

# Town Planning Report Development Plan

Redbank Road, Stratford

Issued

21/05/2025

APPROVED DEVELOPMENT PLAN  
PLANNING AND ENVIRONMENT ACT 1987  
WELLINGTON PLANNING SCHEME  
Clause 43.04 Schedule 1

DP NAME: DPO1 Development Plan - 28 Redbank Road, Stratford

DATE: 28 July 2025  
SIGNED: Caragh Button  
OFFICER TITLE: Strategic Planner

(31 pages)





This report provides a response to the provisions of Point 4.0 of Schedule 1 to **Clause 43.04** of the Wellington Planning Scheme, as relevant to the Development Plan below. It includes:

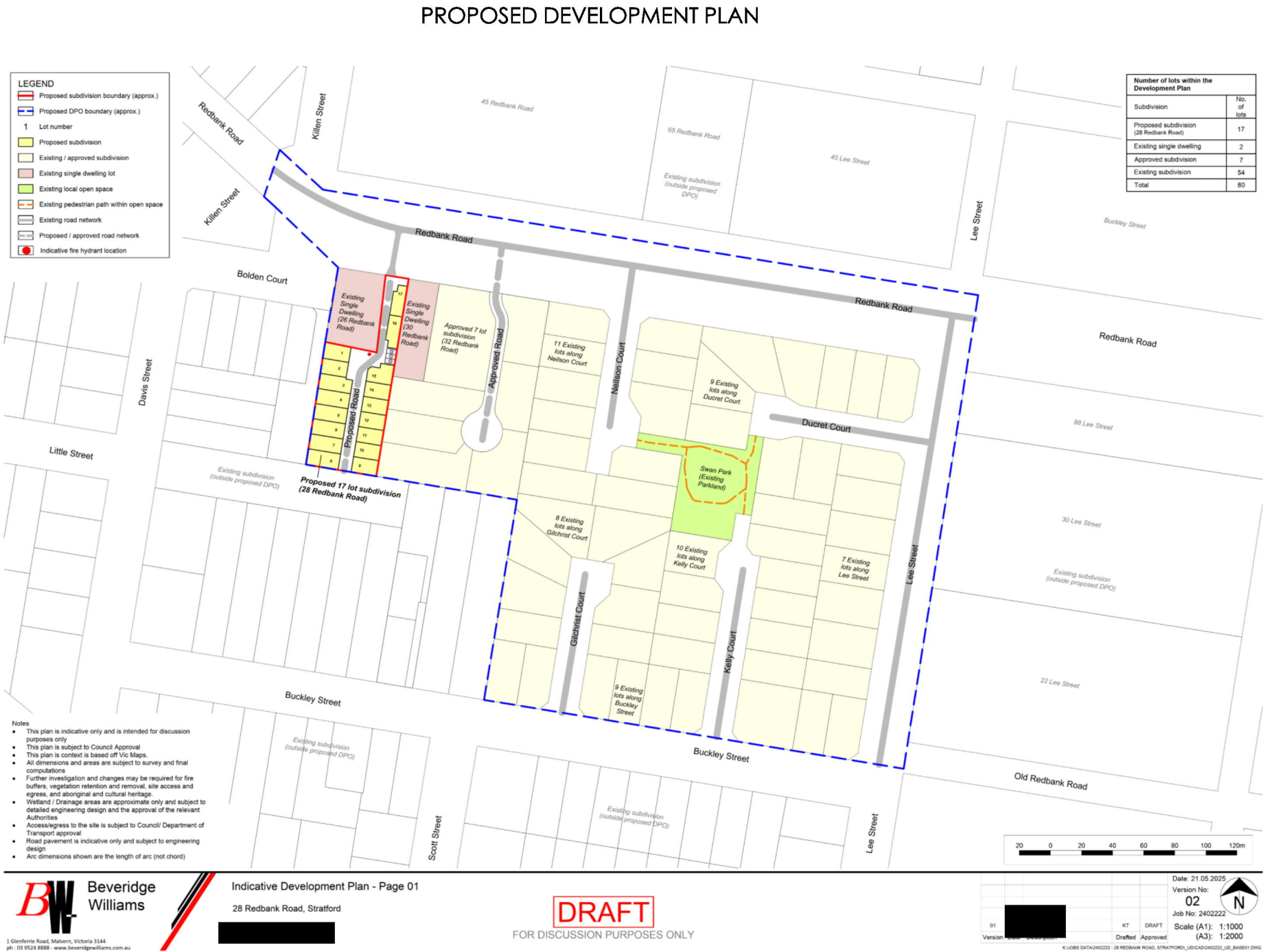
- The proposed boundaries of the development area and provides justification for those boundaries.
- The overall subdivision of the area, including the proposed subdivision lot layout that will be added to the area through the development of 17 residential units at 28 Redbank Road, noting that the rest of the Development Plan area is either already fully developed, or, in the case of 32 Redbank Road, subject to a permit to develop.
- The overall pattern of development of the area.
- The existing and proposed use and development of each part of the area.
- The existing network of walking and cycling routes.
- Infrastructure Services, including the location of an internal fire hydrant.
- An integrated drainage scheme for the remaining land within the Development Plan area that can be developed.
- The pattern and location of the existing road network.
- The pattern and location of the existing internal road system.
- The location of the nearest public transport services.
- Community Facilities.
- The location of community facilities across Stratford more broadly.

Due to the fact that the vast majority of the area on the south side of Redbank Road affected by Development Plan Overlay (Schedule 1) is already developed and the new 17-unit development at 28 Redbank Road doesn't include any new roads or public space, this plan does not include the following items listed at Point 4.0 of Schedule 1 to **Clause 43.04**:

- Any new roads or intersection points;
- An indication of existing drainage infrastructure, beyond that required to drain the 17-unit development;
- Community Facilities;
- Locations for informal opportunities for community gathering and social interaction;
- Public Toilets;
- Areas of Public Open Space; and,
- An overall Landscaping Plan.

This report is accompanied by the following reports, which relate to the development of 28 Redbank Road, Stratford with 17 units:

1. A Traffic Report prepared by Quantum Traffic;
2. A Drainage Report prepared by W.A Moore & Associates; and,
3. An arborists report prepared by Arblnspect.





PROPOSED BOUNDARIES:

It is noted that the East Stratford Development Plan Outline Development Plan (Beca, December 2007) has been approved as the Development Plan for land on the north side of Redbank Road. This area can be seen outlined red in the three images below.

