

# TOWN PLANNING & URBAN CONTEXT REPORT

ADDRESS: GREAT ALPINE ROAD, BRIGHT

PREPARED FOR: [REDACTED]

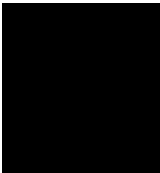
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# 1 Introduction

This Planning Report has been prepared by [REDACTED] on behalf of the Landowner in support of a Planning Permit Application for Submission B of the 'Bright Valley' development. In line with the approved Development Plan at Great Alpine Road Bright. The relevant Land comprises parts of Lot 2 on Plan of Subdivision 613866 and Lot 7 on Title Plan 859376X.

The Site is located in the General Residential Zone – Schedule 1 and is affected by the Development Plan Overlay – Schedule 3, the Land Subject to Inundation Overlay and the Bushfire Management Overlay. The adjacent section of the Great Alpine Road, from which access is achieved, is located within the Transport Zone 2 – Principal Road Network.

Specifically, a planning permit is sought under the following provisions of the Planning Scheme:

- Clause 32.08-2 (General Residential Zone), to a permit is required to subdivide the land;
- Clause 44.04-3 (Land Subject to Inundation Overlay), to subdivide land and to carry out works (Construction of a Road);
- Clause 44.06-2 (Bushfire Management Overlay), to subdivide land; and
- Clause 52.29 (Land Adjacent to the Principal Road Network) subdivision land adjacent to, a Transport Zone 2.

Pursuant to Clause 43.04-2, a permit must not be granted to use or subdivide land, construct a building or construct or carry out works until a development plan has been prepared to the satisfaction of the responsible authority. A Development Plan has been approved by the Responsible Authority, and the proposed subdivision has been prepared in accordance with this Plan.

The following documents are submitted in support of the proposal:

1. Planning & Urban Context Report prepared by [REDACTED] (this Document);
2. Urban Design Master Plan prepared by [REDACTED];
3. Property Servicing Report prepared by [REDACTED];
4. Bushfire Management Plan prepared by [REDACTED];
5. Transport Impact Assessment prepared by [REDACTED];
6. Waste Management Plan prepared by [REDACTED];
7. Application for Planning Permit; and
8. Title Information.

## 2 Subject Site and Surrounding Context

### 2.1 Subject Site

The Subject Site is located on the southern side of Great Alpine Road in Bright and occupies 41.39 hectares. The proposed Stage 3 area equates to 2.25 hectares of the greater subject site. Of the greater area, the proposed subdivision is restricted to the following parcels:

- Lot 2 on Plan of Subdivision 613866R
- Lot 7 on Plan of Subdivision 859376X

Stage 03 comprises an appropriate area of xx across the great subject site and presents to the Great Alpine Road interface and along the approved internal main road from Great Alpine Road.

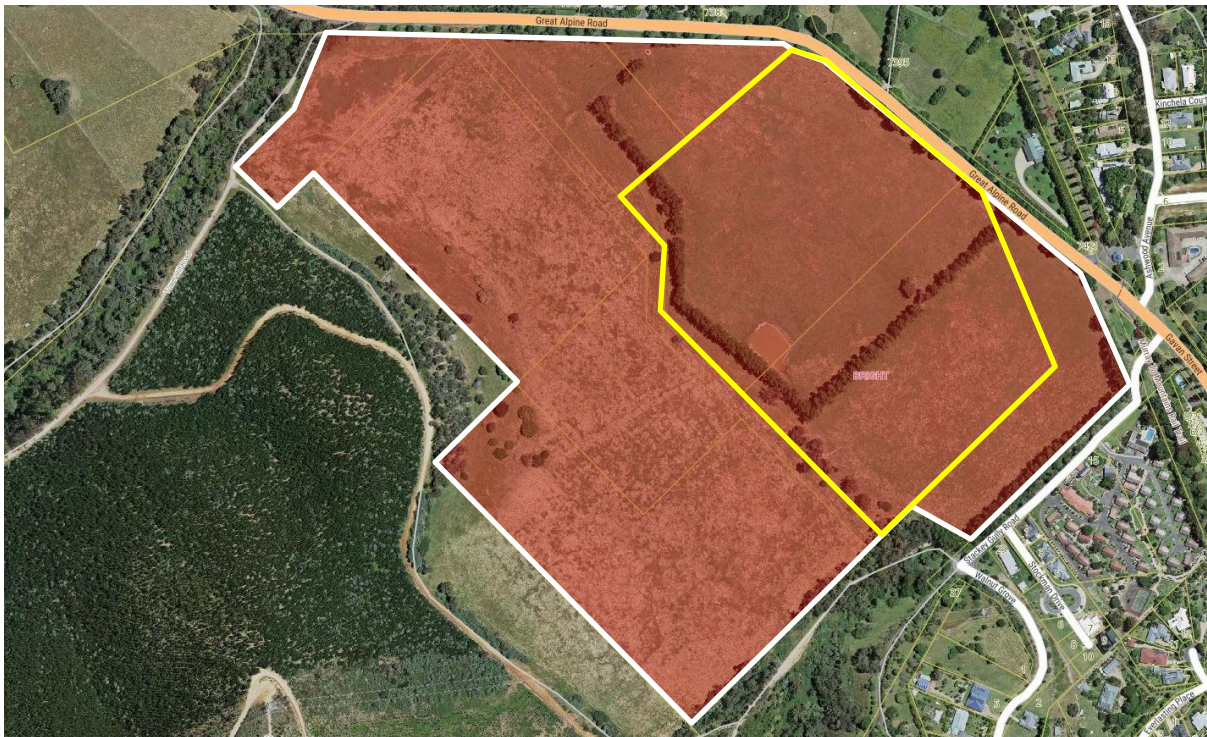


Figure 1 – Subject Site (with affected parcels identified in yellow) – AIMS

The Site is currently has been predominantly cleared for grazing, with minimal native vegetation. Two perpendicular rows of (approximately) 50-year-old Cottonwood Poplars instead form the focal vegetation, along with other scatterings of vegetation, especially along the monocline.

### 2.2 Approval History

#### 2.2.1 Development Plan

The Subject Site benefits from an approved Development Plan, approved by Council on 05 July 2022. This Application relates to the area generally outlined in red on the below extract of the approved Development Plan.





Figure 2 – Application extent relative to approved Development Plan.

## 2.3 Surrounding Context

The subject site is located within the north western region of Bright. The area surrounding the site is predominantly undeveloped and emerging to service the increasing population. The greater site already holds an approval to subdivision a portion of the site with the application to follow suite and present a logical expansion for residential growth.

### 2.3.1 Stage 01 and 02 Permit

A Planning Permit was granted over the site under Council Reference Number P.2022.150 to undertake the Stage 1 and 2 subdivision components over the greater site area. The permit grants for the development and construction of 78 lots, creation of access to a road in a Transport Zone 2, road works within the Land Subject to Inundation Overlay and removal of native vegetation in accordance with endorsed documents and conditions. The approved plans reflect Stage 1 and 2 of the development is provided below.

Stage 1 is currently under construction and provides for the access road to Great Alpine Road which the proposed Stage 3 subdivision will rely upon. Additionally, the preliminary stage (Stage 1) manages the 1 in 100 flood water levels affected on the site as identified in the LSIO, through a channel along the front of the site (where interfacing Great Alpine Road).



Figure 3 - Stage 01 and 02 Subdivision Design

### 3 The Proposal

The Proposal is to undertake Submission B of the Bright Valley subdivision, under the approved Development Plan, to provide for 53 residential allotments within Stage 3. The intended development seeks to provide for the logical continuation of the previous approved subdivision areas. The design responds to the expectations for subdivision in the Bright locality, facilitating a range of lot types for future residential purposes. The subdivision will align with the existing stages, with access to be afforded by the approved road into the estate. The design ensures that the development and construction of Stage 03 is restricted to being provided once Stages 01 and 02 are completed.

The design provides for appropriate lot sizes which facilitates a harmonious relationship between built form and the topography, providing a compact residential form and housing diversity in response to Bright's critical need for attractive housing for all local requirements.

The internal layout provides safe and convenient access, improving permeability through the Site, and connecting with the surrounding road network. The design continues the existing landscaping and streetscape design to ensure a harmonious and attractive design for residents and visitors.

The key elements that have been adopted by Bright Valley to achieve these outcomes include:

- Offering an extension of Bright that reflects the established feel of Bright, rather than transforming it;
- Celebrating existing features, including the site's topography and both native vegetation and established trees;
- Creating cyclist and pedestrian linkages spanning the site, utilising roads and reserves, and connecting with the Murray to the Mountains Rail Trail;
- Providing generous levels of meaningful landscaping within all public land, organically designed to align with the natural values of Bright; and
- Activating reserve edges, encouraging outlook and managing bushfire risk.

#### 3.1 Subdivision Details

This Application seeks to provide Submission B of the overall Bright Valley subdivision, with the combined lot mix outlined within the below Table and figure below.

AREA (m <sup>2</sup> )	NO. LOTS	%
100 - 200	1	2%
200 - 300	2	4%
300 - 400	19	36%
400 - 500	15	28%
500 - 600	13	25%
OVER 600	3	6%

The proposed lots consist of a range of areas and the configurations that can facilitate a range of housing sizes and typologies. The proposed design provides for a new street which intersects with the previously approved internal main road from Great Alpine Road.





Figure 4 - Proposed Subdivision Plan for Stage 3

### 3.1.1 Open Space

The proposed design provides for an extension of the approved linear open space area which is to run along the monocline within the centre of the site. This includes flatter unencumbered public open space as well as an area of steeper, encumbered revegetation.

### 3.1.2 Drainage

The proposed Stage 3 will utilise the drainage infrastructure provided by Stage 01, which is currently under construction.

This includes the ultimate retardation basin for the entire estate, as well as an interim channel (which has been approved up to ultimate design), which will prevent the inundation of the proposed allotments.

### 3.1.3 Relationship to Existing Road Reserve

The proposed development seeks to provide for appropriate internal road which will connect to the previously approved road from Great Alpine Road. It is noted that the previous approval sought to facilitate an internal road network which varies from the road reserve proposed. The amended road design has been approved under the Stage 01 and 02 application, with the design to align accordingly with the approval over the site.

