivisions that respond to neighbourhood character.</p> <p><b>Standard C6</b></p> <ul style="list-style-type: none"> <li>• Subdivision should: <ul style="list-style-type: none"> <li>- Respect the existing neighbourhood character or achieve a preferred neighbourhood character consistent with any relevant neighbourhood character objective, policy or statement set out in this scheme.</li> <li>- Respond to and integrate with the surrounding urban environment.</li> <li>- Protect significant vegetation and site features.</li> </ul> </li> </ul>	<p>✓ Complies</p> <p><b>Comments</b> The proposed subdivision will not have an adverse impact on the character of the area. The subdivision will provide for suitable opportunity for development that responds to the character of the area.</p>
<p>CLAUSE 56.04 LOT DESIGN</p>	
<p>CLAUSE 56.04-2 LOT AREA AND BUILDING ENVELOPES</p> <p><b>Objective</b> 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><b>Standard C8</b></p> <ul style="list-style-type: none"> <li>• An application to subdivide land that creates lots of less than 300 square metres should be accompanied by information that shows: <ul style="list-style-type: none"> <li>- That the lots are consistent or contain building envelope that is consistent with a development approved under this scheme, or</li> <li>- That a dwelling may be constructed on each lot in accordance with the requirements of this scheme.</li> </ul> </li> <li>• Lots of between 300 square metres and 500 square metres should: <ul style="list-style-type: none"> <li>- Contain a building envelope that is consistent with a development of the lot approved under this scheme, or</li> <li>- 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.</li> </ul> </li> <li>• 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.</li> <li>• 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.</li> <li>• A building envelope may specify or incorporate any relevant siting and design requirement.</li> <li>• Any requirement should meet the relevant standards of Clause 54, unless: <ul style="list-style-type: none"> <li>- The objectives of the relevant standards are met, and</li> <li>- 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.</li> </ul> </li> </ul>	<p>✓ Complies</p> <p><b>Comments</b> The site has a total area of 949m<sup>2</sup>. The existing dwelling will be retained on lot 1 and the lots will achieve the following dimensions:</p> <p>Lot 1 – 430 m<sup>2</sup> The lot will contain a frontage to Leslie Avenue of ~ 14.19 metres and have a maximum depth of ~30.69 metres.</p> <p>Lot 2 – 519 m<sup>2</sup> The lot will contain a frontage to Leslie Avenue of ~ 4.1 metres and have a maximum depth of ~51.89 metres.</p>

<ul style="list-style-type: none"> <li>• Where a lot with a building envelope adjoins a lot that is not on the same plan of subdivision or is not subject to the same agreement relating to the relevant building envelope: <ul style="list-style-type: none"> <li>- The building envelope must meet Standards A10 and A11 of Clause 54 in relation to the adjoining lot, and</li> <li>- 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.</li> </ul> </li> <li>• Lot dimensions and building envelopes should protect: <ul style="list-style-type: none"> <li>- Solar access for future dwellings and support the siting and design of dwellings that achieve the energy rating requirements of the Building Regulations.</li> <li>- Existing or proposed easements on lots.</li> <li>- Significant vegetation and site features.</li> </ul> </li> </ul>	
<p><b>CLAUSE 56.04-3 SOLAR ORIENTATION OF LOTS</b></p> <p><b>Objective</b> To provide good solar orientation of lots and solar access for future dwellings.</p> <p><b>Standard C9</b></p> <ul style="list-style-type: none"> <li>• Unless the site is constrained by topography or other site conditions, at least 70 percent of lots should have appropriate solar orientation.</li> <li>• Lots have appropriate solar orientation when: <ul style="list-style-type: none"> <li>- The long axis of lots are within the range north 20 degrees west to north 30 degrees east, or east 20 degrees north to east 30 degrees south.</li> </ul> </li> <li>• Lots between 300 square metres and 500 square metres are proposed to contain dwellings that are built to the boundary, the long axis of the lots should be within 30 degrees east and 20 degrees west of north.</li> <li>• Dimensions of lots are adequate to protect solar access to the lot, taking into account likely dwelling size and the relationship of each lot to the street.</li> </ul>	<p>✓ Complies</p> <p><b>Comments</b> The application proposes to subdivide the site into two allotments. The lots will be orientated north to south along the longest axis. The vacant lot 2 is appropriately sized and proportioned to facilitate new infill development with appropriate solar gain.</p>
<p><b>CLAUSE 56.04-5 COMMON AREA</b></p> <p><b>Objectives</b> To identify common areas and the purpose for which the area is commonly held.</p> <p>To ensure the provision of common area is appropriate and that necessary management arrangements are in place.</p> <p>To maintain direct public access throughout the neighbourhood street network.</p> <p><b>Standard C11</b></p> <ul style="list-style-type: none"> <li>• An application to subdivide land that creates common land must be accompanied by a plan and a report identifying: <ul style="list-style-type: none"> <li>- The common area to be owned by the body corporate, including any streets and open space.</li> <li>- The reasons why the area should be commonly held.</li> <li>- Lots participating in the body corporate.</li> <li>- The proposed management arrangements including maintenance standards for streets and open spaces to be commonly held.</li> </ul> </li> </ul>	<p>✓ Not Applicable</p> <p><b>Comments</b> No common property is proposed with this subdivision.</p>
<p><b>CLAUSE 56.06-8 LOT ACCESS</b></p> <p><b>Objective</b> To provide for safe vehicle access between roads and lots.</p>	<p>✓ Complies</p>