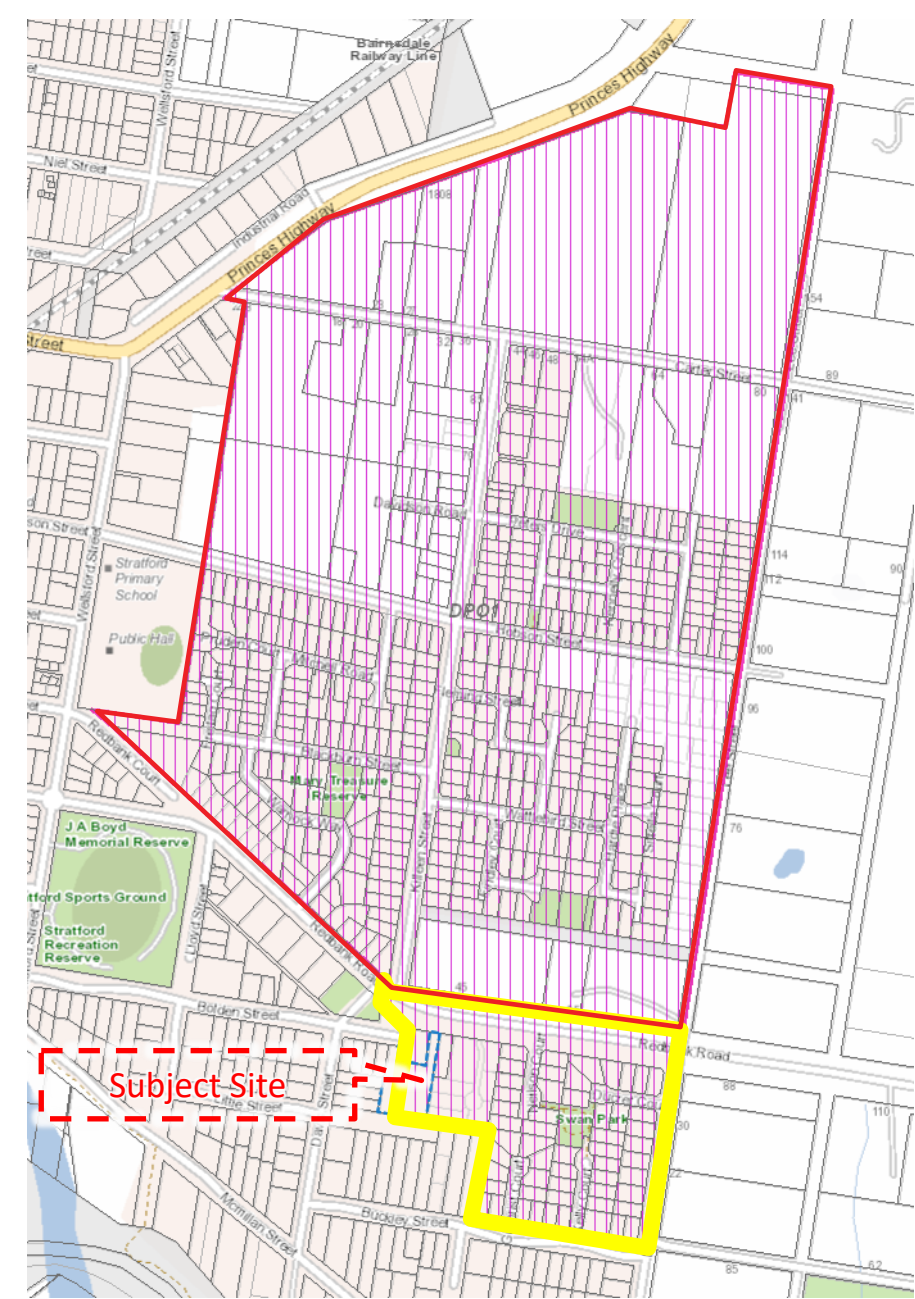
As can be seen in **Figures 2-4**, this plan does not cover the area on the south side of Redbank Road, even though the Development Plan Overlay does cover it.

Hence, Point 2.0 of Schedule 1 to **Clause 43.04** requires that a Development Plan be approved for the overlay affected area on the south side of Redbank Road before a planning permit can be issued to allow a subdivision or development of the land at 28 Redbank Road, as it sits on the south side of Redbank Road.

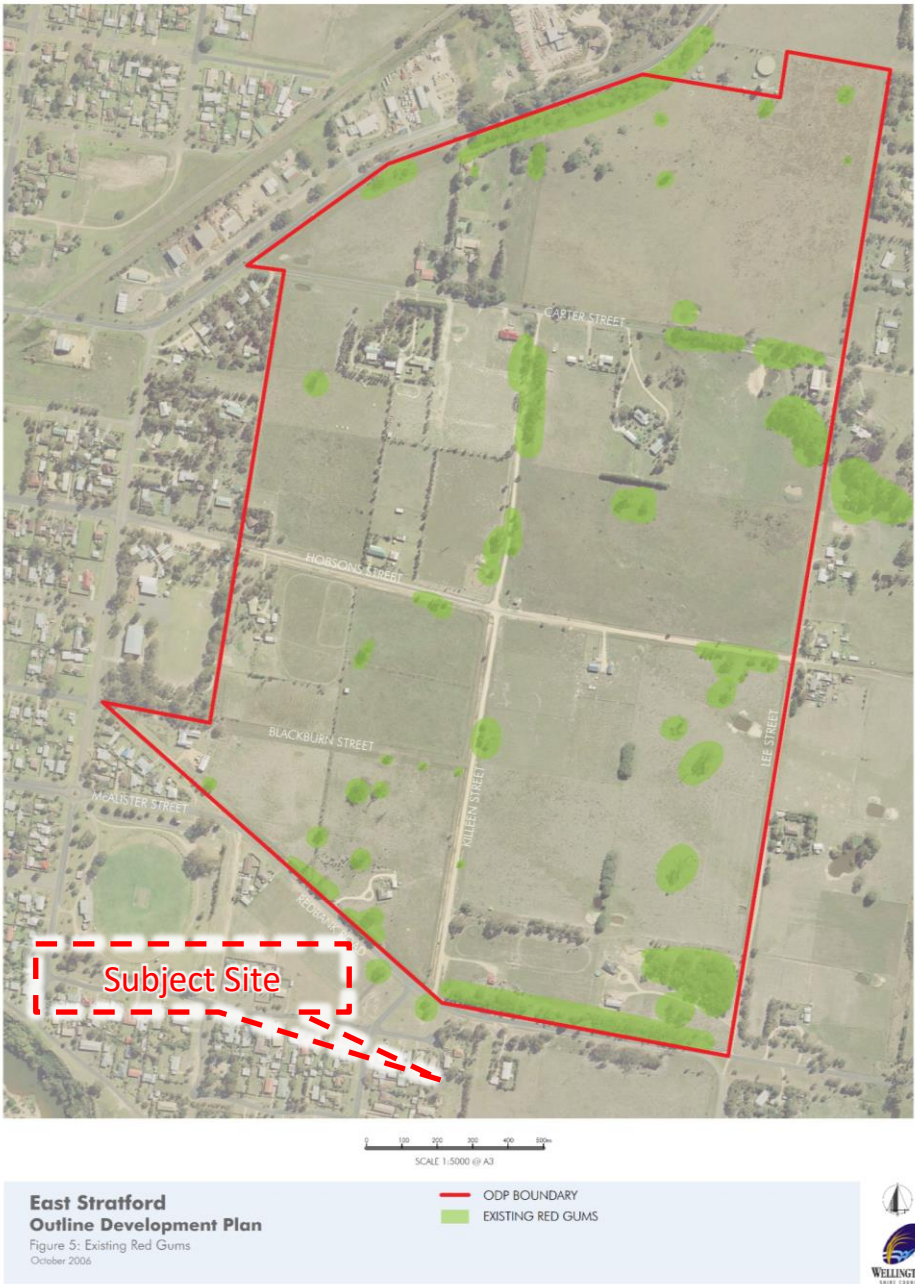
As can be seen from **Figures 2 & 4**, apart from the subject site and adjoining land at 32 Redbank Road, the area outside the East Stratford Outline Development Plan has now been fully developed. It is noted that a planning permit has been issued to allow the subdivision of land at 32 Redbank Road into 7 lots, as will be discussed overleaf.

