

# 6

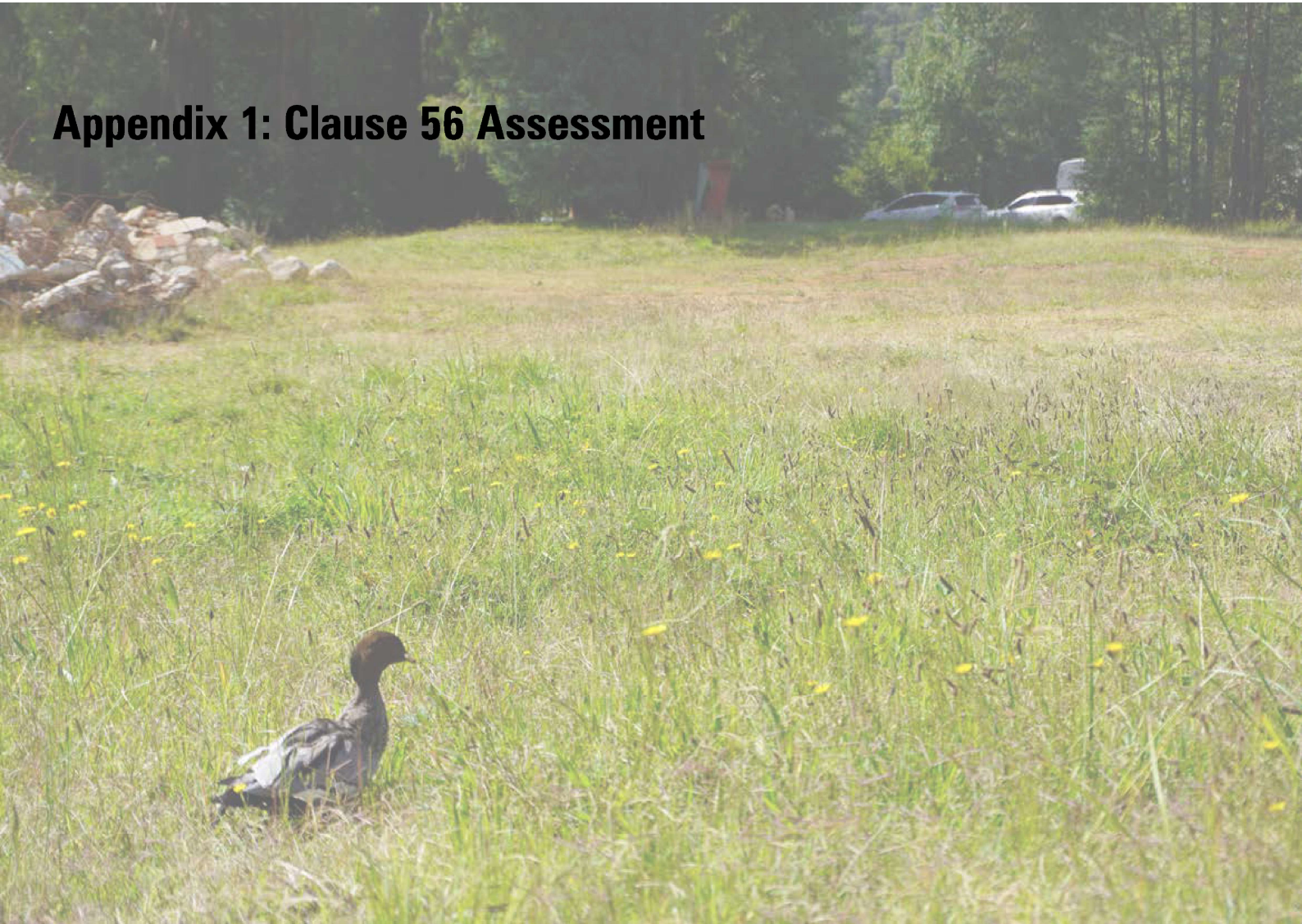
## CONCLUSION

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We ask that Council supports this development based on the following merits:

- The proposal is supported by State and Local Planning Policy.
- The subject site benefits from a central location in the Marysville Township.
- The proposed 15 lots subdivision is considered appropriate for a land parcel of this size.
- The proposed subdivision is acceptable within the General Residential Zone, Schedule 1 (GRZ1), which encourages subdivisions of this size in appropriate locations.
- The proposal is supported by a Bushfire Management Statement, which is supportive of the subdivision.
- The subdivision layout provides consistent lot sizes with the surrounding area, maintaining the existing neighbourhood character.
- The proposed vegetation removal will not have a significant impact on the biodiversity of the area, and the vegetation is proposed to be offset appropriately.



**Appendix 1: Clause 56 Assessment**



**POLICY IMPLEMENTATION**

Title & Objective	Standard	Compliance and Comments
<p><b>Clause 56.02-1</b></p> <p><b>Strategic implementation</b></p> <p>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.</p>	<p><b>C1</b></p> <p>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.</p>	<p></p> <p>The proposal complies with the objectives and standard of Clause 56.02-1. The Town Planning Report provides the relevant discussion required, including discussion of local and state planning policy.</p>

**LIVABLE AND SUSTAINABLE COMMUNITIES**



Title & Objective	Standard	Compliance and Comments
<p><b>Clause 56.03-1</b></p> <p><b>Compact and walkable neighbourhoods</b></p> <p>To create compact neighbourhood that are oriented around easy walking distances to activity centres, schools and community facilities, public open space and public transport. To allow easy movement through and between neighbourhoods for all people.</p>	<p><b>C2</b></p> <p>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:</p> <ul style="list-style-type: none"> <li>▪ Meets the objectives (if relevant to the class of subdivision specified in the zone) of:                             <ul style="list-style-type: none"> <li>○ Clause 56.03-2 Activity centres</li> <li>○ Clause 56.03-3 Planning for community facilities</li> <li>○ Clause 56.04-1 Lot diversity and distribution</li> <li>○ Clause 56.06-2 Walking and cycling network</li> <li>○ Clause 56.06-3 Public transport network</li> <li>○ Clause 56.06-4 Neighbourhood street network</li> </ul> </li> <li>▪ Shows the 400 metres 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.</li> <li>▪ Shows the layout of the subdivision in relation to the surrounding area.</li> <li>▪ Is designed to be accessible for people with disabilities.</li> </ul>	<p></p> <p>The proposal complies with the objectives and standard of Clause 56.03-1. The proposed subdivision is within the township bounds of Marysville, and therefore contributes to the existing compact neighbourhood within the township. The proposed subdivision includes a through-road that seeks to improve movement from Hull Road to Kings Road and assist in the bushfire protection of the surrounding area.</p>
<p><b>Clause 56.03-2</b></p> <p><b>Activity centre</b></p> <p>To provide for mixed-use activity centres, including neighbourhood activity centres, of appropriate area and location.</p>	<p><b>C3</b></p> <p>A subdivision should implement any relevant activity centre strategy, plan or policy for the area set out in this scheme. Subdivision should be supported by activity centres that are:</p> <ul style="list-style-type: none"> <li>▪ Accessible by neighbourhood and regional walking and cycling networks.</li> <li>▪ Served by public transport that is connected to the regional public transport network.</li> <li>▪ Located at public transport interchange points for the convenience of passengers and easy connections between public transport services.</li> <li>▪ Located on arterial roads or connector streets.</li> </ul>	<p></p> <p>The proposal complies with the objective and standard of Clause 56.03-2. The proposal seeks to strengthen the existing Marysville township activity centre. The proposed subdivision supports accessibility in the township by providing a new through-road. The proposed subdivision is supported by the existing public transport network. The proposed subdivision provides lots that are oriented to activate the street frontage to Kings Road.</p>