## 3.2 Works within the LSIO

The frontage of the subject site (stage 3) is partially affected by the Land Subject to Inundation Overlay. It is envisioned that the proposed subdivision will not impact on the LSIO despite being mapped in the area.

As is discussed further at Section 4.3.3 to this Report, a Planning Permit is required to allow for the works relating to the land within the LSIO where they will redirect or obstruct flows. The relevant flows relate to breakout flows from Stackey Gully Road during high rainfall events. During these events, the front of the Site offers temporary



flood storage, which extends northward along the Site's front boundary, before retreating to the Stackey Gully Creek culvert south of the Site.

NECMA have approved both interim and ultimate schemes to manage the inundation within a channel along the front of the site. Separately, our Client continues to work with Council to explore upgrades to Stackey Gully Creek that would negate the need for a channel.

The proposed Stage 3 will not impede the Stackey Gully Creek Project (SCP) and will not be subject to inundation from Stackey Gully Creek irrespective of whether the ultimate mitigation is within the creek corridor (i.e., SGCP) or onsite (i.e., the approved channel).

## 4 Planning Controls

### 4.1 Planning Policy

The following Planning Policy is of relevance to the proposal:

- **Clause 02.02: Vision** – *Seeks For those who live and visit: To be connected, supported and welcomed throughout all stages of life.*
- **Clause 02.03: Strategic Directions** – Including:

Townships, Settlement and Growth (Clause 02.03.1), which recognises that:

- *Opportunities for development within the shire are limited by the environmental capacity of the surrounding land and influenced by proximity to road infrastructure and community, health and recreational opportunities.*

Built Environment and Heritage (Clause 02.03-5), which recognises that:

- *Residential land within the Alpine Shire is characterised by a variety of lot sizes and shapes including irregular battle axe type allotments;*
- *Bright is characterised by deciduous European alpine and avenue plantings; and*
- *A network of dedicated and shared paths provide safe access for pedestrians and cyclists across much of Bright.*

Clause 02.03-5 continues by providing *Built Environment and Heritage Strategic Directions*, to:

- *Ensure new development responds to built and natural landscapes, high quality architectural standards to protect and improve the aesthetics and liveability of the Shire;*
- *Avoid development that undermines the existing character of townships and settlements; and*
- *Promote environmentally sustainable development.*
- **Clause 11: Settlement** – Includes the Objective *to anticipate and respond to the needs of existing and future communities through the provision of zoned and serviced land for housing, employment, recreation, open space, commercial and community facilities and infrastructure.*
- **Clause 11.02-1S: Supply of Urban Land** – Includes the Objective *to ensure there is sufficient land available to meet forecast demand.*
- **Clause 11.03-2S: Growth Areas** – Includes the Objective *To locate urban growth close to transport corridors and services and provide efficient and effective infrastructure to create sustainability benefits while protecting primary production, major sources of raw materials and valued environmental areas.*
- **Clause 11.03-6S: Regional and Local Places** – Includes the Objective *To facilitate integrated place-based planning, along with the following Strategies:*
  - *Integrate relevant planning considerations to provide specific direction for the planning of sites, places, neighbourhoods and towns.*
  - *Consider the distinctive characteristics and needs of regional and local places in planning for future land use and development.*
- **Clause 12: Environment and Landscape Values** – Instructs that *Planning should seek to protect the health of ecological systems and the biodiversity they support.*
- **Clause 13.03-1S: Floodplain Management** – Includes the Objective *To assist the protection of:*
  - *Life, property and community infrastructure from flood hazard, including coastal inundation, riverine and overland flows.*
  - *The natural flood carrying capacity of rivers, streams and floodways.*
  - *The flood storage function of floodplains and waterways.*
  - *Floodplain areas of environmental significance or of importance to river, wetland or coastal health.*





- **Clause 13.02-1S: Bushfire Planning** – Includes the Objective *To strengthen the resilience of settlements and communities to bushfire through risk-based planning that prioritises the protection of human life.*
- **Clause 13.02-1L: Bushfire Planning** – Includes the Strategy *To Avoid residential development of land that is identified as Bushfire Prone Land where residential development and use of land will intensify the risk or require a Bushfire Attack Level rating in excess of 29.*
- **Clause 15: Built Environment and Heritage** – requires that *Planning should ensure that all land use and development that appropriately responds to its surrounding landscape and character, valued built form and cultural context.*
- **Clause 15.01-1L-01: Urban Design** – Includes the Strategies *To Ensure new housing development responds to:*
  - *The scale, mass, form, roof pitch, height, materials and colour of surrounding buildings.*
  - *Surrounding landscape features.*
- **Clause 15.01-3S: Subdivision Design** – Includes the Objective *To ensure the design of subdivision achieves attractive, safe, accessible, diverse and sustainable neighbourhoods*, along with the Strategy that, *subdivision should be designed to create liveable and sustainable communities by:*
  - *Creating compact neighbourhoods that have walkable distances between activities;*
  - *Creating urban places with a strong sense of place that are functional, safe and attractive;*
  - *Providing a range of lot sizes to suit a variety of dwelling and household types to meet the needs and aspirations of different groups of people;*
  - *Creating landscaped streets and a network of open spaces to meet a variety of needs with links to regional parks where possible; and*
  - *Protecting and enhancing habitat for native flora and fauna, and providing opportunities for people to experience nature in urban areas.*
- **Clause 15.01-4S: Healthy Neighbourhoods** – Includes the Objective *To achieve neighbourhoods that foster healthy and active living and community wellbeing*, and the Strategy *To Design neighbourhoods that foster community interaction and make it easy for people of all ages and abilities to live healthy lifestyles and engage in regular physical activity by providing:*
  - *Connected, safe, pleasant and attractive walking and cycling networks that enable and promote walking and cycling as a part of daily life;*
  - *Streets with direct, safe and convenient access to destinations;*
  - *Conveniently located public spaces for active recreation and leisure; and*
  - *Amenities and protection to support physical activity in all weather conditions.*
- **Clause 15.01-5S: Neighbourhood character** – Includes the Objective *To recognise, support and protect neighbourhood character, cultural identity, and sense of place*, along with the Strategies *to:*
  - *Support development that respects the existing neighbourhood character or contributes to a preferred neighbourhood character;*
  - *Ensure the preferred neighbourhood character is consistent with medium and higher density housing outcomes in areas identified for increased housing; and*
  - *Ensure development responds to its context and reinforces a sense of place and the valued features and characteristics of the local environment and place by respecting the ... Neighbourhood character values and built form that reflect community identity.*
- **Clause 16.01-1S: Housing Supply** – Includes the Objective *To facilitate well-located, integrated and diverse housing that meets community needs.*

## 4.2 Zone

The Subject Site is located within the General Residential Zone – Schedule 1 of the Alpine Planning Scheme.

The Purpose of Clause 32.08 is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To encourage development that respects the neighbourhood character of the area.
- To encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport.
- To 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 32.08-3, a permit is required to subdivide the land. 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.

A Clause 56 assessment has been provided with this application (Appendix A).

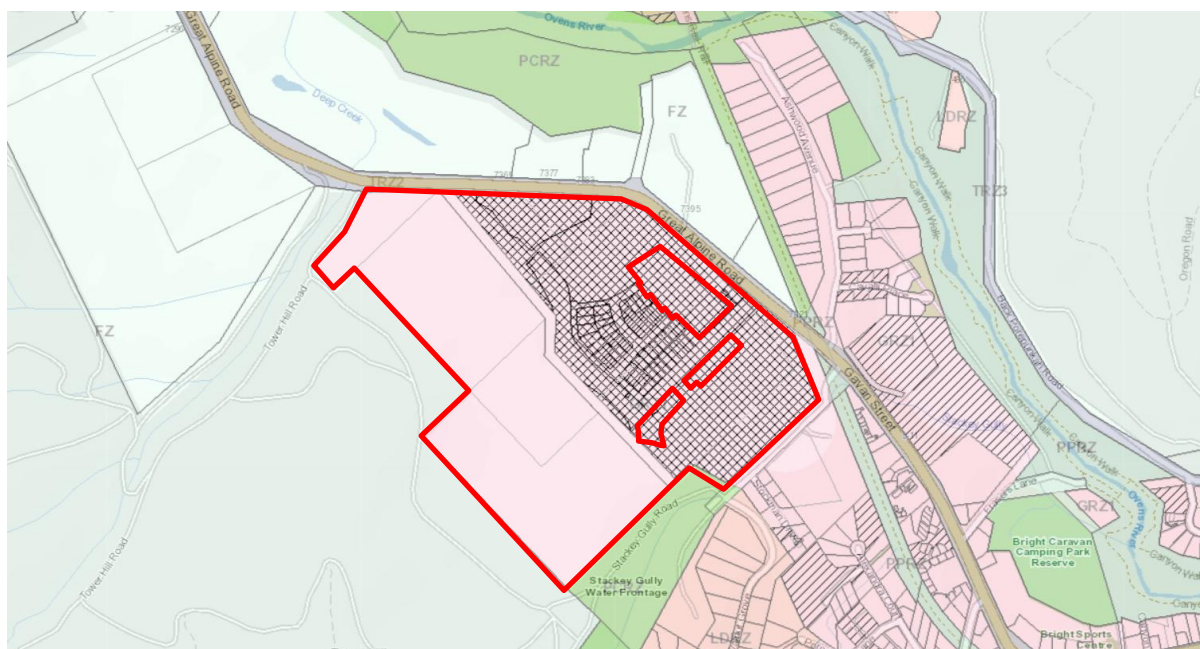


Figure 5 – General Residential Zone – VicPlan

## 4.3 Overlays

The Subject Site is Subject to Schedule 3 to the Development Plan Overlay (DPO3) and Bushfire Management Overlay (BMO), and partially encumbered by Land Subject to Inundation Overlay (LSIO) of the Alpine Planning Scheme.

### 4.3.1 Development Plan Overlay

The Purpose of the Development Plan Overlay, at Clause 43.04, is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To identify areas which require the form and conditions of future use and development to be shown on a development plan before a permit can be granted to use or develop the land.
- To exempt an application from notice and review if a development plan has been prepared to the satisfaction of the responsible authority.