## 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.
- Vehicle access to lots of 300 square metres or less in area and lots with a frontage of 7.5 metres or less should be provided via rear or side access lanes, places or streets.
- The design and construction of a crossover should meet the requirements of the relevant road authority.

## Table C1 Design of Roads and Neighbourhood Streets

### Access Lane

A side or rear lane principally providing access to parking on lots with another street frontage.

- Traffic volume<sup>1</sup>: 300vpd
- Target speed<sup>2</sup>: 10kph
- Carriageway width<sup>3</sup> & parking provision within street reservation: 5.5m<sup>6</sup> wide with no parking spaces to be provided. Appropriately signed.
- Verge width<sup>4</sup>: No verge required.
- Kerbing<sup>5</sup>
- Footpath provision: None. Carriageway designed as a shared zone and appropriately signed.
- Cycle path provision: None

### Access Place

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

- Traffic volume<sup>1</sup>: 300vpd to 1000vpd
- Target speed<sup>2</sup>: 15kph
- Carriageway width<sup>3</sup> & parking provision within street reservation: 5.5m wide with 1 hard standing verge parking space per 2 lots or 5.5m wide with parking on carriageway - one side. Appropriately signed.
- Verge width<sup>4</sup>: 7.5m minimum total width. For services provide a minimum of 3.5m on one side and a minimum of 2.5m on the other.
- Kerbing<sup>5</sup>: 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 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<sup>1</sup>: 000vpd to 2000vpd
- Target speed<sup>2</sup>: 30kph
- Carriageway width<sup>3</sup> & parking provision within street reservation: 5.5m wide with 1 hard standing verge parking space per 2 lots.
- Verge width<sup>4</sup>: 4m minimum each side
- Kerbing<sup>5</sup>: Semi-mountable rollover or flush and swale or other water sensitive 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.

## Comments

No lots abut an arterial road. Appropriate vehicle access to and from lots in the subdivision will be provided via the double crossover. Each lot abutting the local access road will be provided with a vehicular crossover (during the Building Permit Stage).

### 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<sup>1</sup>: 2000vpd to 3000vpd
- Target speed<sup>2</sup>: 40kph
- Carriageway width<sup>3</sup> & parking provision within street reservation: 7m-7.5m wide with parking on both sides of carriageway
- Verge width<sup>4</sup>: 4.5m minimum each side
- Kerbing<sup>5</sup>: Semi-mountable rollover or flush and swale or other water sensitive 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<sup>1</sup>: 3000vpd
- Target speed<sup>2</sup>: 50kph<sup>8</sup> reduced to 40kph at schools and 20kph at pedestrian and cycle crossing points.
- Carriageway width<sup>3</sup> & parking provision within street reservation: 6m-6.5m wide with indented parking on both sides on a bus route or 7m-7.5m wide with indented parking on one side and kerbside parking opposite on a bus route or 7.2m-7.5m wide with parking on both sides of carriageway.
- Verge width<sup>4</sup>: 4.5m minimum each side with adequate road reserve width for widening for future bus route if required.
- Kerbing<sup>5</sup>: 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 each side.

### Connector Street - Level 2

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

- Traffic volume<sup>1</sup>: 3000vpd to 7000vpd
- Target speed<sup>2</sup>: 60kph<sup>9</sup>
- Carriageway width<sup>3</sup> & parking provision within street reservation: 2 x 5.5m 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<sup>4</sup>: 6m minimum each side (plus central median).
- Kerbing<sup>5</sup>: 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 each side appropriately signed.

