

Checklist – Subdivision

Council encourages applicants to use a licensed land surveyor to prepare and lodge an application for subdivision via SPEAR.



An application for subdivision should be accompanied by the following information:

<p>A current copy of title and details of any registered restrictive covenant or Section 173 Agreement</p>	<p>A copy of title and associated restrictions can be accessed www.landata.vic.gov.au. The title must be no older than 90 days old.</p>	
<p>Plan of Subdivision</p>	<p>A plan of subdivision at a scale of 1:100 or 1:200 which shows:</p> <ul style="list-style-type: none"> ○ The boundaries and dimensions of each lot ○ Area of each lot and common property areas ○ Location of any buildings on each lot which are to be retained 	
<p>Written submission</p>	<p>A written description of the proposal which contains where relevant:</p> <ul style="list-style-type: none"> ○ For properties in a General Residential Zone or Township Zone, a written response to Clause 56 of the Yarriambiack Shire Council Planning Scheme. You may use the assessment template provided in the appendix attached below. ○ For all other zones, respond to their corresponding decision guidelines which can be found here: https://planning-schemes.app.planning.vic.gov.au/Yarriambiack/ordinance ○ For any overlays that apply to your property, respond to their corresponding decision guidelines which can be found here: https://planning-schemes.app.planning.vic.gov.au/Yarriambiack/ordinance ○ Response to the decision guidelines of Clause 65.02 – Approval of an application to subdivide land 	
<p>Land Capability Assessment if reticulated sewerage is not available to the site</p>	<p>A Land Capability Assessment prepared by a suitably qualified person which considers:</p> <ul style="list-style-type: none"> ○ The capability of the lots to treat and retain all wastewater in accordance with the State Environment Protection Policy (Waters of Victoria) under the <i>Environment Protection Act 1970</i>. 	
<p>A completed Application for Planning Permit form and paying the relevant fee</p>	<p>The form can be accessed from: https://www.yarriambiack.vic.gov.au/Plan-and-Build/Planning/Planning-Forms</p>	

Next steps

Certification

Once a planning permit has been issued, a Plan of Subdivision, prepared by the Land Surveyor, must be certified by Council in accordance with the *Subdivision Act 1988*.

The application for certification is a separate application to the planning permit application. As well as satisfying conditions on the planning permit, all the servicing authorities must consent to the plan being certified. There are fees for certification.

Statement of Compliance

A Statement of Compliance is issued by Council once all the requirements of the planning permit are met and all of the servicing authorities have consented to the issuing of the Statement of Compliance. Once you have a Statement of Compliance, you can lodge it and your certified plan with Land Victoria who will register the new titles.

Disclaimer: Please note this checklist is for standard information required for lodgement. Additional information may be required by Council when assessing your application.

APPENDIX: CLAUSE 56 ASSESSMENT (RESIDENTIAL SUBDIVISION)

56.03: LIVEABLE AND SUSTAINABLE COMMUNITIES		
56.03-5 Neighbourhood Character	Standard C6	Comments
<i>To design subdivisions that respond to neighbourhood character</i>	<p><i>Subdivision should</i></p> <ul style="list-style-type: none"> • <i>Respect the existing neighbourhood character or achieve a preferred neighbourhood character consistent with any relevant neighbourhood character objective, policy or statement set out in this scheme.</i> • <i>Respond to and integrate with the surrounding urban environment.</i> • <i>Protect significant vegetation and site features</i> 	

56.04: LOT DESIGN		
56.04-1 Lot Diversity and Distribution (note: Clause 56.04-1 does not apply to a two-lot subdivision)	Standard C7	Comments
<i>To achieve housing densities that support compact and walkable neighbourhoods and the efficient provision of public transport services</i>	<i>A subdivision should implement any relevant housing strategy, plan or policy for the area set out in this scheme.</i>	
<i>To provide higher housing densities within walking distance of activity centres.</i>	<i>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.</i>	
<i>To achieve increased housing densities in designated growth areas.</i>	<p><i>A range and mix of lot sizes should be provided including lots suitable for the development of:</i></p> <ul style="list-style-type: none"> • <i>Single dwellings</i> • <i>Two dwellings or more.</i> • <i>Higher density housing.</i> • <i>Residential buildings and Retirement Villages</i> 	
<i>To provide a range of lot sizes to suit a variety of dwelling and household types.</i>	<i>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.</i>	
	<i>Lots of 300sqm or less in area, lots suitable for development of two dwellings or more, lots suitable for higher density housing and lots suitable for Residential</i>	