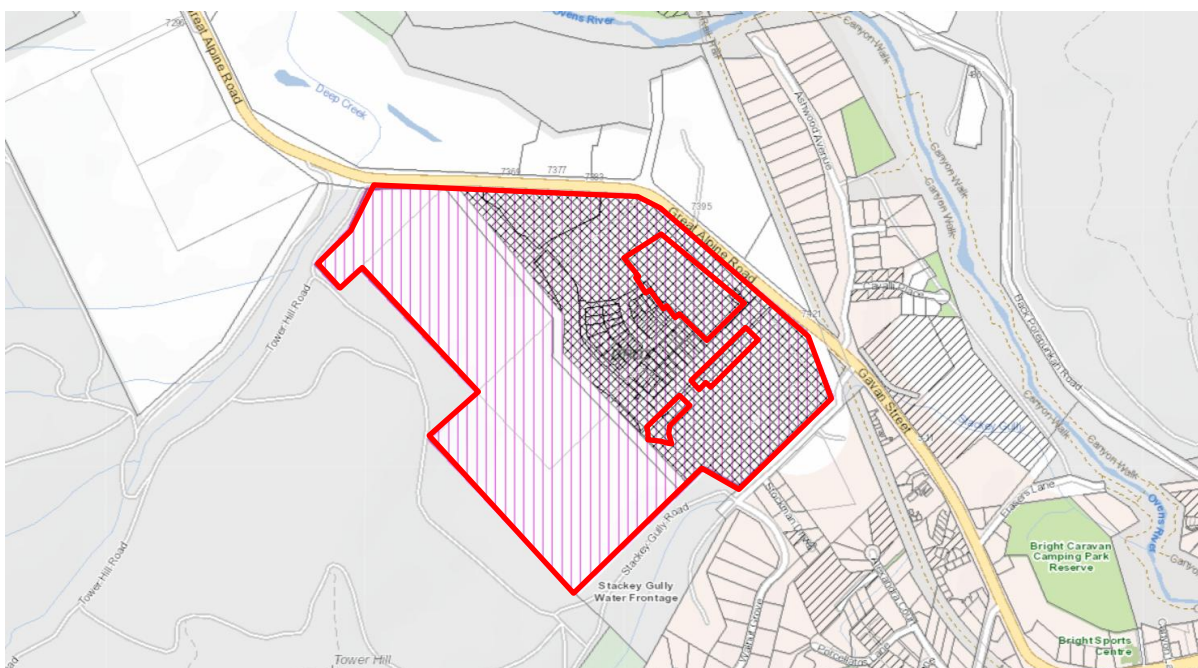


Figure 6 – Schedule 3 to the Development Plan Overlay – VicPlan

Clause 43.04-2 of the DPO3 specifies that a permit granted must:

- Be generally in accordance with the development plan.
- Include any conditions or requirements specified in a schedule to this overlay.

Schedule 3 requires that *The following condition must be included on any planning permit issued to subdivide the land:*

- A condition requiring a Section 173 agreement to be registered on the land to provide for the recognition of the pine plantations and associated activity that surround the land. The agreement must state:
  - *The surrounding land is used for plantation forestry. Plantation forestry is a farming activity which will generate noise (including night time noise) at the time of harvest, as well as increased truck movements and possible associated dust. The removal of the tree crop will result in the loss of visual amenity and can result in increased water run-off. Chemicals can be applied to the plantation (including aerial application 200 metres from any residence) to control weeds and pests and to promote growth.*

On the basis that a Development Plan has been approved, Clause 43.04-3 stipulates that *an application under any provision of this planning scheme is exempt from the notice requirements of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the Act.*

#### 4.3.2 Bushfire Management Overlay

The Purpose to the BMO, at Clause 44.06 is:

- *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.



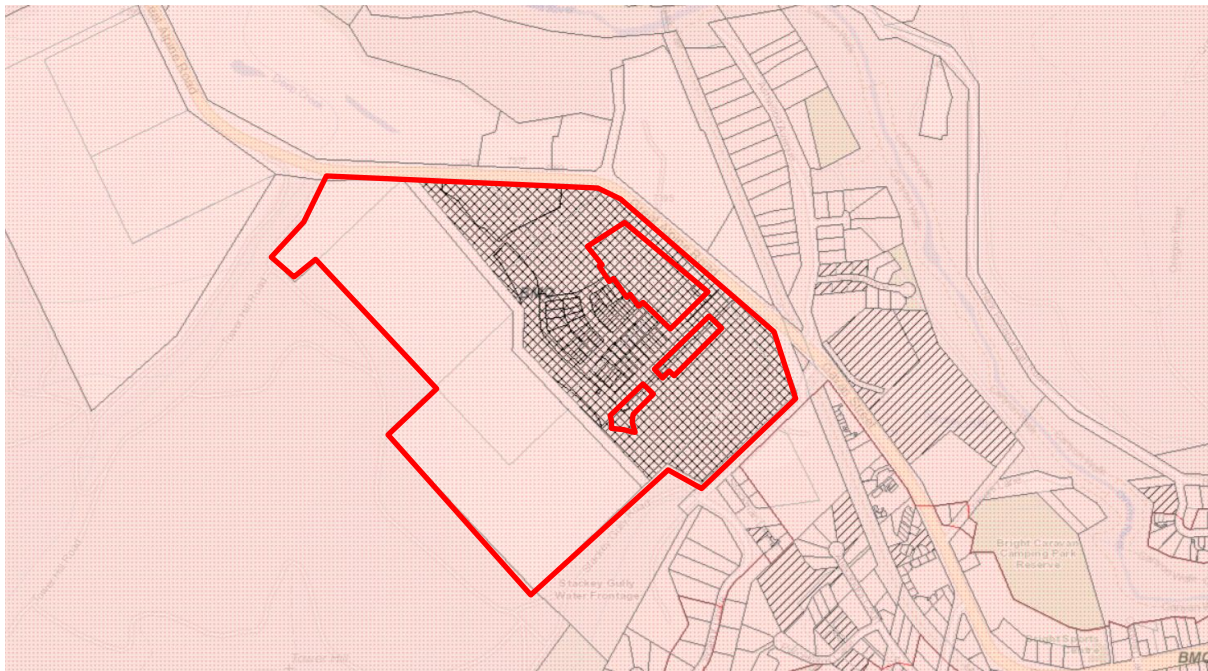


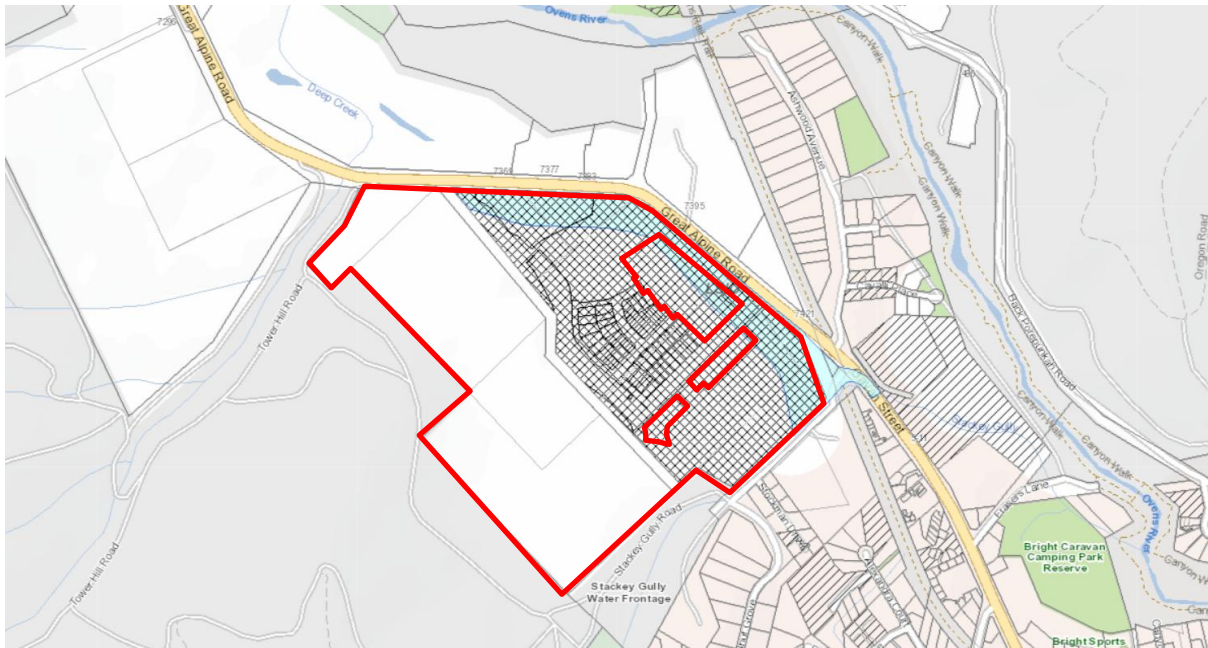
Figure 7 – Bushfire Management Overlay – VicPlan

#### 4.3.3 Land Subject to Inundation Overlay

The Purpose of the LSIO, at Clause 44.04 is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To identify land in a flood storage or flood fringe area affected by the 1 in 100 year flood or any other area determined by the floodplain management authority.
- To ensure that development maintains the free passage and temporary storage of floodwaters, minimises flood damage, is compatible with the flood hazard and local drainage conditions and will not cause any significant rise in flood level or flow velocity.
- To reflect any declaration under Division 4 of Part 10 of the Water Act, 1989 where a declaration has been made.
- To protect water quality in accordance with the provisions of relevant State Environment Protection Policies, particularly in accordance with Clauses 33 and 35 of the State Environment Protection Policy (Waters of Victoria).
- To ensure that development maintains or improves river and wetland health, waterway protection and flood plain health.

The LSIO applies to an approximately 70-metre-wide strip along the Site's eastern boundary, adjacent to the Great Alpine Road. This inundation relates to breakout flows that occur when Stackey Gully Creek flows exceed the capacity of the culvert under the Great Alpine Road, causing flows to back up along the front of the land.





## 4.4 Particular Provisions

### 4.4.1 Clause 53.02 – Bushfire Planning

The Purpose of Clause 53.02 is:

- *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.*

This Clause is enacted by the BMO and specifies the applicable bushfire protection standards.

### 4.4.2 Clause 52.29 – Land Adjacent to the Principal Road Network

The Purpose to Clause 52.29 is:

- *To ensure appropriate access to the Principal Road Network or land planned to form part of the Principal Road Network.*
- *To ensure appropriate subdivision of land adjacent to Principal Road Network or land planned to form part of the Principal Road Network.*

Pursuant to Clause 52.29-2, a permit is required to subdivide land adjacent to, a Transport Zone 2.