In light of these considerations, the proposed Development Plan is restricted to the overlay-affected land on the south side of Redbank Road, i.e. the land outlined yellow at **Figures 2 & 4**.

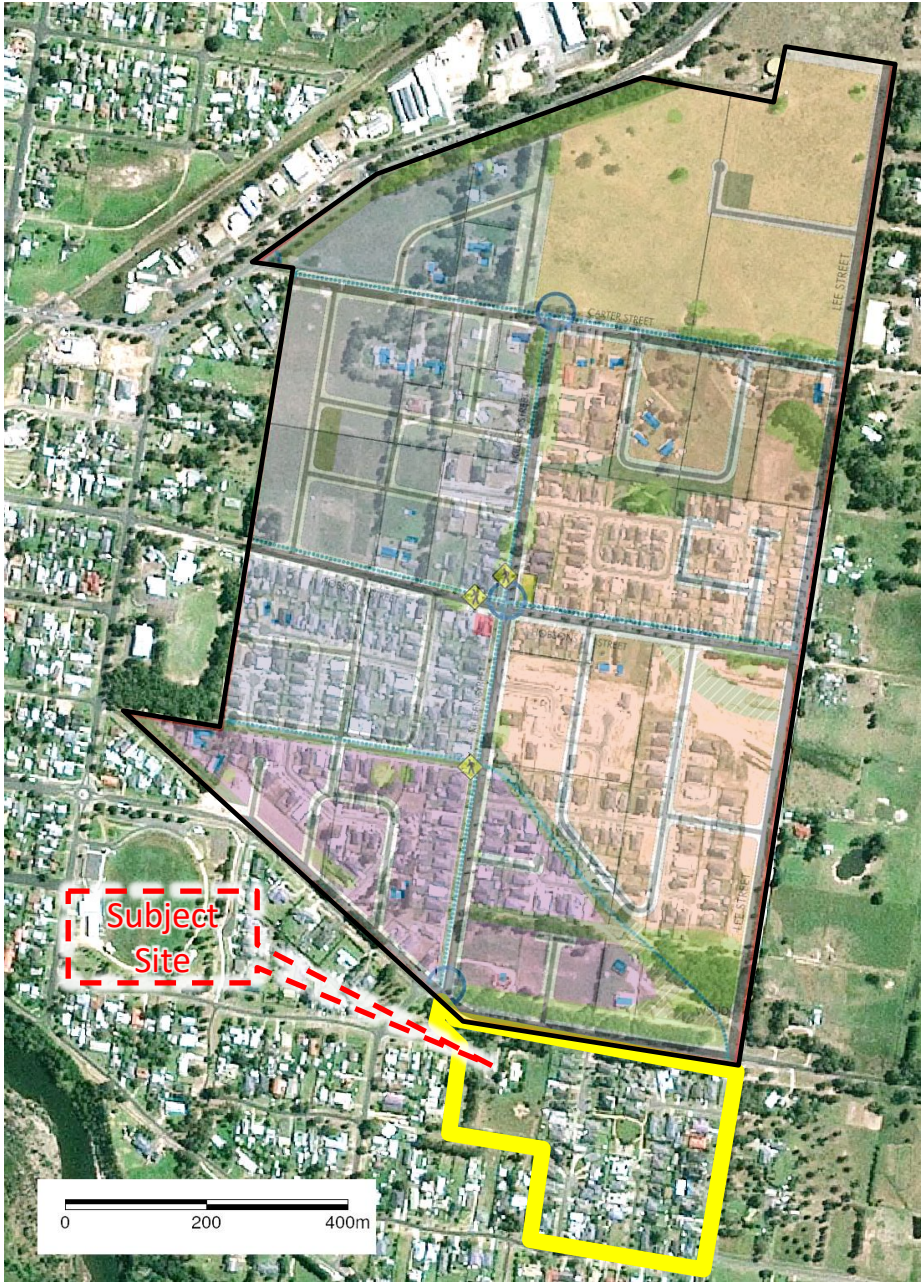
**Figure 2:** Map of the Development Plan Overlay in East Stratford with the extent covered by the East Stratford Outline Development Plan outlined red



**Figure 3:** Aerial Photo of East Stratford taken in October 2006 showing the extent of the East Stratford Outline Development Plan outlined red (this image is at Figure 5 in the ODP)



**Figure 4:** Aerial Photo of East Stratford taken in November 2023 with the East Stratford Outline Development Plan overlaid on top and the remaining overlay-affected land outlined yellow





## Pattern of Development:

**Figure 5:** Aerial Photo of the Development Plan Overlay affected area that sits outside the East Stratford Outline Development Plan with the subdivision pattern overlaid



The overall subdivision pattern across the Development Plan Overlay affected area that sits outside of the East Stratford Outline Development Plan is shown opposite in **Figure 5**. All of this land is used and developed for residential purposes.

As can be seen, the balance of the land outside 28 Redbank Road is either fully subdivided, e.g. at Ducret, Neilson, Gilchrist and Kelly Courts, or, in the case of 32 Redbank Road, in the process of being developed.

The average area of the 55 lots across these four courts and the properties that line Lee and Buckley Street is 1,090m<sup>2</sup>.

The development at 32 Redbank Road will comprise 7 lots with average area of 1,347m<sup>2</sup>.

The two other properties in the Development Plan overlay affected area have addresses of 26 and 30 Redbank Road. These properties are both developed with single dwellings and have approximate areas of 1,600m<sup>2</sup> and 1,275m<sup>2</sup> respectively.

The proposed subdivisional layout for the subject site has been overlaid on this image to demonstrate the kind of additional housing that it will add.

In this regard it is noted that the titles that will be created through the subdivision of 28 Redbank Road into 17 lots will have average area of 208m<sup>2</sup> (17/3,545m<sup>2</sup>), which is smaller than those prevailing across the balance of the Development Plan area.

This development will be delivered in one, un-staged build. It will serve to:

- Improve the diversify of lot sizes available in this part of Stratford;
- Take better advantage of the full suite of reticulated services that are available within the Development Plan Overlay affected area; and,
- Increase densities in good proximity to key sporting facilities, schools and Stratford's central activity district.



Road, footpath & telecommunication services:

The road, footpath & telecommunications network across the Development Plan Overlay affected area that sits outside of the East Stratford Outline Development Plan is shown opposite in **Figure 6**.

As can be seen, all existing lots within the Development Plan Overlay affected area are serviced by an existing roadway & NBN telecommunication services.

However, the footpath network within the Development Plan Overlay affected area is not extensive. There are only two footpaths:

- The footpath that wraps around the northwest side of the corner of Redbank Road and Killeen Street in the northwest corner; and,
- A short, discrete set of footpaths in and around the small public open space at 11 Neilson Court. These footpaths provide access to the open space from the ends of Neilson, Kelly and Ducret Courts.