### Arterial Road

- Traffic volume<sup>1</sup>: Greater than 7000vpd
- Target speed<sup>2</sup>: Arterial road design as required by the relevant roads authority.
- Carriageway width<sup>3</sup> & parking provision within street reservation: Arterial road design as required by the relevant roads authority.
- Verge width<sup>4</sup>: Arterial road design as required by the relevant roads authority.

<ul style="list-style-type: none"> <li>▪ Kerbing<sup>5</sup>: Arterial road design as required by the relevant roads authority.</li> <li>▪ Footpath &amp; cycle path provision: 2.5m wide shared path on each side or as otherwise required by the relevant roads authority.</li> </ul> <p><b>Key to Table C1:</b></p> <ol style="list-style-type: none"> <li>1. Indicative maximum traffic volume for 24-hour period. These volumes depend upon location. Generation rates may vary between existing and newly developing areas.</li> <li>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.</li> <li>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.</li> <li>4. Verge width includes footpaths. Additional width may be required to accommodate a bicycle path.</li> <li>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.</li> <li>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.</li> <li>7. 7m-7.5m widths should be used when parking is required on each side.</li> <li>8. 50kph is the default urban speed limit in Victoria.</li> <li>9. Target speed must not exceed the legal speed limit.</li> </ol>	
<p><b>CLAUSE 56.07 INTEGRATED WATER MANAGEMENT</b></p>	
<p><b>CLAUSE 56.07-1 DRINKING WATER SUPPLY</b></p> <p><b>Objectives</b> To reduce the use of drinking water.</p> <p>To provide an adequate, cost-effective supply of drinking water.</p> <p><b>Standard C22</b></p> <ul style="list-style-type: none"> <li>• The supply of drinking water must be: <ul style="list-style-type: none"> <li>- Designed and constructed in accordance with the requirements and to the satisfaction of the relevant water authority.</li> <li>- Provided to the boundary of all lots in the subdivision to the satisfaction of the relevant water authority.</li> </ul> </li> </ul>	<p>✓ <b>Complies</b></p> <p><b>Comments</b> Water supply will be provided to the requirements of the South Gippsland Water Corporation.</p>
<p><b>CLAUSE 56.07-2 REUSED AND RECYCLED WATER</b></p> <p><b>Objective</b> To provide for the substitution of drinking water for non-drinking purposes with reused and recycled water.</p> <p><b>Standard C23</b></p> <ul style="list-style-type: none"> <li>• Reused and recycled water supply systems must be: <ul style="list-style-type: none"> <li>- 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.</li> <li>- Provided to the boundary of all lots in the subdivision where required by the relevant water authority.</li> </ul> </li> </ul>	<p>✓ <b>Complies</b></p> <p><b>Comments</b> Water tanks can be facilitated on site if required during the building permit stage.</p>

<p><b>CLAUSE 56.07-3 WASTE WATER MANAGEMENT</b></p> <p><b>Objective</b> To provide a waste water system that is adequate for the maintenance of public health and the management of effluent in an environmentally friendly manner.</p> <p><b>Standard C24</b></p> <ul style="list-style-type: none"> <li>• Waste water systems must be: <ul style="list-style-type: none"> <li>- Designed, constructed and managed in accordance with the requirements and to the satisfaction of the relevant water authority and the Environment Protection Authority.</li> <li>- Consistent with any relevant approved domestic waste water management plan.</li> </ul> </li> <li>• Reticulated waste water systems must be provided to the boundary of all lots in the subdivision where required by the relevant water authority.</li> </ul>	<p>✓ <b>Complies</b></p> <p><b>Comments</b> Sewer connection will be provided to the requirements of South Gippsland Water Corporation.</p>
<p><b>CLAUSE 56.07-4 URBAN RUN-OFF MANAGEMENT</b></p> <p><b>Objectives</b> 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><b>Standard C25</b></p> <ul style="list-style-type: none"> <li>• The urban stormwater management system must be: <ul style="list-style-type: none"> <li>- Designed and managed in accordance with the requirements and to the satisfaction of the relevant drainage authority.</li> <li>- Designed and managed in accordance with the requirements and to the satisfaction of the water authority where reuse of urban run-off is proposed.</li> <li>- 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.</li> <li>- Designed to ensure that flows downstream of the subdivision site are restricted to predevelopment levels unless increased flows are approved by the relevant drainage authority and there are no detrimental downstream impacts.</li> </ul> </li> <li>• The stormwater management system should be integrated with the overall development plan including the street and public open space networks and landscape design.</li> <li>• For all storm events up to and including the 20% Average Exceedence Probability (AEP) standard: <ul style="list-style-type: none"> <li>- Stormwater flows should be contained within the drainage system to the requirements of the relevant authority.</li> <li>- Ponding on roads should not occur for longer than 1 hour after the cessation of rainfall.</li> </ul> </li> <li>• For storm events greater than 20% AEP and up to and including 1% AEP standard: <ul style="list-style-type: none"> <li>- Provision must be made for the safe and effective passage of stormwater flows.</li> <li>- All new lots should be free from inundation or to a lesser standard of flood protection where agreed by the relevant floodplain management authority.</li> <li>- Ensure that streets, footpaths and cycle paths that are subject to flooding meet the safety criteria <math>da Vave &lt; 0.35 \text{ m}^2/\text{s}</math> (where, <math>da =</math></li> </ul> </li> </ul>	<p>✓ <b>Complies</b></p> <p><b>Comments</b> Drainage discharge will be provided to the requirements of Council.</p>