Great Alpine Road is within the Principal Road Network, and accordingly assigned the Transport Zone 2. This Clause is accordingly applicable to this Application.

We note however that the access to the Transport 2 Zone has already been approved under Stage 01-02 Permit P.2022.150.

### 4.4.3 Clause 56 – Subdivision

The Purpose of Clause 56 is:

- *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 responds to the site and its context for regional cities and towns.*

A full response to Clause 56 is provided at Appendix A.

## 5 Planning Considerations

To assist with the consideration of Submission B of the Bright Valley subdivision, this Report measures it against the following considerations:

- Whether the Subdivision aligns with the **Strategic Direction** for the Site;
- Whether the Subdivision respects the **Neighbourhood and Landscape Character** of Bright;
- Whether the Subdivision appropriately responds to **Environmental Hazards**; and
- Whether the Subdivision provides for **Sustainable Transport**.

### 5.1 Strategic Direction

The strategic land use aspirations for the Subject Site are clearly conveyed by the application of General Residential Zone and Development Plan Overlay, designating the land for urban residential development.

These planning tools have been applied in line with Settlement Objective (Clause 11) *to anticipate and respond to the needs of existing and future communities through the provision of zoned and serviced land for housing ...*, along with the Supply of Urban Land Objective (Clause 11.02-1S), *to ensure there is sufficient land available to meet forecast demand*.

The selection of this land was appropriately informed via a Planning Scheme Application process, taking into account both:

- The limitations on development opportunities, as outlined at Clause 02.03-1; and
- The locational prerequisites for urban growth devised at Clause 11.03-2S.

The completion of these processes has cemented the strategic support for urban growth, and shaped its form by requiring accordance with the approved Development Plan.

The approved Development Plan consists of three Sections:

- A Textual List of Requirements;
- A Graphic Plan; and
- An Indicative Staging Plan.

The proposal's consistency with the approved Development Plan, and thus its consistency with the strategic intent for the land, is explored within the following Sections.

#### 5.1.1 Requirements

The proposal is assessed against the Requirements of the Approved Development Plan within the below table.

Requirement	Response
<i>Integrate with existing and proposed land uses, road networks and intersections by:</i> <ul style="list-style-type: none"><li>▪ <i>Facilitating integration with the adjacent Stackey Gully Road;</i></li><li>▪ <i>Considering the future traffic loads during the design of intersections with the external road network; and</i></li><li>▪ <i>Responding to the bushfire, amenity and drainage impacts generated from the adjacent plantation.</i></li></ul>	<p>The proposed Subdivision:</p> <ul style="list-style-type: none"><li>▪ Facilitates integration with the Stackey Gully Road by excluding this section of the Subdivision until final decisions are made with respect to Stackey Gully Creek works. As any works will likely dictate the ability to integrate with the Stackey Gully Road, deferring the areas of the overall subdivision that are adjacent Stackey Gully Creek/Road until a later stage ensures that opportunities to integrate are not hindered by the subdivision design.</li><li>▪ Is accompanied by the enclosed Transport Impact Assessment, which considers future traffic loads resulting from the subdivision in the design of its connections with the external road network.</li></ul>

Requirement	Response
	<ul style="list-style-type: none"> <li>Responds to the adjacent plantation's: <ul style="list-style-type: none"> <li>Bushfire impact by providing significant separation from the hazard, with the grassland in between to be managed by continued grazing, with slashing where necessary;</li> <li>Amenity impacts by providing appropriate separation from this use, and accepting the requirement for a Section 173 Agreement to be included on the proposed lots, acknowledge the existing and ongoing plantation operations; and</li> <li>Drainage impact, by ensuring that the drainage of the proposed subdivision is not compromised by overland flows from the plantation land.</li> </ul> </li> </ul>
<i>Respect or enhance views of the site from the Great Alpine Road and have regard to the transect of interfaces along Great Alpine Road through Bright.</i>	<p>The proposal provides for appropriate landscaping buffer areas to be provided along the Great Alpine Road interface to present an attractive design whilst mitigating acoustic impacts.</p> <p>As this area is required for one of the two options to resolve the inundation issues, specifically, the NECMA-approved onsite scheme, it has been left out of this stage until final decisions are made. Assuming the SGCP proceeds, this area would become an active public open space, but if the SGCP does not proceed, this area would be developed as a landscaped mixture of passive drainage and active [public open space.</p> <p>Longer range views of the subdivision will be protected by robust Design Guidelines, along with generously landscaped public realm.</p>
<i>Provide functional open space areas in accordance with the Planning &amp; Environment Act 1987 (minimum of 5% requirement).</i>	The overall Subdivision allows for almost 25% of the Site to be adopted for functional public open space. Unencumbered open space is provided around the on-site drainage areas along the Great Alpine Road frontage. These areas provide for an attractive design to the streetscape and to the internal residential areas.
<i>Ensure that landscaping is delivered and maintained in accordance with the relevant bushfire mitigation requirements.</i>	The enclosed Landscape Master Plan has been prepared with consideration of the relevant bushfire mitigation requirements and is acknowledged within the enclosed Bushfire Management Statement.
<i>Comply with the Bushfire Mitigation requirements of Schedule 3 to the Development Plan Overlay.</i>	Please refer to the enclosed Bushfire Management Statement which details the proposed Subdivision's compliance with these requirements.
<i>Require a bushfire assessment to be prepared and approved by the CFA prior to the grant of any permit for subdivision within the Upper Village.</i>	Please refer to the enclosed Bushfire Management Statement that has been prepared for approval by the CFA prior to the grant of a Permit.
<i>Facilitate any necessary upgrades/alterations to public infrastructure relevant to that stage.</i>	Please refer to the enclosed Property Servicing Report that details the infrastructure upgrades required and proposed in association with the proposed Subdivision.
<i>Any stage of development within the area covered by the LSIO, must not have any further detrimental impacts on the overland flow volumes identified by the LSIO. Works within the LSIO, to facilitate</i>	The flow area for the works proposed within the LSIO will be appropriately captured in the interim by the works currently underway along the front of the site, and in perpetuity by either an ultimate version of the onsite scheme or the SGCP.





Requirement	Response
<i>development of the site, may include but not be limited to the Stackey Gully Creek upgrade works or other solutions to the Satisfaction of NECMA. Sign off by NECMA is required before the approval of any planning permits.</i>	It is submitted that consideration of the LSIO is accordingly mitigated.
<i>Further, any permit approving subdivision within the LSIO, must have conditions ensuring there is no inundation of allotments within the lower village. Any inundation mitigation works (including the Stackey Gully Creek Upgrade, or other agreed interim solutions), are to be constructed prior to statement of compliance for any stage of development.</i>	These Conditions have been applied to approved Stage 01-02 Permit P.2022.150 and resolve the inundation risk for the entire estate.
<i>Design Guidelines must be approved by the Responsible Authority &amp; implemented as part of any subdivision application.</i>	It is submitted that Design Guidelines can be prepared in collaboration with Council post permit.

### 5.1.2 Plan

The strategic intent of the approved Development Plan is upheld by the proposed Bright Valley subdivision through:

- The provision of a local access road along the frontage where adjoining open space and drainage along with internal roads which support connectivity access the stage of the subdividable area;
- Retention of the dominant established trees along the Great Alpine Road interface, with losses minimised;
- Establishment of an expansive path network, with provision for pedestrians and cyclists of different abilities;
- Adherence with the primary road layout;
- Stage 03 (Submission B) boundaries drawn to avoid area that require further consideration, including:
  - The *Investigation Area for Future Town Centre* specified by the approved Development Plan; and
  - The *Stackey Gully Road Interface* that the approved Development Plan acknowledges *may be subject to change as part of anticipated ASC/NECMA improvements*.

### 5.1.3 Staging

The comparison between the indicative staging outlined within the approved Development Plan and the proposed Submission B (stage 3) boundaries are provided below.

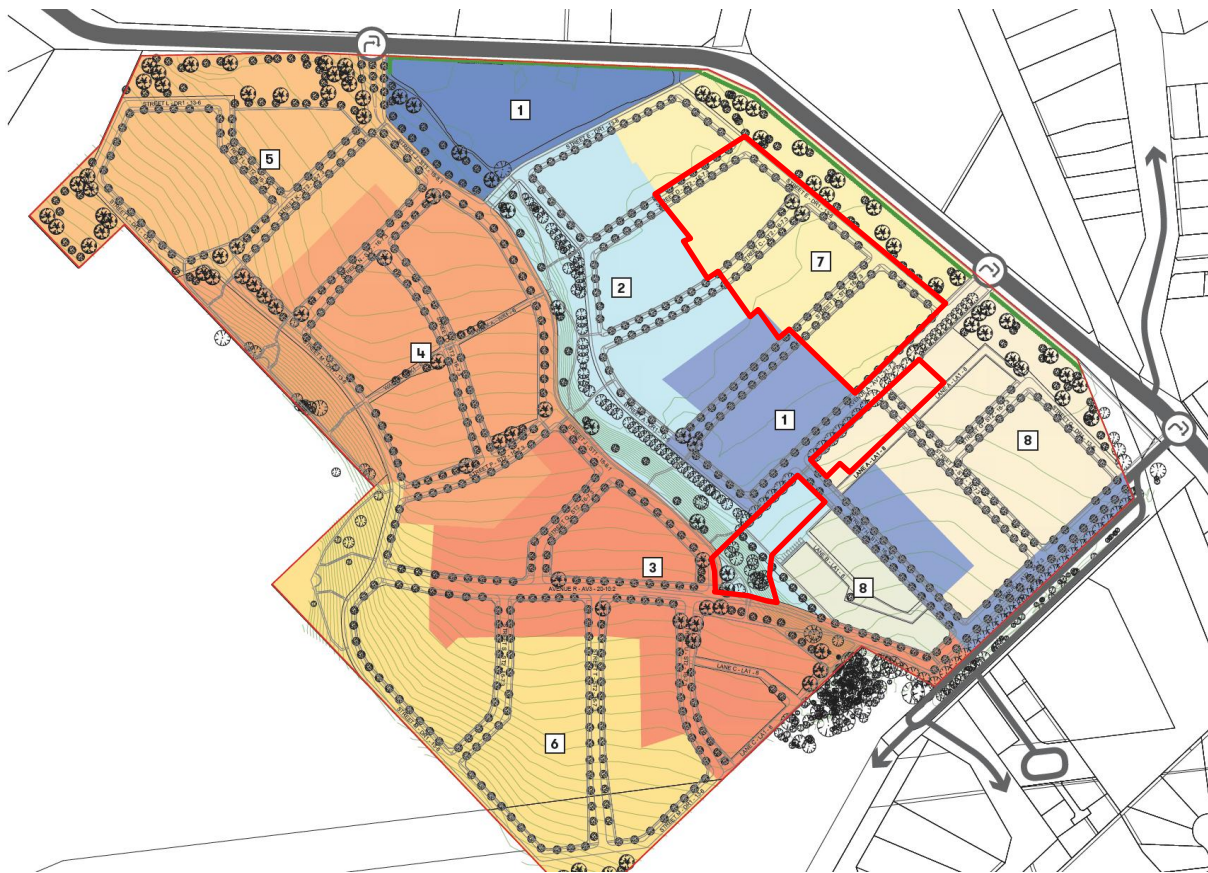


Figure 9 - Approved Development Plan's Indicative Staging relative to Proposed Submission B Footprint

The approved Development Plan states that *Staging shown is indicative only and subject to change due to demand fluctuations and service availability*. Approved Stages 01 and 02 did not align with the Development Plan's indicative staging due to the delays in the SGCP impacting access. The SGCP continues to be delayed, while the deviation of the crown road reserve also prevents the Development Plan's indicative Stage 3 believed delivered at this time.