	<i>buildings and Retirement villages should be located in and within 400 metres street walking distance of an activity centre.</i>	
56.04-2 Lot Area and Building Envelopes	Standard C8	Comments
<i>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.</i>	<i>An application to subdivide land that creates lots of less than 300sqm should be accompanied by information that shows:</i> <ul style="list-style-type: none"> <i>That the lots are consistent or contain a building envelope that is consistent with a development approved under this scheme, or</i> <i>That a dwelling may be constructed on each lot in accordance with the requirements of this scheme.</i> 	
	<i>Lots of between 300sqm and 500sqm should:</i> <ul style="list-style-type: none"> <i>Contain a building envelope that is consistent with a development of the lot approved under this scheme, or</i> <i>If no development of the lot has been approved under this scheme, contain a building envelope and be able to contain a rectangle measuring 10m x 15m, or 9m x15m if a boundary wall is nominated as part of the building envelope</i> 	
	<i>If lots of between 300sqm and 500sqm are proposed to contain buildings that are built to the boundary, the long axis of the lots should be within 30°E and 20°W of N unless there are significant physical constraints that make this difficult to achieve.</i>	
	<i>Lots greater than 500sqm in area should be able to contain a rectangle measuring 10m x 15m, and may contain a building envelope.</i>	
	<i>A building envelope may specify or incorporate any relevant siting and design requirement. Any requirement should meet the relevant standards of Clause 54, unless:</i> <ul style="list-style-type: none"> <i>The objectives of the relevant standard are met, and</i> <i>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.</i> 	
	<i>Where a lot with a building envelope adjoins a lot that is not on the same plan of subdivision or is not subject to the same agreement relating to the relevant building envelope:</i> <ul style="list-style-type: none"> <i>The building envelope must meet Standards A10 and A11 and Clause 54 in relation to the adjoining lot, and</i> <i>The building envelope must not</i> 	

	<p><i>regulate siting matters covered by Standards A12 to A15 (inclusive) of Clause 54 in relation to the adjoining lot. This should be specified in the relevant plan of subdivision or agreement.</i></p>	
	<p><i>Lot dimensions and building envelopes should protect:</i></p> <ul style="list-style-type: none"> • <i>Solar access for future dwellings and support the siting and design of dwellings that achieve the energy rating requirements of the Building Regulations.</i> • <i>Existing or proposed easements on lots.</i> • <i>Significant vegetation and site features.</i> 	
56.04-3 Solar Orientation	Standard C9	Comments
<i>To provide good solar orientation of lots and solar access for future dwellings</i>	<p><i>Unless the site is constrained by topography or other site conditions, at least 70 percent of lots should have appropriate solar orientation.</i></p>	
	<p><i>Lots have appropriate solar orientation when:</i></p> <ul style="list-style-type: none"> • <i>The long axes of lots are within the range N20^oW to N30^oE, or E20^oN to E30^oS.</i> • <i>Lots between 300sqm and 500sqm are proposed to contain dwellings that are built to the boundary, the long axis of the lots should be within N20^oW to N30^oE.</i> • <i>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.</i> 	
56.04-4 Street Orientation (Note: Clause 56.04-4 does not apply to a two-lot subdivision)	Standard C10	Comments
<i>To provide a lot layout that contributes to community social interaction, person safety and property security.</i>	<p><i>Subdivision should increase visibility and surveillance by:</i></p> <ul style="list-style-type: none"> • <i>Ensuring lots front all roads and streets and avoid the side and rear lots being orientated to connector streets and arterial roads.</i> • <i>Providing lots of 300sqm or less in area and lots for 2 or more dwellings around activity centres and public open space.</i> • <i>Ensuring streets and houses look onto public open space and avoiding sides and rears of lot along public open space boundaries.</i> 	
56.04-5 Common Area	Standard C11	Comments
<i>To identify common areas and the purpose</i>	<i>An application to subdivide land that creates common land must be</i>	