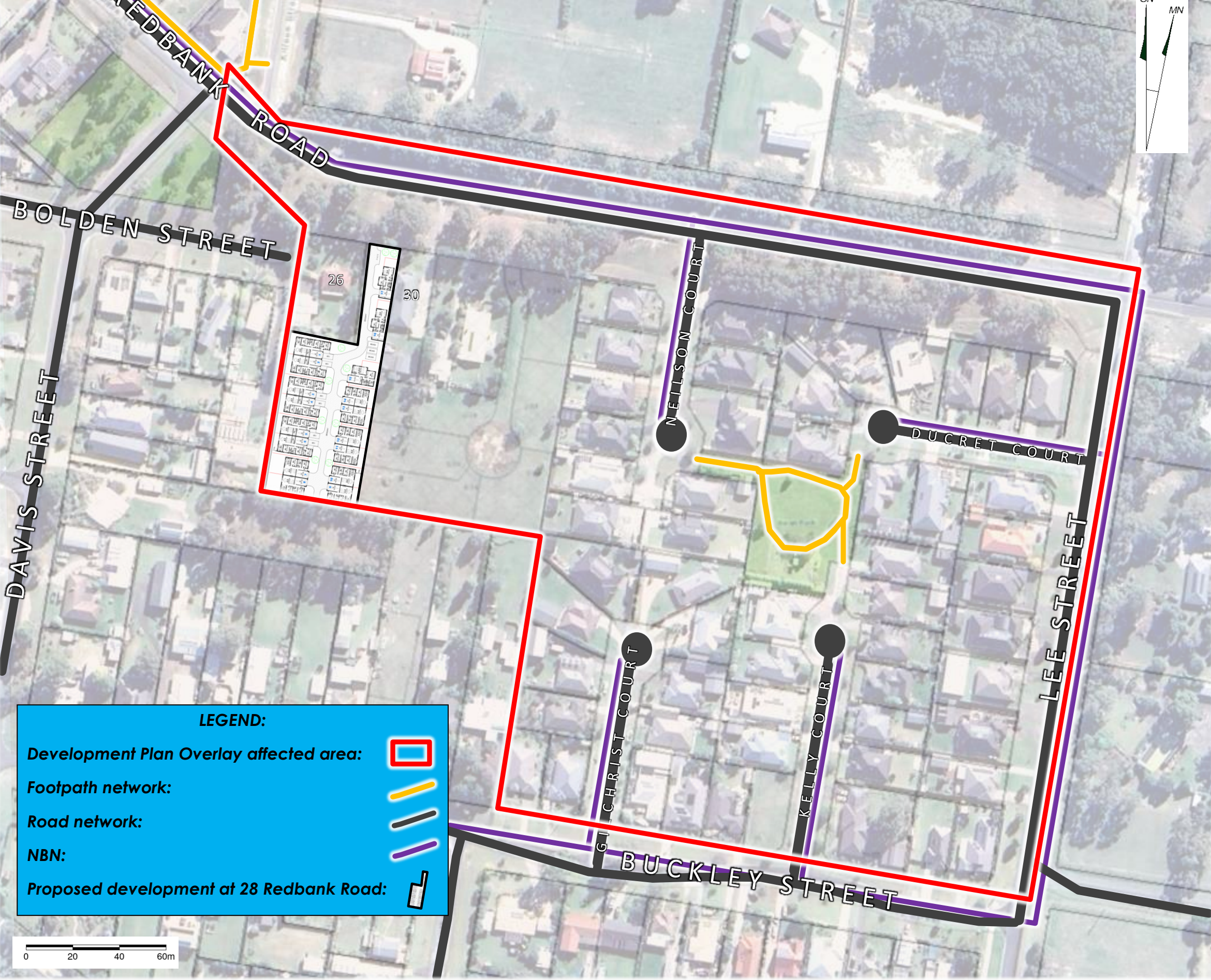
The proposed development layout for 28 Redbank Road has been overlaid on this image to demonstrate that it will be able to gain access via a crossover to Redbank Road, which abuts its north boundary.

Similarly, the approved development at 32 Redbank Road, which has its layout visible on the plan opposite will have access to the court bowl providing frontage to the 7 lots created therein via Redbank Road.

The Development Plan Overlay affected area does not have any cycling infrastructure located therein.

All service infrastructure will be connected to the 17 townhouses created through development of 28 Redbank Road during their construction in a manner that will facilitate their subdivision onto single titles.

**Figure 6:** Aerial Photo of the Development Plan Overlay affected area that sits outside the East Stratford Outline Development Plan with the subdivision pattern overlaid



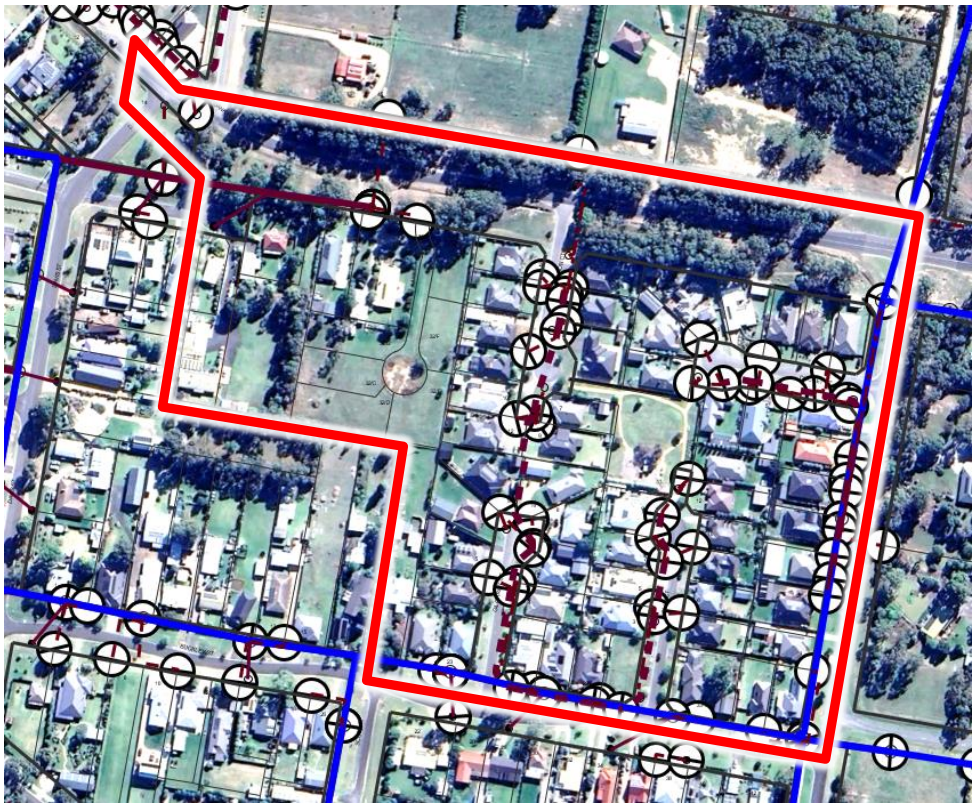


ELECTRICITY

Available Services:

As can be seen opposite and below, the Development Plan Overlay affected area:

- Has access to reticulated electricity;
- Has access to reticulated water;
- Has access to reticulated sewer; and,
- Is located 27 minutes walk away from Stratford Railway Station.



