




URBAN LANDSCAPE

Title & Objective	Standard	Compliance and Comments
<p>Clause 56.05-1</p> <p>Integrated urban landscape</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. To incorporate natural and cultural features in the design of streets and public open space where appropriate. To protect and enhance native habitat and discourage the planting and spread of noxious weeds. To provide for integrated water management systems and contribute to drinking water conservation.</p>	<p>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. ▪ 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>	<p></p> <p>The proposal complies with the objectives and standard of Clause 56.05-1. The proposed subdivision will provide an attractive streetscape that is consistent in character to the existing neighbourhood, and in particular the streetscape of Hull Road.</p> <p>It is not considered necessary in this case to provide a landscape design for the proposed internal road, this being an extension of Hull Road, and for a relatively small subdivision.</p>
<p>Clause 56.05-2</p> <p>Public open space provision</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. To provide a network of public open space that caters for a broad range of users. To encourage healthy and active communities.</p>	<p>C13</p> <p>The provision of public open space should:</p> <ul style="list-style-type: none"> ▪ Implement any relevant objective, policy, strategy or plan (including any growth area precinct structure plan) for open space set out in this scheme. ▪ Provide a network of well-distributed neighbourhood public open space that includes: ▪ Local parks within 400 metres safe walking distance of at least 95 percent of all dwellings. Where not designed to include active open space, local parks should be generally 1 hectare in area and suitably dimensioned and designed to provide for their 	<p>N/A</p> <p>N/A – The proposed 15 lot subdivision is not large enough to provide public open space.</p>

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<p>To provide adequate unencumbered land for public open space and integrate any encumbered land with the open space network. 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>intended use and to allow easy adaptation in response to changing community preferences.</p> <ul style="list-style-type: none"> ▪ Additional small local parks or public squares in activity centres and higher density residential areas. ▪ Active open space of a least 8 hectares in area within 1 kilometre of 95 percent of all dwellings that is: <ul style="list-style-type: none"> ▪ Suitably dimensioned and designed to provide for the intended use, buffer areas around sporting fields and passive open space ▪ Sufficient to incorporate two football/cricket ovals ▪ 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 space between sports. ▪ Linear parks and trails along waterways, vegetation corridors and road reserves within 1 kilometre of 95 percent of all dwellings. <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. ▪ 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. 	
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ACCESS AND MOBILITY MANAGEMENT

Title & Objective	Standard	Compliance and Comments
<p>Clause 56.06-1</p> <p>Integrated mobility</p> <p>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.</p> <p>To provide for walking (including persons with impaired mobility), cycling, public transport and other motor vehicles in an integrated manner.</p> <p>To contribute to reduced car dependence, improved energy efficiency, improved transport efficiency, reduced greenhouse gas emissions and reduced air pollution.</p>	<p>C14</p> <p>An application for a subdivision must include a plan of the layout of the neighbourhood that meets the objectives of:</p> <ul style="list-style-type: none"> ▪ Clause 56.06-2 Walking and cycling network. ▪ Clause 56.06-3 Public transport network. ▪ Clause 56.06-4 Neighbourhood street network. 	<p></p> <p>The proposal complies with the objectives and standard of Clause 56.06-5. The proposed subdivision achieves an urban structure that is consistent with the surrounding neighbourhood character. The proposed subdivision contributes to the walkability and mobility of the area, providing a through-road for residents to utilise, and better connecting Hull Road to the town centre.</p> <p>The proposed subdivision is within the township bounds, and therefore provides land parcels that are within walking and cycling distance to services and facilities, contributing to reduced car dependence and gas emissions.</p>
<p>Clause 56.06-2</p> <p>Walking and cycling network</p> <p>To contribute to community health and wellbeing 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></p> <p>The proposal complies with the objectives and standard of Clause 56.06-2. The proposed subdivision provides safe and direct movement through the existing neighbourhood, through the provision of a through-road to Kings Road. The proposed road improves direct access in the area, while improving bushfire safety. The proposed subdivision provides for natural surveillance of the streetscape, and has been designed to provide adequate access, views and safety to proposed and existing land parcels.</p>