<i>for which the area is commonly held.</i>	<i>accompanied by a plan and a report identifying:</i> <ul style="list-style-type: none"> <i>The common area to be owned by the body corporate, including any streets and open space.</i> <i>The reasons why the area should be commonly held.</i> <i>Lots participating in the body corporate.</i> <i>The proposed management arrangements including maintenance standards for streets and open spaces to be commonly held.</i> 	
<i>To ensure the provision of common area is appropriate and that necessary management arrangements are in place.</i>		
<i>To maintain direct public access throughout the neighbourhood street network.</i>		

56.05: URBAN LANDSCAPE		
56.05-1 Integrated Urban Landscape (note: Clause 56.05-1 does not apply to a two-lot subdivision)	Standard C12	Comments
<i>To provide attractive and continuous landscaping in streets and public open spaces that contribute to the character and identity of new neighbourhoods and urban places or to existing or preferred neighbourhood character in existing urban areas.</i>	<i>An application for subdivision that creates streets or public open space should be accompanied by a landscape design.</i>	
<i>To incorporated natural and cultural features in the design of streets and public open space where appropriate.</i>	<i>The landscape design should:</i> <ul style="list-style-type: none"> <i>Implement any relevant streetscape, landscape, urban design or native vegetation precinct plan, strategy or policy for the area set out in this scheme.</i> <i>Create attractive landscapes that visually emphasise streets and public spaces.</i> <i>Respond to the site and context description for the site and surrounding area.</i> <i>Maintain significant vegetation where possible within an urban context.</i> <i>Take account of the physical features of the land including landform, soil and climate.</i> <i>Protect and enhance any significant natural and cultural features.</i> <i>Protect and link areas of significant local habitat where appropriate.</i> <i>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.</i> 	
<i>To protect and enhance native habitat and discourage the planting and spread of noxious weeds.</i>		

	<ul style="list-style-type: none"> • <i>Promote the use of drought tolerant and low maintenance plants and avoid species that are likely to spread to the surrounding environment.</i> • <i>Ensure landscaping supports surveillance and provides shade in streets, parks and public open space.</i> • <i>Develop appropriate landscape for the intended use of public open space including areas for passive and active recreation, the exercising of pets, playgrounds and shaded areas.</i> • <i>Provide for walking and cycling networks that link with community facilities.</i> • <i>Provide appropriate pathways, signage, fencing, public lighting and street furniture.</i> • <i>Create low maintenance, durable landscapes that are capable of a long life.</i> 	
<i>To provide integrated water management systems and contribute to drinking water conservation.</i>	<i>The landscape design must include a maintenance plan that sets out maintenance responsibilities, requirements and costs.</i>	

56.06: ACCESS AND MOBILITY MANAGEMENT		
56.06-2 Walking and Cycling Network (Note: Clause 56.06-2 does not apply to a two-lot subdivision)	Standard C15	Comments
<p><i>To contribute to community health and well being by encouraging walking and cycling as part of the daily lives of residents, employees and visitors.</i></p> <p><i>To provide safe and direct movement through and between neighbourhoods by pedestrians and cyclists.</i></p> <p><i>To reduce car use, greenhouse gas emissions and air pollution.</i></p>	<p><i>The walking and cycling network should be designed to:</i></p> <ul style="list-style-type: none"> • <i>Implement any relevant regional and local walking and cycling strategy, plan or policy for the area set out in this scheme.</i> • <i>Link to any existing pedestrian and cycling networks.</i> • <i>Provide safe walkable distances to activity centres, community facilities, public transport stops and public open spaces.</i> • <i>Provide an interconnected and continuous network of safe and 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.</i> • <i>Provide direct cycling routes for regional journeys to major activity centres, community facilities, public transport and other regional activities and for regional recreational cycling.</i> • <i>Ensure safe street and road crossings</i> 	