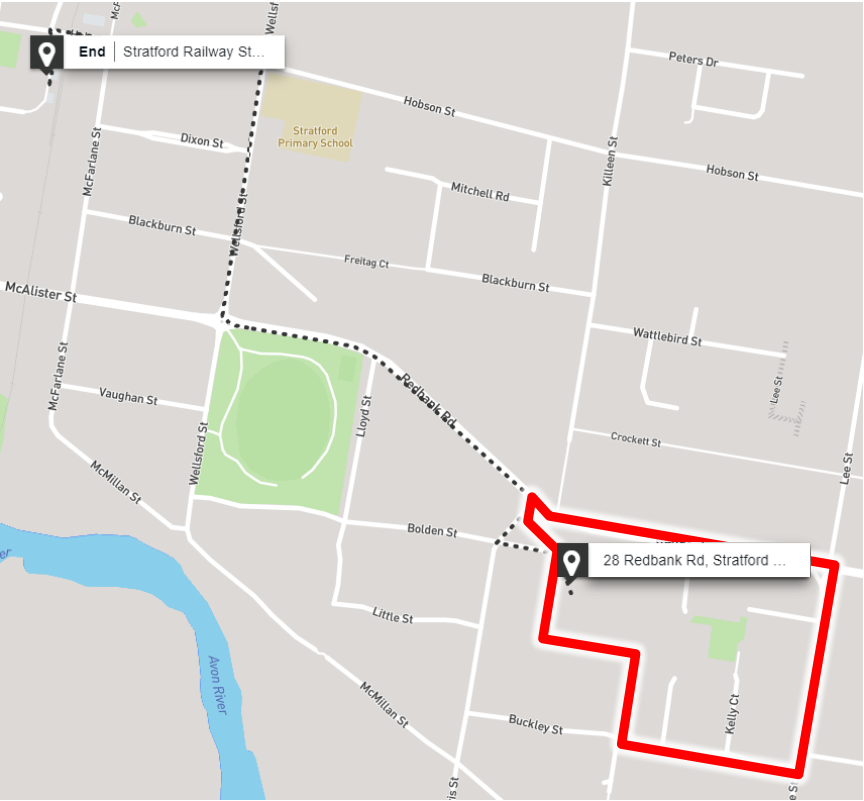
AusNet services

LEGEND – Overview Plot of Electricity Assets

SYMBOL	NAME
	Low Voltage Underground Cable
	High Voltage Underground Cable
	Underground Cable
	Underground Pit
	Low Voltage Pole to Underground Pit
	Low Voltage Pole
	Underground Street Lighting Cable
	Underground Street Lighting Cable
	High Voltage & Low Voltage Pole
	22kV High Voltage Pole, 66kV Pole
	High Voltage Overhead Line
	Overhead Line
	High Voltage Overhead Line
	Earthing Overhead Line
	Substation Pole, Kiosk Substation, Indoor Substation, Ground Type Substation

This Legend relates to the Plot provided in response to your DBVD request. The Plot is to be used as a guide only and not for Excavation purposes.

PUBLIC TRANSPORT



**PUBLIC TRANSPORT VICTORIA** **PT**

● 28 Redbank Rd, Stratford VIC 3862, Australia()

Walk  
1543m - 27 mins

Stratford Railway Station (Stratford)

SEWER & WATER



Legend

	Electrical Cables
	Hydrant
	Water Valve
	Sewer Manhole
	Water Main (Critical)
	Water Main
	Sewer Main (Critical)
	Sewer Main
	Decom Water Main
	Decom Sewer Main



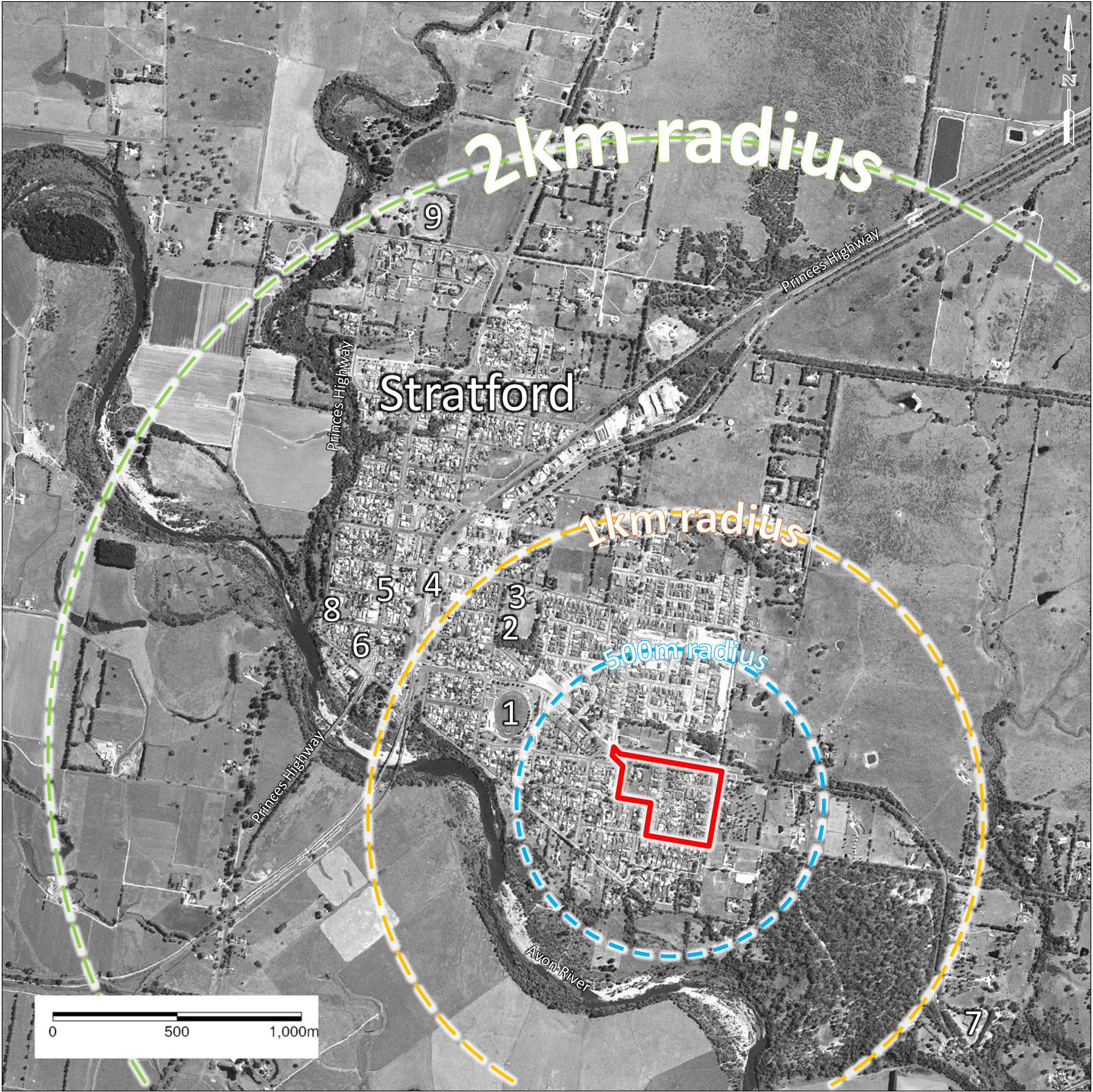
Proximity to Commercial & Community Facilities:

The map shown opposite and the associated map key below demonstrate the proximity of the Development Plan Overlay affected area to Stratford's key commercial and community facilities.