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	<ul style="list-style-type: none"> <li>▪ Of appropriate size to accommodate a mix of uses that meet local community needs.</li> <li>▪ Oriented to support active street frontages, support street-based community interaction and pedestrian safety.</li> </ul>	
<p><b>Clause 56.03-3</b></p>	<p><b>C4</b></p>	<p><b>N/A</b></p>
<p><b>Planning for community facilities</b></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>A subdivision should:</p> <ul style="list-style-type: none"> <li>▪ Implement any relevant regional and local community facility strategy, plan or policy for the area set out in this scheme.</li> <li>▪ Locate community facilities on sites that are in or near activity centres and public transport.</li> </ul> <p>School sites should:</p> <ul style="list-style-type: none"> <li>▪ Be integrated with the neighbourhood and located near activity centres.</li> <li>▪ Be located on walking and cycling networks.</li> <li>▪ Have a bus stop located along the school site boundary.</li> <li>▪ Have student drop-off zones, bus parking and on-street parking in addition to other street functions in abutting streets.</li> <li>▪ Adjoin the public open space network and community sporting and other recreation facilities.</li> <li>▪ Be integrated with community facilities.</li> <li>▪ Be located on land that is not affected by physical, environmental or other constraints.</li> </ul> <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>N/A – The proposed 15 lot subdivision is not large enough to provide community facilities.</p>





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<p><b>Clause 56.03-4</b></p> <p><b>Built environment</b></p> <p>To create urban places with identity and character.</p>	<p><b>C5</b></p> <p>The built environment should:</p> <ul style="list-style-type: none"> <li>▪ Implement any relevant urban design strategy, plan or policy for the area set out in this scheme.</li> <li>▪ Provide living and working environments that are functional, safe and attractive.</li> <li>▪ Provide an integrated layout, built form and urban landscape.</li> <li>▪ Contribute to a sense of place and cultural identity.</li> </ul> <p>An application should describe the identity and character to be achieved and the elements that contribute to that identity and character.</p>	<p></p> <p>The proposal complies with the objective and standard of Clause 56.03-4. The proposal will provide land parcels that are integrated with the existing Hull Road streetscape. The parcels are consistently sized with the surrounding streetscape and have been designed to respond to the rural township character. The proposed subdivision is consistent with relevant policy for the Marysville Township.</p>
<p><b>Clause 56.03-5</b></p> <p><b>Neighbourhood character</b></p> <p>To design subdivisions that respond to neighbourhood character.</p>	<p><b>C6</b></p> <p>Subdivision should:</p> <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>	<p></p> <p>The proposal complies with the objective and standard of Clause 56.03-5. The proposed subdivision has been designed to respond to the existing neighbourhood character and existing lot layout in the surrounding area. The lots range in size from approximately 534 square metres to approximately 1,712 square metres. Generally, the lots are consistent with surrounding land parcels in Hull Road. It is noted that the largest lot (approx. 1,712sqm) is required to be larger to provide adequate setback distance for bushfire protection, as outlined in the provided Bushfire Management Statement, prepared by Terramatrix.</p> <p>The proposed subdivision responds to, and integrates well with the surrounding environment, and has sought to protect significant vegetation to the greatest extent possible.</p>



**LOT DESIGN**

Title & Objective	Standard	Compliance and Comments
<p><b>Clause 56.04-1</b></p> <p><b>Lot diversity and distribution</b></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>To provide a range of lot sizes to suit a variety of dwelling and household types.</p>	<p><b>C7</b></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"> <li>▪ Single dwellings.</li> <li>▪ Two dwellings or more.</li> <li>▪ Higher density housing.</li> <li>▪ Residential buildings and Retirement villages.</li> </ul> <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></p> <p>The proposal complies with the objectives and standard of Clause 56.04-1. The proposal provides a housing density that is consistent with the surrounding area, achieving a housing density that promotes walking and cycling to the nearby town centre. The lot sizes range in size, allowing for a variety of dwellings and household types, as well as adequate defensible space and building setbacks.</p> <p>All lots and dwellings will be within 400 metres of the nearest bus stop, this being the Falls Road/Pack Road bus stop. This bus stop services the 684 bus, and the Marysville-Alexandra bus.</p> <p>There are no proposed lots of less than 300 square metres in size.</p>