	<p><i>including the provision for traffic controls where required.</i></p> <ul style="list-style-type: none"> • <i>Provide an appropriate level of priority for pedestrians and cyclists.</i> • <i>Have natural surveillance along streets and from abutting dwellings and be designed for personal safety and security particularly at night.</i> • <i>Be accessible to people with disabilities.</i> 	
<p>56.06-4 Neighbourhood Street Network <i>(Note: Clause 56.06-4 does not apply to a two-lot subdivision)</i></p>	<p>Standard C17</p>	<p>Comments</p>
<p><i>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.</i></p>	<p><i>The neighbourhood street network must:</i></p> <ul style="list-style-type: none"> • <i>Take account of the existing mobility network of arterial roads, neighbourhood streets, cycle paths, footpaths and public transport routes.</i> • <i>Provide clear physical distinctions between arterial roads and neighbourhood street types.</i> • <i>Comply with the Roads Corporation's arterial road access management policies.</i> • <i>Provide an appropriate speed environment and movement priority for the safe and easy movement of pedestrians and cyclists and for accessing public transport.</i> • <i>Provide safe and efficient access to activity centres for commercial and freight vehicles.</i> • <i>Provide safe and efficient access to all lots for service and emergency vehicles.</i> • <i>Provide safe movement for all vehicles.</i> • <i>Incorporate any necessary traffic control measures and traffic management infrastructure.</i> 	
	<p><i>The neighbourhood street network should be designed to:</i></p> <ul style="list-style-type: none"> • <i>Implement any relevant transport strategy, plan or policy for the area set out in this scheme.</i> • <i>Include arterial roads at intervals of approximately 1.6km that have adequate reservation widths to accommodate long term movement demand.</i> • <i>Include connector streets approximately halfway between arterial roads and provide adequate reservation widths to accommodate long term movement demand.</i> • <i>Ensure connector streets align</i> 	

	<p><i>between neighbourhoods for direct and efficient movement of pedestrians, cyclists, public transport and other motor vehicles.</i></p> <ul style="list-style-type: none"> • <i>Provide and interconnected and continuous network of street within and between neighbourhoods for use by pedestrians, cyclists, public transport and other vehicles.</i> • <i>Provide an appropriate level of local traffic dispersal.</i> • <i>Indicate the appropriate street type.</i> • <i>Provide a speed environment that is appropriate to the street type.</i> • <i>Provide a street environment that appropriately management movement demand (volume, type and mix of pedestrians, cyclists, public transport and other motor vehicles).</i> • <i>Encourage appropriate sharing of access lanes and access places by pedestrians, cyclists and vehicles.</i> • <i>Minimise the provision of culs-de-sac.</i> • <i>Provide for service and emergency vehicles to safely turn at the end of a dead-end street.</i> • <i>Facilitate solar orientation of lots.</i> • <i>Facilitate the provision of the walking and cycling network, integrated water management systems, utilities and planting of trees.</i> • <i>Contribute to the area's character and identity.</i> • <i>Take account of any identified significant features.</i> 	
<p>56.06-5 Walking and Cycling Network detail <i>(Note: Clause 56.06-5 does not apply to a two-lot subdivision)</i></p>	<p>Standard C18</p>	<p>Comments</p>
<p><i>To design and construct footpaths, shared path and cycle path networks that are safe, comfortable, well constructed and accessible for people with disabilities.</i></p>	<p><i>Footpaths, shared paths, cycle paths and cycle lanes should be designed to:</i></p> <ul style="list-style-type: none"> • <i>Be part of a comprehensive design of the road or street reservation.</i> • <i>Be continuous and connect.</i> • <i>Provide for public transport stops, street crossings for pedestrians and cyclists and kerb crossovers for access to lots.</i> 	
<p><i>To design footpaths to accommodate wheelchairs, prams, scooters and other footpath bound vehicles.</i></p>	<ul style="list-style-type: none"> • <i>Accommodate projected volumes and mix.</i> • <i>Meet the requirements of Table C1.</i> • <i>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.</i> • <i>Provide appropriate signage.</i> 	