<p>average depth in metres and Vave = average velocity in metres per second).</p> <ul style="list-style-type: none"> <li>• The design of the local drainage network should: <ul style="list-style-type: none"> <li>- Ensure run-off is retarded to a standard required by the responsible drainage authority.</li> <li>- 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.</li> <li>- Ensure that inlet and outlet structures take into account the effects of obstructions and debris build up. Any surcharge drainage pit should discharge into an overland flow in a safe and predetermined manner.</li> <li>- 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.</li> </ul> </li> <li>• Any flood mitigation works must be designed and constructed in accordance with the requirements of the relevant floodplain management authority.</li> </ul>	
<p><b>CLAUSE 56.08 SITE MANAGEMENT</b></p>	
<p><b>CLAUSE 56.08-1 SITE MANAGEMENT</b></p> <p><b>Objectives</b> 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><b>Standard C26</b></p> <ul style="list-style-type: none"> <li>• 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: <ul style="list-style-type: none"> <li>- Erosion and sediment.</li> <li>- Dust.</li> <li>- Run-off.</li> <li>- Litter, concrete and other construction wastes.</li> <li>- Chemical contamination.</li> <li>- Vegetation and natural features planned for retention.</li> </ul> </li> <li>• Recycled material should be used for the construction of streets, shared paths and other infrastructure where practicable.</li> </ul>	<p>✓ Complies</p> <p><b>Comments</b> Site works will be in accordance with Council requirements, including service connections and fencing where required.</p>
<p><b>CLAUSE 56.09 UTILITIES</b></p>	
<p><b>CLAUSE 56.09-1 SHARED TRENCHING</b></p> <p><b>Objectives</b> To maximise the opportunities for shared trenching.</p> <p>To minimise constraints on landscaping within street reserves.</p> <p><b>Standard C27</b></p> <ul style="list-style-type: none"> <li>• Reticulated services for water, gas, electricity and telecommunications should be provided in shared trenching to minimise construction costs and land allocation for underground services.</li> </ul>	<p>✓ Complies</p> <p><b>Comments</b> Shared trenching will be provided wherever possible, however it is submitted that it is not necessary for a development of this size.</p>

CLAUSE 56.09-2  
ELECTRICITY, TELECOMMUNICATIONS AND GAS

Objectives

To provide public utilities to each lot in a timely, efficient and cost effective manner.

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

Standard C28

- The electricity supply system must be designed in accordance with the requirements of the relevant electricity supply agency and be provided to the boundary of all lots in the subdivision to the satisfaction of the relevant electricity authority.
- Arrangements that support the generation or use of renewable energy at a lot or neighbourhood level are encouraged.
- The telecommunication system must be designed in accordance with the requirements of the relevant telecommunications servicing agency and should be consistent with any approved strategy, policy or plan for the provision of advanced telecommunications infrastructure, including fibre optic technology. The telecommunications system must be provided to the boundary of all lots in the subdivision to the satisfaction of the relevant telecommunications servicing authority.
- Where available, the reticulated gas supply system must be designed in accordance with the requirements of the relevant gas supply agency and be provided to the boundary of all lots in the subdivision to the satisfaction of the relevant gas supply agency.

✓ Complies

Comments

All lots will be provided with electricity, telecommunications, sewer, potable water and reticulated gas connections