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<p><b>Clause 56.04-2</b></p>	<p><b>C8</b></p>	
<p><b>Lot area and building envelopes</b></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>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"> <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> <p>Lots of between 300 square metres and 500 square metres should:</p> <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> <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"> <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> <p>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:</p> <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> <p>Lot dimensions and building envelopes should protect:</p> <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>	<p>The proposal complies with the objective and standard of Clause 54.04-2. The proposed subdivision does not create any lots of less than 500 square metres in size. All lots allow for a rectangle measuring 15 metres by 10 metres, to provide an adequate building envelope. Building envelopes have allowed for adequate setbacks and defensible space, being consistent with the required bushfire standards.</p> <p>The proposed lots have been designed to protect solar access for future dwellings, as well as significant vegetation on the site. It is acknowledged that a patch of native vegetation is proposed to be removed, though this vegetation is not considered significant in regards to the site and surrounds, with the prominent significant vegetation protected on the site (central Oak tree).</p>
<p><b>Clause 56.04-3</b></p>	<p><b>C9</b></p>	
<p><b>Solar orientation of lots</b></p> <p>To provide good solar orientation of lots and solar access for future dwellings.</p>	<p>Unless the site is constrained by topography or other site conditions, at least 70 percent of lots should have appropriate solar orientation.</p>	<p>The proposal complies with the objective of Clause 56.04-3. The site is constrained by the existing street network and site location. As the site is located in an established residential area, it is constrained by the</p>

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	<p>Lots have appropriate solar orientation when:</p> <ul style="list-style-type: none"> <li>▪ The long axis of lots are within the range north 20 degrees west to north 30 degrees east, or east 20 degrees north to east 30 degrees south.</li> <li>▪ Lots between 300 square metres and 500 square metres are proposed to contain dwellings that are built to the boundary, the long axis of the lots should be within 30 degrees east and 20 degrees west of north.</li> <li>▪ Dimensions of lots are adequate to protect solar access to the lot, taking into account likely dwelling size and the relationship of each lot to the street.</li> </ul>	<p>existing street layout, and therefore cannot provide the long axis within the required degree range, and cannot meet the standard.</p> <p>However, the proposed subdivision provides each lot with appropriate solar access, and adequate room for setbacks and private open space. The long axis of lots are provided at an approximate 45degree angle, and therefore the proposed subdivision is considered to provide acceptable solar access.</p>
<p><b>Clause 56.04-4</b></p> <p><b>Street orientation</b></p> <p>To provide a lot layout that contributes to community social interaction, personal safety and property security.</p>	<p><b>C10</b></p> <p>Subdivision should increase visibility and surveillance by:</p> <ul style="list-style-type: none"> <li>▪ Ensuring lots front all roads and streets and avoid the side or rear of lots being oriented to connector streets and arterial roads.</li> <li>▪ Providing lots of 300 square metres or less in area and lots for 2 or more dwellings around activity centres and public open space.</li> <li>▪ Ensuring streets and houses look onto public open space and avoiding sides and rears of lots along public open space boundaries.</li> <li>▪ Providing roads and streets along public open space boundaries.</li> </ul>	<p style="text-align: center;"></p> <p>The proposal complies with the objective and standard of Clause 56.04-4. The proposed lot layout improves visibility and surveillance to Hull Road and Kings Road, and provide a safe and interactive layout for future community members. Additionally, the proposed subdivision includes a through-road, which improves surveillance and access in the area.</p> <p>All proposed lots front either the Hull Road extension (proposed) or Kings Road.</p>
<p><b>Clause 56.04-5</b></p> <p><b>Common area objectives</b></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 management arrangements are in place.</p> <p>To maintain direct public access throughout the neighbourhood street network.</p>	<p><b>C11</b></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"> <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>	<p style="text-align: center;"></p> <p>The proposal complies with the objectives and standard of Clause 56.04-5. The proposed subdivision does not include any common area to be commonly held and managed by a body corporate.</p> <p>The internal road is proposed to be managed by Council, being an extension of Hull Road.</p>