	<ul style="list-style-type: none"> • <i>Be constructed to allow access to lots without damage to footpath or shared path surfaces.</i> • <i>Be constructed with a durable, non-skid surface.</i> • <i>Be of a quality and durability to ensure:</i> <ul style="list-style-type: none"> ▪ <i>Safe passage for pedestrians, cyclists, footpath bound vehicles and vehicles.</i> ▪ <i>Discharge of urban run-off.</i> ▪ <i>Preservation of all weather access.</i> ▪ <i>Maintenance of a reasonable, comfortable riding quality.</i> ▪ <i>A minimum 20 year life space.</i> • <i>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.</i> 	
<p style="text-align: center;">56.06-7 Neighbourhood Street Network Detail <i>(Note: Clause 56.06-7 does not apply to a two-lot subdivision)</i></p>	<p>Standard C20</p>	<p>Comments</p>
<p><i>To design and construct street carriageways and verges so that the street geometry and traffic speed provide an accessible and safe neighbourhood street system for all users.</i></p>	<p><i>The design of streets and roads should:</i></p> <ul style="list-style-type: none"> • <i>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.</i> • <i>Provide street blocks that are generally between 120m and 240m in length and generally between 60m and 120m in width to facilitate pedestrian movement and control traffic speed.</i> • <i>Have verges of sufficient width to accommodate footpaths, shared paths, cycle paths, integrated water management, street tree planting, lighting and utility needs.</i> • <i>Have street geometry appropriate to the street type and function, the physical land characteristics and achieve a safe environment for all users.</i> • <i>Provide a low-speed environment while allowing all road users to proceed without inconvenience or delay.</i> • <i>Provide a safe environment for all street users applying speed control measures where appropriate.</i> • <i>Ensure intersection layouts clearly indicate the travel path and priority movement for pedestrians, cyclists and vehicles.</i> • <i>Provide a minimum 5m by 5m corner</i> 	

	<p><i>splay at junctions with arterial roads and a minimum 3m by 3m corner splay at other junctions unless site conditions justify a variation to achieve safe sight lines across corners.</i></p> <ul style="list-style-type: none"> • <i>Ensure street are sufficient strength to: <ul style="list-style-type: none"> ▪ <i>Enable the carriage of vehicles.</i> ▪ <i>Avoid damage by construction vehicles and equipment.</i> </i> • <i>Ensure street pavements are of sufficient quality and durability for the: <ul style="list-style-type: none"> ▪ <i>Safe passage of pedestrians, cyclists and vehicles.</i> ▪ <i>Discharge of urban run-off.</i> <i>Preservation of all-weather access and maintenance of a reasonable, comfortable riding quality.</i> </i> • <i>Ensure carriageways of planned arterial roads are designed to the requirements of the relevant road authority.</i> • <i>Ensure carriageways of neighbourhood streets are designed for a minimum 20 year life span.</i> • <i>Provide pavement edges, kerbs, channel and crossover details designed to: <ul style="list-style-type: none"> ▪ <i>Perform the required integrated water management functions.</i> ▪ <i>Delineate the edge of the carriageway for all street users.</i> ▪ <i>Provide efficient and comfortable access to abutting lots at appropriate locations.</i> ▪ <i>Contribute to streetscape design.</i> </i> • <i>Provide for the safe and efficient collection of waste and recycling materials from lots.</i> • <i>Be accessible to people with disabilities.</i> 	
	<p><i>A street detail plan should be prepared that shows, as appropriate:</i></p> <ul style="list-style-type: none"> • <i>The street hierarchy and typical cross-sections for all street types.</i> • <i>Location of carriageway pavement, parking, bus stops, crossovers, footpaths, tactile surface indicators, cycle paths and speed control and traffic management devices.</i> • <i>Water sensitive urban design features.</i> • <i>Location and species of proposed street trees and other vegetation.</i> • <i>Location of existing vegetation to be retained and proposed treatment to ensure its health.</i> • <i>Any relevant details for the design and location of street furniture, lighting, seats, bus stops, telephone boxes and mailboxes.</i> 	
56.06-8 Lot Access	Standard C21	Comments