Accordingly, the proposed Stage 03 boundaries have been dictated by these servicing/access availability limits.

The central monocline has been approved under the Stage 01 and 02 planning permit, with proposed Stage 03 to following the approved delineation. The proposed Stage 03 provides for the logical expansion of the greater subdivision, utilising the main thoroughfare road from Great Alpine Road and will not result in any significant impacts to the approved infrastructure on the site.

It is understood that the Stage 01 and 02 design provides sufficient open space and infrastructure to support the additional 53 parcels provided in Stage 03. Stage 03 provides for the continuation of the existing character of Bright through the use of streetscape landscaping and appropriate lot sizes.

The notations on the Development Plan's staging plan facilitate these revisions, and therefore the proposed Bright Valley subdivision remains generally in accordance with the approved Development Plan.

## 5.2 Neighbourhood and Landscape Character

Clause 02.03-5 of the Alpine Municipal Planning Strategy describes Alpine Shire as having a *variety of lot sizes and shapes*, and Bright specifically as featuring *deciduous European alpine and avenue plantings* and a *network of dedicated and shared paths provide safe access for pedestrians and cyclists across much of Bright*.

This description is followed by a Strategic Direction to *ensure new development responds to built and natural landscapes, high quality architectural standards to protect and improve the aesthetics and liveability of the Shire*;

The Planning Policy Framework offers further direction with respect to *place-based planning* within *Regional and Local Places* [Clause 11.03-6S], stressing the need to *provide specific direction for the planning of sites, places,*



neighbourhoods and towns, with consideration of the distinctive characteristics and needs of regional and local places in planning for future land use and development.

With these strategies in mind, the proposed Subdivision has been designed to reflect Bright and Alpine Shire's distinctive characteristics with respect to:

- Streets and Paths; and
- Open Spaces.

These distinctive characteristics have been identified upon review of the surrounding landscape and character, valued built form and cultural context in line with Clause 15 of the Planning Policy Framework.



Figure 10 – Proposed Bright Valley Submission B

### 5.2.1 Streets & Paths

The network of dedicated and shared paths provide safe access for pedestrians and cyclists across much of Bright earns specific recognition in Clause 02.03-5 of the Alpine Municipal Planning Strategy, celebrating the recreational, aesthetic, environmental, health and functional benefits of a comprehensive shared path network.

The reference to the paths reaching *across much of Bright* illustrates the extensive reach of the network, spanning far from just the Murray to the Mountains Rail Trail, stretching into the streets and parks of Bright.





Figure 11 – Shared Paths in Bright

The Site's location at the edge of the Murray to the Mountains Rail Trail presents an outstanding opportunity to connect with this regional asset, and extend both around and through Bright Valley, with a variety of pedestrian and cycle routes on streets and adjacent paths, on segregated paths (both sealed and natural), and along board walks, ramps, and stairs within a vast open space network.

Conscious of the impacts of paths and streets as infrastructure, but also as key features of the urban landscape, Bright Valley has applied firm design criteria for all streets and paths, ensuring that all streets and paths:

- Respond to Site features, including gradient, adopting a curvilinear form rather than a strict grid pattern;
- Celebrate the instances where the curvilinear street pattern creates variable verge widths to accommodate sporadic groupings of trees;
- Minimise cut and fill, and where unavoidable prevent visual scarring with landscaping;
- Include street trees on both sides, prioritising use of existing vegetation; and
- Utilising character stone (or similar) threshold treatments to provide safe, accessible, and convenient crossing points along key desire lines between locations of amenity.

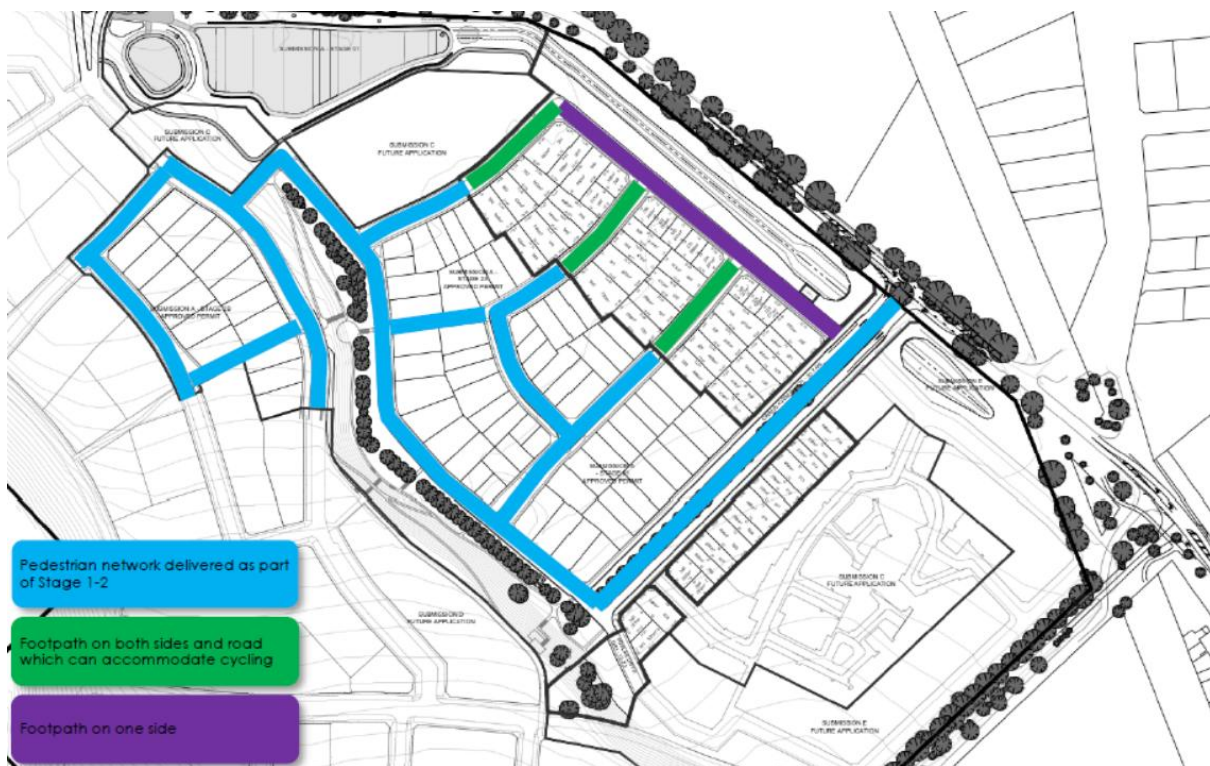


Figure 12 – Proposed Pedestrian Link through Submission B

These priorities will provide a street and pathway network that is *attractive, safe, accessible, diverse, and sustainable*, contributing to a *liveable and sustainable communities* through *landscaped streets and a network of open spaces*, as sought by Clause 15.01-3S.

Moreover, the prioritisation of pedestrian and cyclist movements directly responds to the Healthy Neighbourhoods Objective and Strategies at Clause 15.01-4S, as it will *foster healthy and active living and community wellbeing and make it easy for people of all ages and abilities to live healthy lifestyles and engage in regular physical activity by providing:*

- *Connected, safe, pleasant, and attractive walking and cycling networks that enable and promote walking and cycling as a part of daily life; and*
- *Streets with direct, safe, and convenient access to destinations.*

## 5.2.2 Open Spaces

Proposed Stage 03 provides for an extension to the approved linear reserve along the central monocline. The intended open space area will align with the existing approved space provided in Stage 01 and 02 of the approved subdivision over the site. This area will help form a key public open space area for future residents and is considered adequate in addition to the approved open space area to support the proposed additional lots provided in Stage 03.

The public open spaces have been, and will continue to be, designed to uphold Bright's landscape and cultural identity. These objectives ensure that Bright Valley *responds to the surrounding landscape features* [Clause 15.01-1L-01], thus *protecting and enhancing habitat for native flora and fauna and providing opportunities for people to experience nature in urban areas* [Clause 15.01-3S].

## 5.3 Environmental Hazards

### 5.3.1 Bushfire

Clause 13.02-1S provides the Bushfire Planning Objective, to *strengthen the resilience of settlements and communities to bushfire through risk-based planning that prioritises the protection of human life*. This translates into the planning controls within Bushfire Management Overlay and Clause 53.02.





The Alpine Planning Scheme also provides additional strategic guidance, with Clause 13.02-1L seeking to *Avoid residential development of land that is identified as Bushfire Prone Land where residential development and use of land will intensify the risk or require a Bushfire Attack Level rating in excess of 29*, whilst DPO3 includes its own suite of controls that are enacted by the approved Development Plan.