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<p>Clause 56.06-3</p> <p>Public transport network</p> <p>To provide an arterial road and neighbourhood street network that supports a direct, efficient and safe public transport system. To encourage maximum use of public transport.</p>	<p>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: ▪ 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>●</p> <p>The proposal complies with the objectives and standard of Clause 56.06-2. The proposed subdivision is in close proximity to the existing public transport network in Marysville. The proposed subdivision is relatively small, and therefore will have no impact on the existing public transport system, nor be required to be connected directly to existing public transport routes.</p>
<p>Clause 56.06-4</p> <p>Neighbourhood street network</p> <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>	<p>C17</p> <p>The neighbourhood street network must:</p> <ul style="list-style-type: none"> ▪ Take account of the existing mobility network of arterial roads, neighbourhood streets, cycle paths, shared 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. ▪ 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. 	<p>●</p> <p>The proposal complies with the objective and standard of Clause 56.06-4. The proposed subdivision provides a through-road, which seeks to provide direct, safe and easy movement through the subdivision and Hull Road. The proposed Hull Road extension has minimal impact on the surrounding street network and has been designed to specifically respond to the bushfire protection requirements of the planning scheme. Traffic controls measures may be conditioned into the planning permit, if considered necessary by Council's transport department.</p> <p>The proposed road removes a cul-de-sac (Hull Road) and therefore provides safe and improved ingress and egress for residents, particularly during extreme bushfire events.</p>


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	<ul style="list-style-type: none"> ▪ 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 turn at the end of a dead-end street. ▪ Facilitate solar orientation of lots. ▪ Facilitate the provision of the walking and cycling network, integrated water management systems, utilities and planting of trees. ▪ Contribute to the area's character and identity. ▪ Take account of any identified significant features. 	
<p>Clause 56.06-5</p>	<p>C18</p>	<p>N/A</p>
<p>Walking and cycling network</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>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. ▪ 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>N/A – The proposed 15 lot subdivision does not include any footpaths, shared paths, or cycle paths.</p>

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Clause 56.06-6	C19	N/A
<p>Public transport network detail</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>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>The design of public transport stops should not impede the movement of pedestrians. 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>N/A – The proposed 15 lot subdivision is not proposed to be directly connected to the existing public transport network. The subdivision will not include the provision of any public transport stops.</p>
<p>Clause 56.06-7</p> <p>Neighbourhood street network detail</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>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 relevant fire authority and roads authority must be met. ▪ Provide street blocks that are generally between 120 metres and 240 metres in length and generally between 60 metres to 120 metres in width to facilitate pedestrian 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 align="center"></p> <p>The proposal complies with the objective and standard of Clause 56.06-7. The proposed internal road has been designed to provide a consistent width and design to Hull Road (existing street).</p>

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	<ul style="list-style-type: none"> ▪ Ensure streets are of sufficient strength to: ▪ Enable the carriage of vehicles. ▪ Avoid damage by construction vehicles and equipment. ▪ Ensure street pavements are of sufficient quality and durability for the: ▪ Safe passage of pedestrians, cyclists and vehicles. ▪ Discharge of urban run-off. ▪ Preservation of all-weather access and maintenance of a reasonable, comfortable riding quality. ▪ Ensure carriageways of planned arterial roads are designed to the requirements of the relevant road authority. ▪ Ensure carriageways of neighbourhood streets are designed for a minimum 20 year life span. ▪ Provide pavement edges, kerbs, channel and crossover details designed to: ▪ Perform the required integrated water management functions. ▪ Delineate the edge of the carriageway for all street users. ▪ Provide efficient and comfortable access to abutting lots at appropriate locations. ▪ Contribute to streetscape design. ▪ Provide for the safe and efficient collection of waste and recycling materials from lots. ▪ Be accessible to people with disabilities. ▪ Meet the requirements of Table C1. Where the widths of access lanes, access places, and access streets do not comply with the requirements of Table C1, the requirements of the relevant fire authority and roads authority must be met. Where the widths of connector streets do not comply with the requirements of Table C1, the requirements of the relevant public transport authority must be met. <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. 	
<p>Clause 56.06-8</p>	<p>C21</p>	
<p>Lot access To provide for safe vehicle access between roads and lots.</p>	<p>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.</p>	<p>The proposal complies with the objective and standard of Clause 56.06-8. The proposed subdivision provides appropriate vehicle access to all 15 lots. Lots 1 to 10 will be provided vehicle access to the internal road, while lots 11 to 15 will be provided vehicle access via Kings Road. This is</p>