<i>To provide for safe vehicle access between roads and lots.</i>	<i>Vehicle access to lots abutting arterial roads should be provided from service roads, side or rear lanes, access places or access streets where appropriate and in accordance with the access management requirements of the relevant roads authority.</i>	
	<i>Vehicle access to lots of 300sqm or less in area and lots with frontage of 7.5m or less should be provided via rear or side access lanes, places or streets.</i>	
	<i>The design and construction of a crossover should meet the requirements of the relevant road authority.</i>	

56.07: INTEGRATED WATER MANAGEMENT		
56.07-1 Drinking Water Supply	Standard C22	Comments
<i>To reduce the use of drinking water</i>	<i>The supply of drinking water must be:</i> <ul style="list-style-type: none"> <i>Designed and constructed in accordance with the requirements and to the satisfaction of the relevant water authority.</i> <i>Provided to the boundary of all lots in the subdivision to the satisfaction of the relevant water authority</i> 	
<i>To provide adequate, cost-effective supply of drinking water</i>		
56.07-2 Reused and Recycled Water	Standard C23	Comments
<i>To provide for the substitution of drinking water for non-drinking water purposes with reused and recycled water,</i>	<i>Reused and recycled water supply systems must be:</i> <ul style="list-style-type: none"> <i>Designed and constructed in accordance with the requirements and to the satisfaction of the relevant water authority, Environment Protection Authority and Department of Health and Human Services.</i> <i>Provided to the boundary of all lots in the subdivision where required by the relevant water authority.</i> 	
56.07-3 Waste Water Management	Standard C24	Comments
<i>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.</i>	<i>Waste water systems must be:</i> <ul style="list-style-type: none"> <i>Designed, constructed and managed in accordance with the requirements and to the satisfaction of the relevant water authority and the Environmental Protection Authority.</i> <i>Consistent with any relevant approved domestic waste water management plan.</i> 	
	<i>Reticulated waste water must be provided to the boundary of all lots in the subdivision where required by the relevant water authority.</i>	
56.07-4 Stormwater Management	Standard C25	Comments
<i>To minimise damage to properties and inconvenience to residents from</i>	<i>The urban stormwater management system must be:</i> <ul style="list-style-type: none"> <i>Designed and managed in accordance</i> 	