The enclosed Bushfire Management Plan assesses the proposal against these provisions, concluding:

- *The Subdivision can comply with the requirements of AM5.2, including for acceptable landscape risk, BAL construction standard, water and access;*
- *The bushfire protection measures detailed in this (Bushfire Management Plan) Report are deemed to provide acceptable safety, as they comply with BMO requirements;*
- *The development complies with the measures stipulated in the DP and DPO3 that apply;*
- *All lots will be constructed to BAL-12.5;*
- *The proposed lot layout and envelope siting maximises setbacks from hazardous vegetation as far as is practicable;*
- *The majority of the defendable space is achieved wholly within the subdivision boundary based on the proposed BAL-12.5 construction standard; and*
- *Where the defendable space extends beyond the stage 3 boundary, the land will be maintained by the property manager as defendable space.*

Whilst providing any additional housing within the BMO can be considered to *intensify the (bushfire) risk*, thus contradicting the Objective of Clause 13.02-1L, this could be said for any development within Bright. Instead, it is a matter of weighing this Objective against the Alpine Planning Scheme's broader strategic ambitions for the Site, being residential development.

Measuring the proposed Subdivisions bushfire risk mitigation with regard to this broader strategic intent, the proposed provision of housing opportunities within the BMO is appropriate due to the proposal's strong performance against all applicable mitigation requirements, as noted within the enclosed Bushfire Management Plan, specifically:

- Compliance with the Approved Measures of Clause 53.02;
- Achieving BAL12.5 suitability;
- Compliance with Bushfire Management Plan Bushfire Mitigation requirements; and, accordingly
- Compliance with Clause 13.02.

### 5.3.2 Overland Flows

Clause 13.03-1S' Floodplain Management Objective is to *assist the protection of:*

- *Life, property and community infrastructure from flood hazard, including coastal inundation, riverine and overland flows.*
- *The natural flood carrying capacity of rivers, streams and floodways.*
- *The flood storage function of floodplains and waterways.*
- *Floodplain areas of environmental significance or of importance to river, wetland or coastal health.*

The LSIO demarks an area of land along the front (eastern) edge of the Site, where breakout flows inundate the Site when high rainfall events exceed the capacity of the Stackey Gully Creek culverts beneath Great Alpine Road. An interim on site solution has already been constructed and will support the identified mapped LSIO over the site. NECMA have approved an ultimate version of the on site solution which has been provided under Stage 01-02 permit application. Given the on site solution being approved in Stage 01-02 permit application, the identified LSIO over the site has been appropriately managed and resolved. The proposed development will not negatively impact the mapped area and has been provided generally in accordance with the approved Development Plan over the site.

The Stackey Gully Creek project has been approved and implemented to resolve LSI0 impacts on the subject site. The proposed subdivision does not hinder the development of appropriate drainage on site, with the surrounding drainage approved to support the additional residential development envisioned for the site.

## 5.4 Sustainable Transport

Bright's cultural identity promotes an active lifestyle. With the absence of the critical mass to sustain a bus network within Bright itself, active transport modes promise the greatest opportunity to promote sustainable transport.

Bright Valley supports this ethos, with the prioritisation of pedestrian and cyclist movement over vehicles throughout, with the aim of discouraging vehicular trips within Bright.

The pedestrian and cyclist focus are exhibited through:

- A permeable, safe, and low speed street network, with frequent threshold treatments, to encourage walking and cycling; and
- Recognition of key desire lines to provide direct access for pedestrians and cyclists between locations of interest.



Figure 13 – Proposed Internal Road Network

Despite this prioritisation favouring active modes, the enclosed Transport Impact Assessment confirms that the internal road network will continue to provide appropriate service for vehicles. The approved (under Stage 01-2 Permit P.2022.150) external connection is capable of accommodating Stage 03 traffic movements and ensuring that neither vehicles leaving Bright Valley, nor passing motorists, encounter unreasonable traffic impacts.

It is accordingly submitted that Bright Valley upholds the Subdivision Design Objective at Clause 15.01-3S, by *creating landscaped streets and a network of open spaces to meet a variety of needs with links to regional parks where possible.*

Likewise, it accords with the Healthy Neighbourhoods Objective at Clause 15.01-4S, *by providing:*

- *Connected, safe, pleasant and attractive walking and cycling networks that enable and promote walking and cycling as a part of daily life; and*
- *Streets with direct, safe and convenient access to destinations.*



## 6 Conclusion

This Planning Report has demonstrated Submission B of Bright Valley, to create 53 residential lots of a variety of sizes, is consistent with the requirements of the approved Development Plan, and the Alpine Planning Scheme more broadly. The design response produces an efficient site layout for future residential development and a functional and attractive outcome for this significant land holding within the Bright Township.

Based on the above assessment, it is considered that the proposal should be supported by Council for the following reasons:

- The Subdivision aligns with the **Strategic Direction** for the Site;
- The Subdivision respects the **Neighbourhood and Landscape Character** of Bright;
- The Subdivision appropriately responds to **Environmental Hazards**; and
- The Subdivision provides for **Sustainable Transport**.

Overall, the proposal is considered to present an appropriate planning outcome and is consistent with the purpose and intent of the relevant planning controls and policies and assessed within this Report.



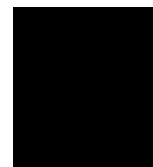
## APPENDIX A – Clause 56 Assessment

### Clause 56.02 – Policy Implementation

Title and Objective	Standard	Compliance
<b>C1</b> <b>Strategic implementation</b> <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>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>	<b>Complies</b> <p><i>Please refer to Section 5.1 of this Report</i></p>

### Clause 56.03 – Liveable and Sustainable Communities

Title and Objective	Standard	Compliance
<b>C2</b> <b>Compact and walkable neighbourhoods</b> <p>To create compact neighbourhoods that are oriented around easy walking distances to activity centres, schools and community facilities, public open space and public transport.</p> <p>To allow easy movement through and between neighbourhoods for all people.</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.</p> <p>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 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.</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>	<b>Complies</b> <p>The proposed subdivision will create a compact neighbourhood with suitable links to facilitate pedestrian and cycle traffic within the immediate area.</p> <p>The design ensures easy movement through the proposed lots and open space area.</p> <p>The proposed neighbourhood is within 2km of the Bright town centre, comprising a range of commercial and community facilities.</p> <p>There is minimal public transport in the region with a twice daily regional coach available, as such walking, cycling or private vehicles are relied upon by local residents.</p>
<b>C3</b> <b>Activity centre</b>	<p>A subdivision should implement any relevant activity centre strategy, plan or policy for the area set out in this scheme. Subdivision</p>	<b>Not Applicable</b>



Title and Objective	Standard	Compliance
To provide for mixed-use activity centres, including neighbourhood activity centres, of appropriate area and location.	<p>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><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>	No activity centre is proposed as part of this subdivision, due to limitations of the current zoning.
<p><b>C4</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><b>Not Applicable</b></p> <p>There are currently no relevant strategies, plans or policies to require a school or similar community facilities on the Site.</p> <p>The provision of future schools is accordingly a State Government matter.</p>



Title and Objective	Standard	Compliance
	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.	
<b>C5</b> <b>Built environment</b> To create urban places with identity and character.	<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>	<b>Complies</b>  As detailed within this Report, the proposed Subdivision is grounded on a clear rational for upholding Bright's character and cultural identity.  This includes considerations within the overall layout, landscape design, and the intended housing product.

#### Clause 56.04 – Lot Design

Title and Objective	Standard	Compliance
<b>C7</b> <b>Lot diversity and distribution</b> To achieve housing densities that support compact and walkable neighbourhoods and the efficient provision of public transport services. To provide higher housing densities within walking distance of activity centres. To achieve increased housing densities in designated growth areas. To provide a range of lot sizes to suit a variety of dwelling and household types.	<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</p>	<b>Complies</b>  Lot sizes vary between 198m <sup>2</sup> and 783m <sup>2</sup> , providing variety in housing diversity and choice. Moreover, the housing product that the subdivision is designed for range from 2 bedrooms to 5+.  The design provides for a range of lot shapes and sizes to allow for opportunities for a range of future dwelling product.



Title and Objective	Standard	Compliance
	within 400 metres street walking distance of an activity centre.	
<b>C8</b> <b>Lot area and building envelopes</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>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>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>	<b>Complies</b>  The proposed sizes of the lots vary considerably and are suitably dimensioned to allow for the future construction of a dwelling, private open space area, vehicle access and associated parking. This is evidenced by the indicative roofing plan included within the plan set.  The smaller lots are still able to contain a building envelope measuring 10 metres by 15 metres.  All proposed lots have been designed to ensure that the preliminary dwelling design is able to achieve ample solar access to internal and external living areas.  No significant vegetation is impacted by the proposed lots.



Title and Objective	Standard	Compliance
<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. 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><b>Complies</b></p> <p>The proposed allotments' orientations vary, with most enjoying 'appropriate' solar orientation. Moreover, the housing product that this Subdivision has been designed to accommodate all feature outdoor living areas with northern aspects.</p>
<p><b>C10</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>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><b>Complies</b></p> <p>All public open spaces within or abutting Stage 03 are/will be bordered by streets. The lots on the opposite side of the streets are oriented to face toward the public open space.</p> <p>The subdivision plan provides for appropriate local roads which connect to the major entry/exit road.</p> <p>Public open space areas and vegetation buffers are usually located across from lots and not abutting, providing passive surveillance.</p>
<p><b>C11</b></p> <p><b>Common area</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>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><b>Not Applicable</b></p> <p>No common areas proposed with this subdivision.</p>