Map Key:

Facility Number	Facility	Distance from the subject site
1	Stratford Football Oval	600 metres
2	Indoor sports stadium	800 metres
3	Public Primary School	850 metres
4	V/Line Train Station	1.1 kilometre
5	Stratford's Central Activity District	1.3 kilometres
6	Outdoor Swimming Pool	1.4 kilometres
7	The Knob – Passive Recreation Reserve / Aboriginal Heritage Site	1.45 kilometres
8	Private Primary School	1.5 kilometres
9	Pine Lodge – Cricket Oval & Tennis Courts	1.95 kilometres

MAP SHOWING THE DEVELOPMENT PLAN OVERLAY AFFECTED AREA RELATIVE TO STRATFORD'S KEY FACILITIES





Development across the Development Plan Overlay area:

As can be seen from the photographs below, the Development Plan Overlay affected area predominantly accommodates modern, single-storey, suburban-style housing, with weatherboard or brick walls and steel or tile gabled or hipped gable roofs. These houses are typically set on lots of 800m²-1,000m² and have detached steel garages or sheds in their rear yards.

LOOKING SOUTHEAST DOWN NELSON COURT FROM REDBANK ROAD



LOOKING NORTH UP KELLY COURT



LOOKING WEST DOWN DUCRET COURT FROM LEE STREET



LOOKING NORTH UP GILCHRIST COURT





## SITE PLANS

It is proposed to develop 28 Redbank Road with 17 residential dwellings as part of the approval of the Development Plan. This development will complete the development of the Overlay affected area, noting that the only other remaining vacant parcel at 32 Redbank Road already has an approved 7-lot subdivision.