<p><i>stormwater.</i> <i>To ensure that the street operates adequately during major storm events and provides for public safety.</i> <i>To minimise increases in stormwater and protect the environmental values and physical characteristics of receiving waters from degradation by stormwater. To encourage stormwater management that maximises the retention and reuse of stormwater.</i> <i>To encourage stormwater management that contributes to cooling, local habitat improvements and provision of attractive and enjoyable spaces.</i></p>	<p><i>with the requirements and to the satisfaction of the relevant drainage authority.</i></p> <ul style="list-style-type: none"> • <i>Designed and managed in accordance with the requirements and to the satisfaction of the water authority where reuse of stormwater is proposed.</i> • <i>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).</i> • <i>Designed to ensure that flows downstream of the subdivision site are restricted to pre-development levels unless increased flows are approved by the relevant drainage authority and there are no detrimental downstream impacts.</i> • <i>Designed to contribute to cooling, improving local habitat and providing attractive and enjoyable spaces.</i> <p><i>The stormwater management system should be integrated with the overall development plan including the street and public open space networks and landscape design.</i></p> <p><i>For all storm events up to and including the 20% Average Exceedence Probability (AEP) standard: Stormwater flows should be contained within the drainage system to the requirements of the relevant authority. Ponding on roads should not occur for longer than 1 hour after the cessation of rainfall. For storm events greater than 20% AEP and up to and including 1% AEP standard:</i></p> <ul style="list-style-type: none"> • <i>Provision must be made for the safe and effective passage of stormwater flows.</i> • <i>All new lots should be free from inundation or to a lesser standard of flood protection where agreed by the relevant floodplain management authority.</i> • <i>Ensure that streets, footpaths and cycle paths that are subject to flooding meet the safety criteria $d_a V_{ave} < 0.35 \text{ m}^2 / \text{s}$ (where, d_a = average depth in metres and V_{ave} = average velocity in metres per second).</i> <p><i>The design of the local drainage network should:</i></p> <ul style="list-style-type: none"> • <i>Ensure stormwater is retarded to a standard required by the responsible drainage authority.</i> 	
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	<ul style="list-style-type: none"> • <i>Ensure every lot is provided with drainage to a standard acceptable to the relevant drainage authority. Wherever possible, stormwater should be directed to the front of the lot and discharged into the street drainage system or legal point of discharge.</i> • <i>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.</i> • <i>Include water sensitive urban design features to manage stormwater in streets and public open space. Where such features are provided, an application must describe maintenance responsibilities, requirements and costs.</i> <p><i>Any flood mitigation works must be designed and constructed in accordance with the requirements of the relevant floodplain management authority.</i></p>	
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56.08: SITE MANAGEMENT		
56.08-1 Site Management	Standard C26	Comments
<i>To protect drainage infrastructure and receiving waters from sedimentation and contamination.</i>	<p><i>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::</i></p> <ul style="list-style-type: none"> • <i>Erosion and sedimentation.</i> • <i>Dust</i> • <i>Run-off</i> • <i>Litter, concrete and other construction wastes.</i> • <i>Chemical contamination.</i> • <i>Vegetation and natural features planned for retention.</i> 	
<i>To protect the site and surrounding area from environmental degradation or nuisance prior to and during construction of subdivision works.</i>	<p><i>Recycled materials should be used for the construction of streets, shared paths and other infrastructure where practicable.</i></p>	
<i>To encourage the re-use of materials from the site and recycled materials in the construction of subdivisions where practicable.</i>		

56.09: UTILITIES		
56.09-1 Shared Trenching	Standard C27	Comments

<i>To maximise the opportunities for shared trenching.</i>	<i>Reticulated services for water, gas, electricity and telecommunications should be provided in shared trenching to minimise construction costs and land allocation for underground services.</i>	
<i>To minimise constraints on landscaping within street reserves.</i>		
56.09-2 Electricity and telecommunications objectives	Standard C28	Comments
<i>To provide public utilities to each lot in a timely, efficient and cost effective manner.</i>	<i>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.</i>	
<i>To reduce greenhouse gas emissions by supporting generation and use of electricity from renewable sources.</i>		
	<i>Arrangements that support the generation or use of renewable energy at a lot or neighbourhood level are encouraged.</i>	
	<i>The telecommunication system must be designed in accordance with the requirements of the relevant telecommunications servicing agency and should be consistent with any approved strategy, policy or plan for the provision of advanced telecommunications infrastructure, including fibre optic technology. The telecommunications system must be provided to the boundary of all lots in the subdivision to the satisfaction of the relevant telecommunications servicing authority.</i>	
56.09-3 Fire Hydrants (Note: Clause does not apply to a two-lot subdivision)	Standard C29	Comments
<i>To provide fire hydrants and fire plugs in positions that enable fire fighters to access water safely, effectively and efficiently.</i>	<i>Fire hydrants should be provided:</i>	
	<ul style="list-style-type: none"> • A maximum distance of 120 metres from the rear of each lot. • No more than 200 metres apart 	
	<i>Hydrants and fire plugs must be compatible with the relevant fire service authority.</i>	
56.09-4 Public Lighting (Note: Clause does not apply to a two-lot subdivision)	Standard C30	Comments
<i>To provide public lighting to ensure the safety of pedestrians, cyclists and vehicles.</i>	<i>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.</i>	

<i>To provide pedestrians with a sense of personal safety at night.</i>	<i>Public lighting should be designed in accordance with relevant Australian Standards.</i>	
<i>To contribute to reducing greenhouse emissions and to saving energy</i>	<i>Public lighting should be consistent with any strategy, policy or plan for the use of renewable energy and energy efficient fittings.</i>	