## Clause 56.05 – Urban Landscape

Title and Objective	Standard	Compliance
<p><b>C12</b></p> <p><b>Integrated Urban Landscape</b></p> <p>To provide attractive and continuous landscaping in streets and public open spaces that contributes 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>An application for subdivision that creates streets or public open space should be accompanied by a landscape design. The landscape design should:</p> <ul style="list-style-type: none"> <li>▪ Implement any relevant streetscape, landscape, urban design or native vegetation precinct plan, strategy or policy for the area set out in this scheme.</li> <li>▪ Create attractive landscapes that visually emphasise streets and public open spaces.</li> <li>▪ Respond to the site and context description for the site and surrounding area.</li> <li>▪ Maintain significant vegetation where possible within an urban context.</li> <li>▪ Take account of the physical features of the land including landform, soil and climate.</li> <li>▪ Protect and enhance any significant natural and cultural features.</li> <li>▪ Protect and link areas of significant local habitat where appropriate.</li> <li>▪ 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.</li> <li>▪ Promote the use of drought tolerant and low maintenance plants and avoid species that are likely to spread into the surrounding environment.</li> <li>▪ Ensure landscaping supports surveillance and provides shade in streets, parks and public open space.</li> <li>▪ 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.</li> <li>▪ Provide for walking and cycling networks that link with community facilities.</li> <li>▪ Provide appropriate pathways, signage, fencing, public lighting and street furniture.</li> <li>▪ Create low maintenance, durable landscapes that are capable of a long life.</li> <li>▪ The landscape design must include a maintenance plan that sets out</li> </ul>	<p><b>Complies</b></p> <p>The minor additional public open space area will be provided in accordance the approved Landscape Master Plan. The area will continue to demonstrate an urban landscape, in line with the overall vision for Bright Valley.</p> <p>This includes generous canopy planting to maintain the vegetated character, provision and cyclist and pedestrian friendly treatments and facilities, and colour and bacterial schemes to reflect the Modern Alpine vision.</p> <p>This approach has been applied to a network of active and passive open spaces, which are clearly linked through a network of pathways, and retain native vegetation pockets in situ.</p>



Title and Objective	Standard	Compliance
	maintenance responsibilities, requirements and costs.	
<p><b>C13</b></p> <p><b>Public Open Space</b></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>The provision of public open space should:</p> <ul style="list-style-type: none"> <li>▪ Implement any relevant objective, policy, strategy or plan (including any growth area precinct structure plan) for open space set out in this scheme.</li> <li>▪ Provide a network of well-distributed neighbourhood public open space that includes:</li> <li>▪ 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 intended use and to allow easy adaptation in response to changing community preferences.</li> <li>▪ Additional small local parks or public squares in activity centres and higher density residential areas.</li> <li>▪ Active open space of a least 8 hectares in area within 1 kilometre of 95 percent of all dwellings that is:</li> <li>▪ Suitably dimensioned and designed to provide for the intended use, buffer areas around sporting fields and passive open space</li> <li>▪ Sufficient to incorporate two football/cricket ovals</li> <li>▪ Appropriate for the intended use in terms of quality and orientation</li> <li>▪ Located on flat land (which can be cost effectively graded)</li> <li>▪ Located with access to, or making provision for, a recycled or sustainable water supply</li> <li>▪ Adjoin schools and other community facilities where practical</li> <li>▪ Designed to achieve sharing of space between sports.</li> <li>▪ Linear parks and trails along waterways, vegetation corridors and road reserves within 1 kilometre of 95 percent of all dwellings.</li> </ul> <p>Public open space should:</p> <ul style="list-style-type: none"> <li>▪ Be provided along foreshores, streams and permanent water bodies.</li> <li>▪ Be linked to existing or proposed future public open spaces where appropriate.</li> <li>▪ Be integrated with floodways and encumbered land that is accessible for public recreation.</li> </ul>	<p><b>Complies</b></p> <p>Public open space is proposed throughout the subdivision plan.</p> <p>The proposed open space area connects with the central open space provides across Stage 1 and 2.</p> <p>The public open spaces are well linked throughout the site and provide a number of recreation areas for future residents while retaining the existing waterway and topography of the land.</p> <p>The proposed public open space is considered minor and is an extension of the approved Landscape Master Plan.</p>



Title and Objective	Standard	Compliance
	<ul style="list-style-type: none"><li>▪ Be suitable for the intended use.</li><li>▪ Be of an area and dimensions to allow easy adaptation to different uses in response to changing community active and passive recreational preferences.</li><li>▪ Maximise passive surveillance.</li><li>▪ Be integrated with urban water management systems, waterways and other water bodies.</li><li>▪ Incorporate natural and cultural features where appropriate.</li></ul>	

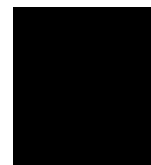
## Clause 56.06 – Access and mobility management

Title and Objective	Standard	Compliance
<p><b>C14</b></p> <p><b>Integrated Mobility</b></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>An application for a subdivision must include a plan of the layout of the neighbourhood that meets the objectives of:</p> <ul style="list-style-type: none"><li>▪ Clause 56.06-2 Walking and cycling network.</li><li>▪ Clause 56.06-3 Public transport network.</li><li>▪ Clause 56.06-4 Neighbourhood street network.</li></ul>	<p><b>Complies</b></p> <p>The movement of cyclists and pedestrians of all abilities throughout the Site is a key consideration of the proposed design.</p> <p>It is envisaged that residents will be able to travel to the centre of Bright via these means as well, reducing car usage.</p>
<p><b>C15</b></p> <p><b>Walking and Cycling Network</b></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</p>	<p>The walking and cycling network should be designed to:</p> <ul style="list-style-type: none"><li>▪ Implement any relevant regional and local walking and cycling strategy, plan or policy for the area set out in this scheme.</li><li>▪ Link to any existing pedestrian and cycling networks.</li><li>▪ Provide safe walkable distances to activity centres, community facilities, public transport stops and public open spaces.</li></ul>	<p><b>Complies</b></p> <p>Provisions have been made for pedestrian and cycle access throughout the site. The movement network reflects the proposed pathways and links, including some that are located within the public open space and away from local or access roads.</p>





Title and Objective	Standard	Compliance
by pedestrians and cyclists. To reduce car use, greenhouse gas emissions and air pollution.	<ul style="list-style-type: none"><li>▪ 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.</li><li>▪ Provide direct cycling routes for regional journeys to major activity centres, community facilities, public transport and other regional activities and for regional recreational cycling.</li><li>▪ Ensure safe street and road crossings including the provision of traffic controls where required.</li><li>▪ Provide an appropriate level of priority for pedestrians and cyclists.</li><li>▪ Have natural surveillance along streets and from abutting dwellings and be designed for personal safety and security particularly at night.</li><li>▪ Be accessible to people with disabilities.</li></ul>	
<b>C16</b> <b>Public Transport Network</b> 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>The public transport network should be designed to:</p> <ul style="list-style-type: none"><li>▪ Implement any relevant public transport strategy, plan or policy for the area set out in this scheme.</li><li>▪ Connect new public transport routes to existing and proposed routes to the satisfaction of the relevant public transport authority.</li><li>▪ 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.</li><li>▪ 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"><li>- Safe and direct movement between activity centres without complicated turning manoeuvres.</li><li>- Direct travel between neighbourhoods and neighbourhood activity centres.</li><li>- A short and safe walk to a public transport stop from most dwellings.</li></ul></li></ul>	<b>Not Applicable</b>  No public transport has been proposed with this application. This is due to the lack of continuous public transport in the area and the site is not significantly large, as such walking, cycling or private vehicles will be relied upon by local residents.
<b>C17</b> <b>Neighbourhood Street Network</b>	<p>The neighbourhood street network must:</p> <ul style="list-style-type: none"><li>▪ Take account of the existing mobility network of arterial roads, neighbourhood streets, cycle paths,</li></ul>	<b>Complies</b>  Provisions have been made for road connections throughout the site.



Title and Objective	Standard	Compliance
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>shared paths, footpaths and public transport routes.</p> <ul style="list-style-type: none"><li>▪ Provide clear physical distinctions between arterial roads and neighbourhood street types.</li><li>▪ Comply with the Roads Corporation's arterial road access management policies.</li><li>▪ Provide an appropriate speed environment and movement priority for the safe and easy movement of pedestrians and cyclists and for accessing public transport.</li><li>▪ Provide safe and efficient access to activity centres for commercial and freight vehicles.</li><li>▪ Provide safe and efficient access to all lots for service and emergency vehicles.</li><li>▪ Provide safe movement for all vehicles.</li><li>▪ Incorporate any necessary traffic control measures and traffic management infrastructure.</li></ul> <p>The neighbourhood street network should be designed to:</p> <ul style="list-style-type: none"><li>▪ Implement any relevant transport strategy, plan or policy for the area set out in this scheme.</li><li>▪ Include arterial roads at intervals of approximately 1.6 kilometres that have adequate reservation widths to accommodate long term movement demand.</li><li>▪ Include connector streets approximately halfway between arterial roads and provide adequate reservation widths to accommodate long term movement demand.</li><li>▪ Ensure connector streets align between neighbourhoods for direct and efficient movement of pedestrians, cyclists, public transport and other motor vehicles.</li><li>▪ Provide an interconnected and continuous network of streets within and between neighbourhoods for use by pedestrians, cyclists, public transport and other vehicles.</li><li>▪ Provide an appropriate level of local traffic dispersal.</li><li>▪ Indicate the appropriate street type.</li><li>▪ Provide a speed environment that is appropriate to the street type.</li><li>▪ Provide a street environment that appropriately manages movement demand (volume, type and mix of</li></ul>	<p>There is a variety of street types proposed and their details along with cross sections are provided at Section 3 of the enclosed Master Plan.</p> <p>All roads and footpaths will be constructed in accordance with Council requirements and specifications.</p> <p>The road layout will provide for safe and easy movements through the Subject Site.</p> <p>Please refer to the enclosed Transport Impact Assessment for further information.</p>



Title and Objective	Standard	Compliance
	<p>pedestrians, cyclists, public transport and other motor vehicles).</p> <ul style="list-style-type: none"><li>▪ Encourage appropriate and safe pedestrian, cyclist and driver behaviour.</li><li>▪ Provide safe sharing of access lanes and access places by pedestrians, cyclists and vehicles.</li><li>▪ Minimise the provision of culs-de-sac.</li><li>▪ Provide for service and emergency vehicles to safely turn at the end of a deadend street.</li><li>▪ Facilitate solar orientation of lots.</li><li>▪ Facilitate the provision of the walking and cycling network, integrated water management systems, utilities and planting of trees.</li><li>▪ Contribute to the area's character and identity.</li><li>▪ Take account of any identified significant features.</li></ul>	
<p><b>C18</b></p> <p><b>Walking and Cycling Network</b></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"><li>▪ Be part of a comprehensive design of the road or street reservation.</li><li>▪ Be continuous and connect.</li><li>▪ Provide for public transport stops, street crossings for pedestrians and cyclists and kerb crossovers for access to lots.</li><li>▪ Accommodate projected user volumes and mix.</li><li>▪ Meet the requirements of Table C1.</li><li>▪ 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.</li><li>▪ Provide appropriate signage.</li><li>▪ Be constructed to allow access to lots without damage to the footpath or shared path surfaces.</li><li>▪ Be constructed with a durable, non-skid surface.</li><li>▪ Be of a quality and durability to ensure:<ul style="list-style-type: none"><li>- Safe passage for pedestrians, cyclists, footpath bound vehicles and vehicles.</li><li>- Discharge of urban run-off.</li><li>- Preservation of all-weather access.</li><li>- Maintenance of a reasonable, comfortable riding quality.</li></ul></li></ul>	<p><b>Complies</b></p> <p>All roads and footpaths will be constructed in accordance with Council's requirements and specifications.</p> <p>Please refer to the enclosed Transport Impact Assessment for further information.</p>



Title and Objective	Standard	Compliance
	<ul style="list-style-type: none"><li>- A minimum 20 year life span.</li><li>▪ 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</li></ul>	
<p><b>C19</b></p> <p><b>Public Transport Network Detail</b></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.</p> <p>Bus and tram stops should have:</p> <ul style="list-style-type: none"><li>▪ Surveillance from streets and adjacent lots.</li><li>▪ Safe street crossing conditions for pedestrians and cyclists.</li></ul> <p>Safe pedestrian crossings on arterial roads and at schools including the provision of traffic controls as required by the roads authority.</p> <ul style="list-style-type: none"><li>▪ Continuous hard pavement from the footpath to the kerb.</li><li>▪ Sufficient lighting and paved, sheltered waiting areas for forecast user volume at neighbourhood centres, schools and other locations with expected high patronage.</li><li>▪ Appropriate signage.</li></ul> <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><b>Not Applicable</b></p> <p>No local public transport is available.</p>
<p><b>C20</b></p> <p><b>Neighbourhood street network detail</b></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>The design of streets and roads should:</p> <ul style="list-style-type: none"><li>▪ 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.</li><li>▪ 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</li></ul>	<p><b>Complies</b></p> <p>All new roads will be constructed in accordance with the design details provided in the movement network cross sections with kerb, channel and footpaths as required. They clearly reflect the various requirements for the different category roads.</p> <p>Please refer to the enclosed Transport Impact Assessment for further information.</p>





Title and Objective	Standard	Compliance
	<p>facilitate pedestrian movement and control traffic speed.</p> <ul style="list-style-type: none"><li>▪ Have verges of sufficient width to accommodate footpaths, shared paths, cycle paths, integrated water management, street tree planting, lighting and utility needs.</li><li>▪ Have street geometry appropriate to the street type and function, the physical land characteristics and achieve a safe environment for all users.</li><li>▪ Provide a low-speed environment while allowing all road users to proceed without unreasonable inconvenience or delay.</li><li>▪ Provide a safe environment for all street users applying speed control measures where appropriate.</li><li>▪ Ensure intersection layouts clearly indicate the travel path and priority of movement for pedestrians, cyclists and vehicles.</li><li>▪ 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.</li><li>▪ Ensure streets are of sufficient strength to:<ul style="list-style-type: none"><li>- Enable the carriage of vehicles.</li><li>- Avoid damage by construction vehicles and equipment.</li><li>- Ensure street pavements are of sufficient quality and durability for the:<ul style="list-style-type: none"><li>- Safe passage of pedestrians, cyclists and vehicles.</li><li>- Discharge of urban run-off.</li><li>- Preservation of all-weather access and maintenance of a reasonable, comfortable riding quality.</li></ul></li></ul></li><li>▪ Ensure carriageways of planned arterial roads are designed to the requirements of the relevant road authority.</li><li>▪ Ensure carriageways of neighbourhood streets are designed for a minimum 20 year life span.</li><li>▪ Provide pavement edges, kerbs, channel and crossover details designed to:<ul style="list-style-type: none"><li>- Perform the required integrated water management functions.</li></ul></li></ul>	



Title and Objective	Standard	Compliance
	<ul style="list-style-type: none"><li>- Delineate the edge of the carriageway for all street users.</li><li>- Provide efficient and comfortable access to abutting lots at appropriate locations.</li><li>- Contribute to streetscape design.</li></ul> <ul style="list-style-type: none"><li>▪ Provide for the safe and efficient collection of waste and recycling materials from lots.</li><li>▪ Be accessible to people with disabilities.</li><li>▪ 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.</li></ul> <p>A street detail plan should be prepared that shows, as appropriate:</p> <ul style="list-style-type: none"><li>▪ The street hierarchy and typical cross-sections for all street types.</li><li>▪ Location of carriageway pavement, parking, bus stops, kerbs, crossovers, footpaths, tactile surface indicators, cycle paths and speed control and traffic management devices.</li><li>▪ Water sensitive urban design features.</li><li>▪ Location and species of proposed street trees and other vegetation.</li><li>▪ Location of existing vegetation to be retained and proposed treatment to ensure its health.</li><li>▪ Any relevant details for the design and location of street furniture, lighting, seats, bus stops, telephone boxes and mailboxes.</li></ul> <p>(See clause 56.06 for table C1)</p>	
<b>C21</b> <b>Lot Access</b> To provide for safe vehicle access between roads and lots	<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>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>	<b>Complies</b>  All lots will be provided with vehicle crossovers and will be constructed in accordance with Council's requirements.

## Clause 56.07 – Integrated Water Management



Title and Objective	Standard	Compliance
<b>C22</b> <b>Drinking Water Supply</b> 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"><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>	<b>Complies</b> Water supply will be provided to the subdivision to the requirements of North East Water. Water supply is provided in Stage 1 and Stage 3 will utilise the ultimate connections provided under the master plan design. Please refer to the enclosed Property Servicing Report that confirms that sufficient supply is available.
<b>C23</b> <b>Reused and recycled water</b> To provide for the substitution of drinking water for non-drinking purposes with reused and recycled water.	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 Health and Human Services.</li><li>Provided to the boundary of all lots in the subdivision where required by the relevant water authority.</li></ul>	<b>Not Applicable</b> The use of recycled water is not proposed with this subdivision.
<b>C24</b> <b>Waste Water Management</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.	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> Reticulated waste water systems must be provided to the boundary of all lots in the subdivision where required by the relevant water authority	<b>Complies</b> The Site will be connected to the reticulated wastewater systems to the requirements of North East Water. In accordance with the approved Stage 1 permit, prior to the statement of compliance, a free draining outfall is to be constructed with a wetland/retarding basin which is expected to treat the whole of the Bright Valley estate. Please refer to the enclosed Property Servicing Report that confirms that sufficient capacity is available.
<b>C25</b> <b>Urban Runoff Management</b> To minimise damage to properties and inconvenience to residents from urban run-off. To ensure that the street operates adequately during major storm events and provides for public safety. To minimise increases in stormwater run-off and protect the environmental values and physical characteristics of receiving waters from degradation by urban run-off.	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 pre-development levels</li></ul>	<b>Complies</b> Site drainage will be consistent with current best practice design principles and in accordance with Council's requirements. In accordance with the approved Stage 1 permit, prior to the statement of compliance, a free draining outfall is to be constructed with a wetland/retarding basin which is expected to treat the whole of the Bright Valley estate. The treatment system is currently being constructed and will be able to support Stage 3 and all future stages within the estate. Please refer to the enclosed Property Servicing Report for further information.



Title and Objective	Standard	Compliance
	<p>unless increased flows are approved by the relevant drainage authority and there are no detrimental downstream impacts. The stormwater management system should be integrated with the overall development plan including the street and public open space networks and landscape design. For all storm events up to and including the 20% Average Exceedance Probability (AEP) standard:</p> <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. For storm events greater than 20% AEP and up to and including 1% AEP standard:</li><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>d_a V_{ave} &lt; 0.35 \text{ m}^2/\text{s}</math> (where, <math>d_a</math> = average depth in metres and <math>V_{ave}</math> = average velocity in metres per second). The design of the local drainage network should:</li><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> <p>Any flood mitigation works must be designed and constructed in accordance with the</p>	



Title and Objective	Standard	Compliance
	requirements of the relevant floodplain management authority.	

## Clause 56.08 – Site Management

Title and Objective	Standard	Compliance
<b>C26</b> <b>Site Management</b>  To protect drainage infrastructure and receiving waters from sedimentation and contamination.  To protect the site and surrounding area from environmental degradation or nuisance prior to and during construction of subdivision works.  To encourage the re-use of materials from the site and recycled materials in the construction of subdivisions where practicable.	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. Recycled material should be used for the construction of streets, shared paths and other infrastructure where practicable.</li></ul>	<b>Complies</b>  Appropriate measures will be undertaken during construction works to ensure that the site and surrounding area, including drainage infrastructure and receiving waters, are protected from degradation, sedimentation and contamination to Council's satisfaction.

## Clause 56.09 – Utilities

Title and Objective	Standard	Compliance
<b>C27</b> <b>Shared Trenching</b>  To maximise the opportunities for shared trenching.  To minimise constraints on landscaping within street reserves.	Reticulated services for water, gas, electricity and telecommunications should be provided in shared trenching to minimise construction costs and land allocation for underground services.	<b>Complies</b>  Trenching will be shared where possible.
<b>C28</b> <b>Electricity, telecommunications and gas</b>  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	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	<b>Complies</b>  The lots will be connected to electricity and telecommunications in accordance with the relevant requirements. Reticulated gas is not available to the Site.  Please refer to the enclosed Property Servicing Report that confirms that sufficient network capacity is available.





Title and Objective	Standard	Compliance
	<p>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>	
<b>C29</b> <b>Fire Hydrants</b> To provide fire hydrants and fire plugs in positions that enable fire fighters to access water safely, effectively and efficiently.	<p>Fire hydrants should be provided:</p> <ul style="list-style-type: none"><li>▪ A maximum distance of 120 metres from the rear of the each lot.</li><li>▪ No more than 200 metres apart.</li></ul> <p>Hydrants and fire plugs must be compatible with the relevant fire service equipment. Where the provision of fire hydrants and fire plugs does not comply with the requirements of standard C29, fire hydrants must be provided to the satisfaction of the relevant fire authority</p>	<b>Complies</b> Fire hydrants will be provided to the relevant requirements.
<b>C30</b> <b>Public Lighting</b> To provide public lighting to ensure the safety of pedestrians, cyclists and vehicles.  To provide pedestrians with a sense of personal safety at night.  To contribute to reducing greenhouse gas emissions and to saving energy.	<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>	<b>Complies</b> Public lighting will be provided to the relevant requirements.