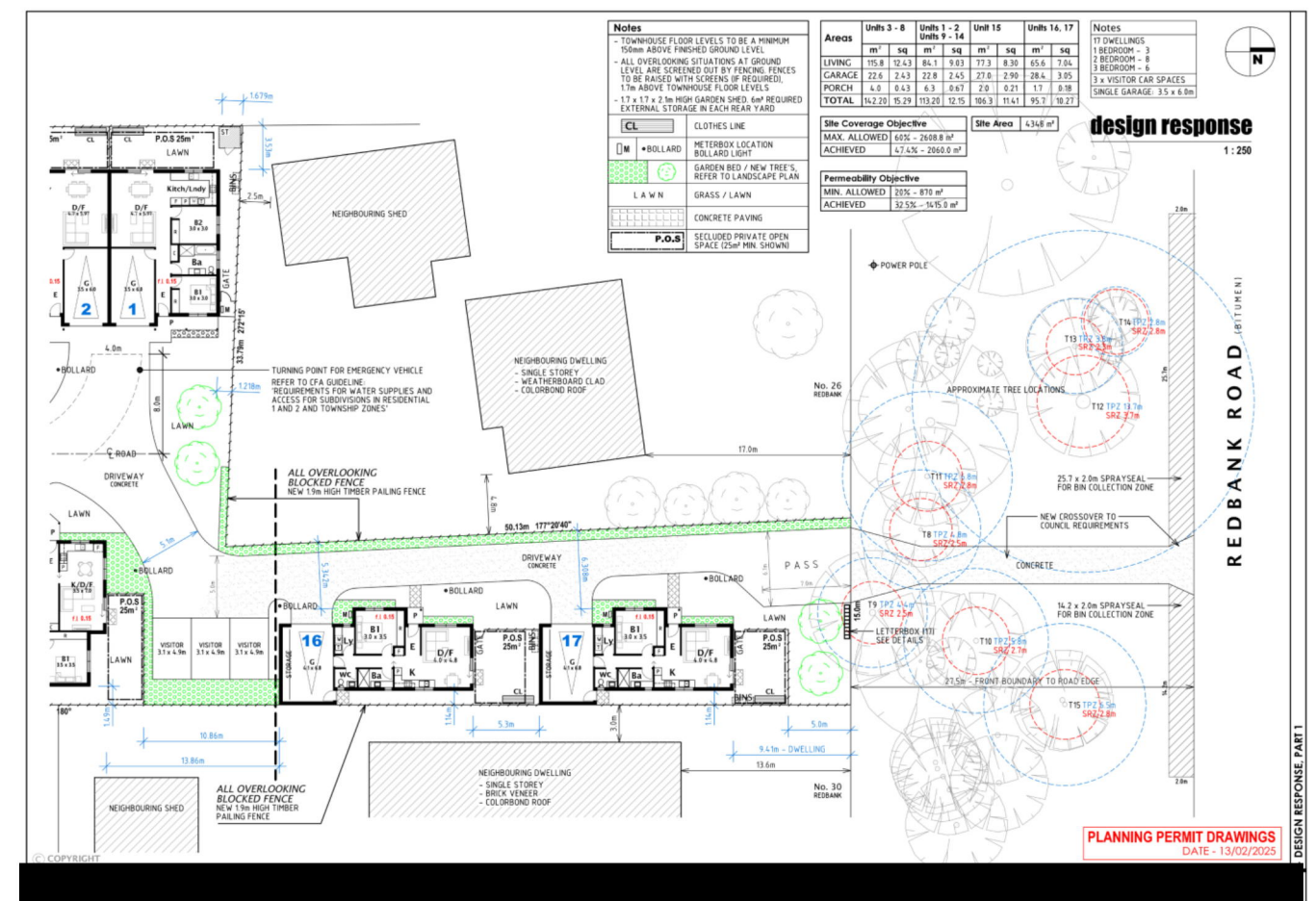
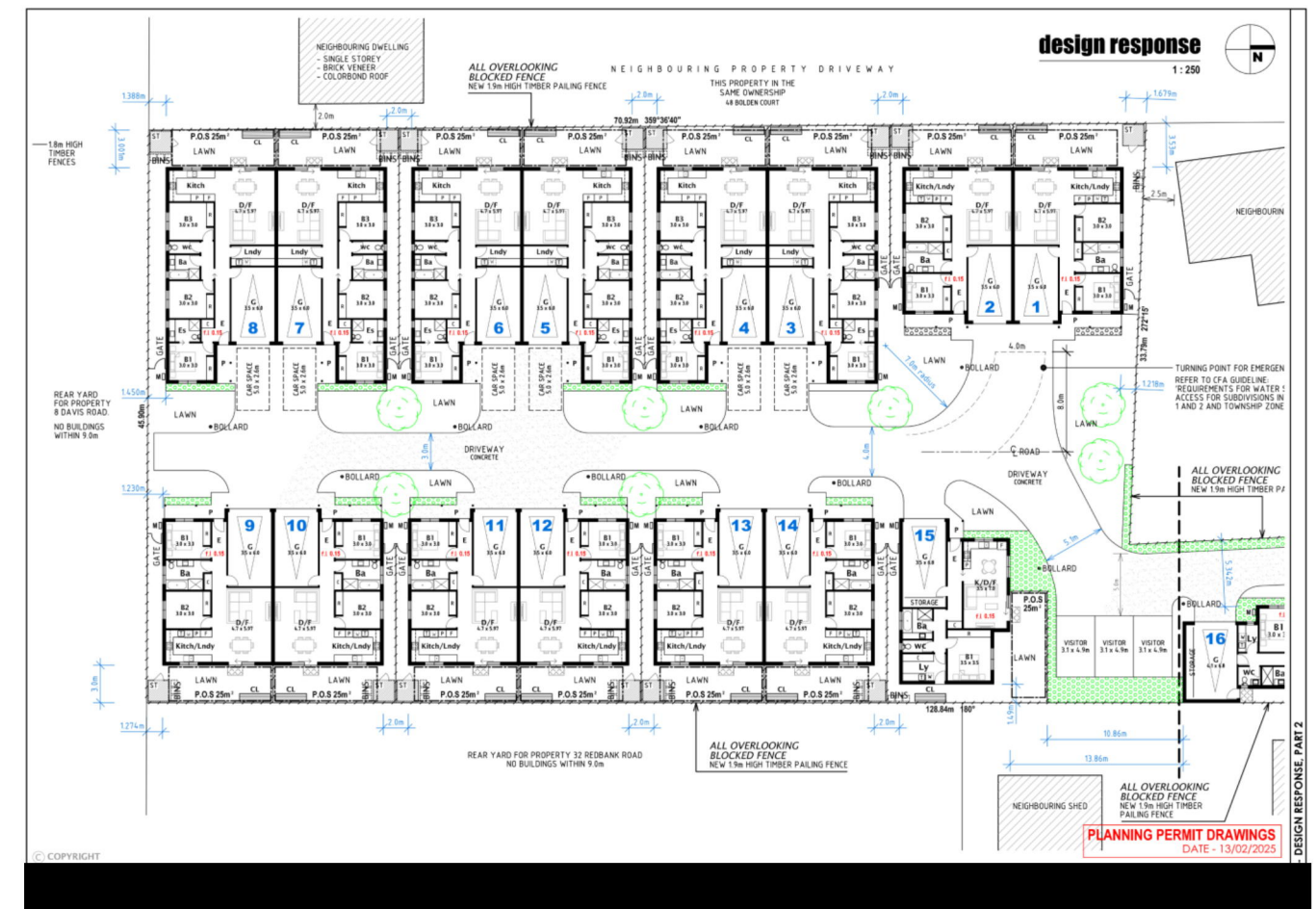
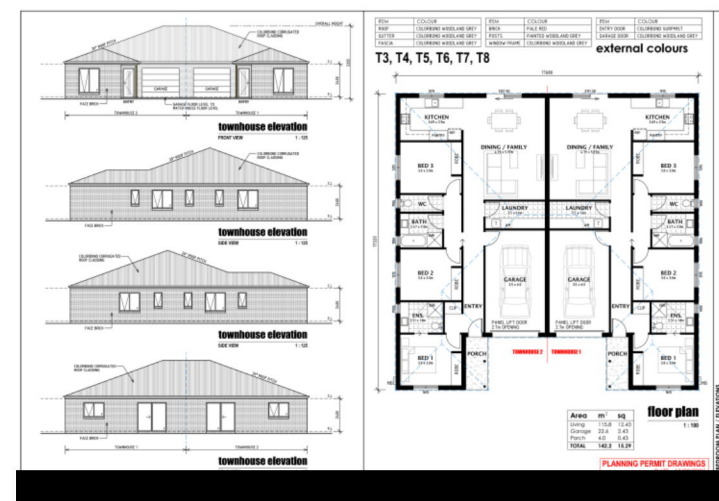
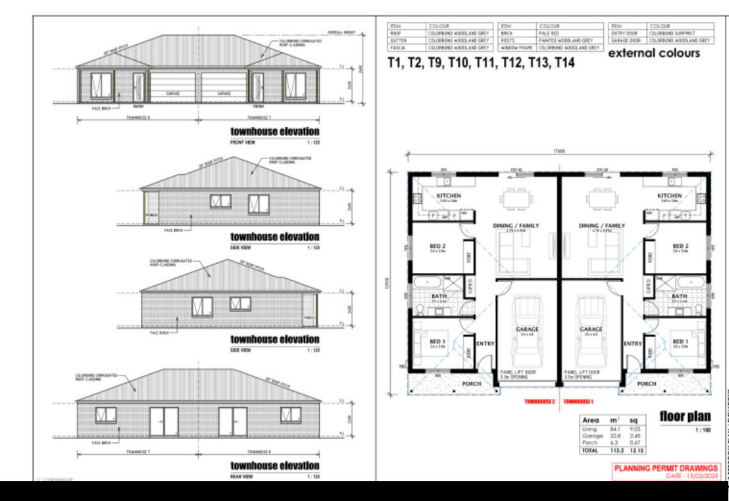
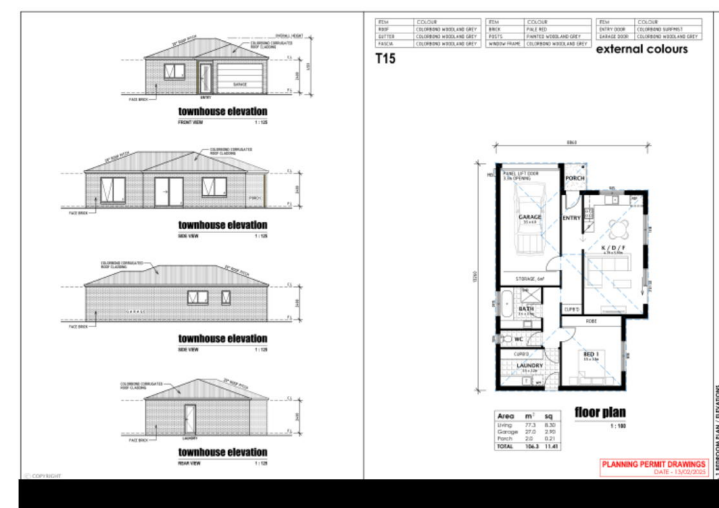
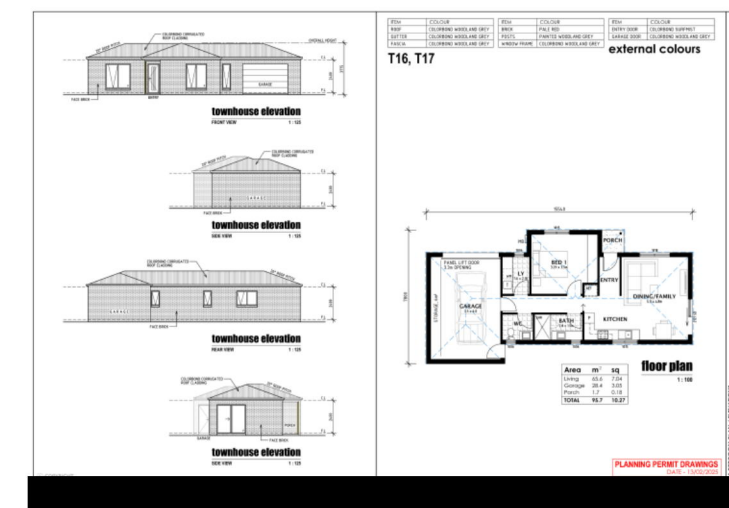
The proposed development at 28 Redbank Road:

- Involves construction of three x 1 bedroom dwellings, eight x 2 bedroom dwellings and six x 3 bedroom dwellings. This development will be carried out in one single build, i.e. it is not proposed to be staged;
- Relies upon a shared driveway sitting in an area of common property for access via a double width crossover to Redbank Road;
- Only involves construction of single storey dwellings with brick walls and hipped gable steel roofs;
- Will be connected to reticulated sewer, water, drainage and telecommunications as part of the development works. Hence, all service infrastructure will be connected during construction; and,
- Is located 27 minutes walk (2 minutes drive) away from Stratford Railway Station and 30 minutes walk (3 minutes drive) away from Stratford's Central Activity District.

The site plan, floorplan and elevations of the proposed dwellings are provided opposite & below.

This development is supported by a Traffic Impact Assessment, a Drainage Plan and an arborist's report.

## FLOORPLANS & ELEVATIONS OF THE 4 DIFFERENT KINDS OF DWELLING





## TRAFFIC:

As stated previously, this Development Plan does not include an assessment of the existing traffic arrangements across the full breadth of the Overlay affected area.

This is because this area is already fully developed, or in the case of 32 Redbank Road, subject to an existing development permit.

The vehicle movement plans opposite and below have been prepared by Quantum Traffic as part of the Traffic Impact Assessment Report prepared for the 17-unit development of 28 Redbank Road, which is the only parcel of land left in the Overlay affected area that has either not been developed, or is not subject to an active development permit. As can be seen, the proposed common property driveway can provide vehicle access to:

- the 17 units without them needing to back out onto Redbank Road; and,
- a fire truck without it needing to back out onto Redbank Road.

In terms of external impacts, the Traffic Impact Assessment Report found that, "...The right-turn inbound traffic is the only movement with potential to queue on Redbank Road. A right-turn into the site would occur approximately once every 12 minutes during the PM peak hour. This volume is minimal, and the frequency and length of any queuing is anticipated to be minimal. In the infrequent event that queuing

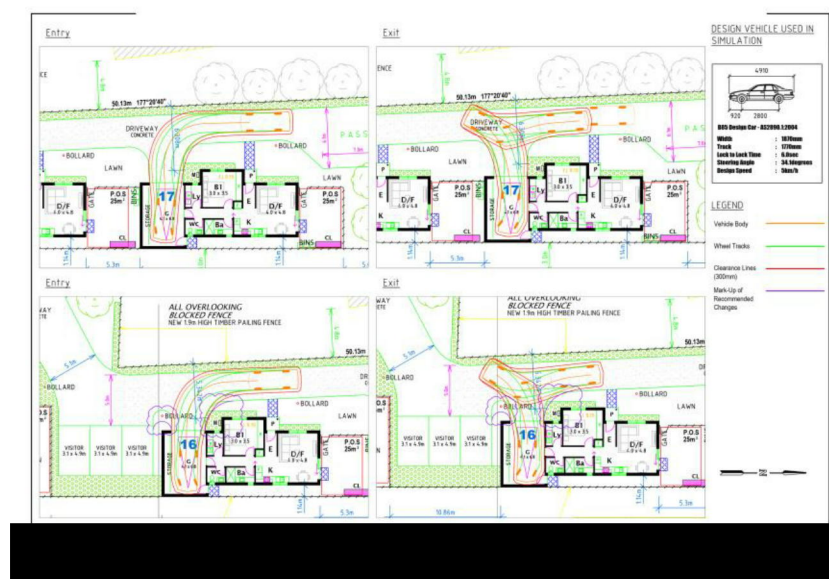
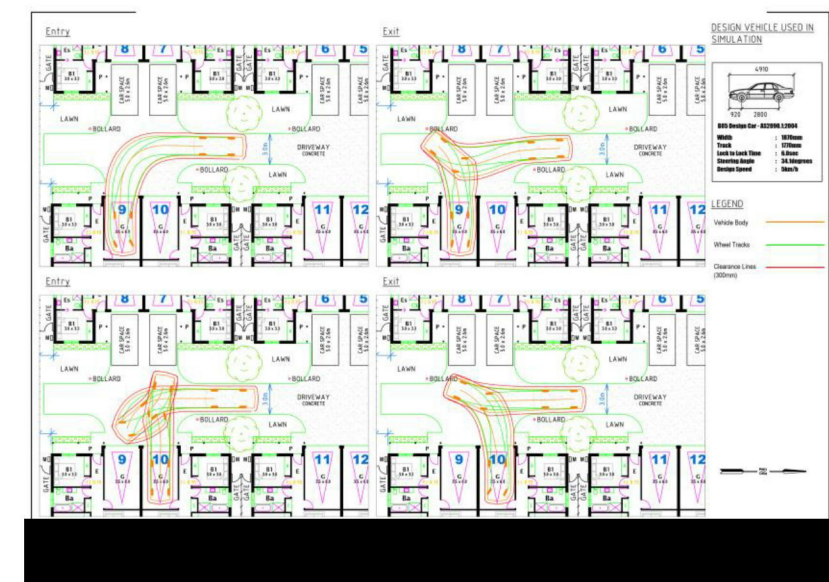
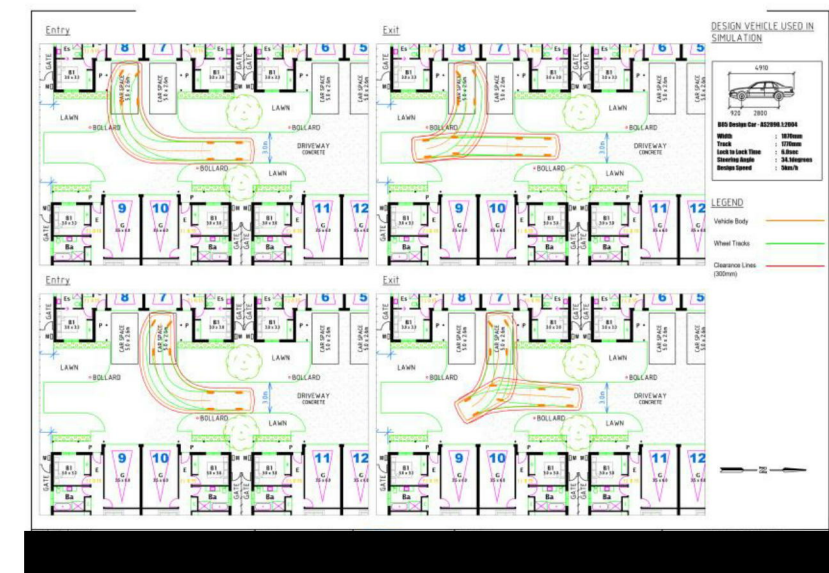
occurs, there is unpaved area to the left of the traffic lane which may be used for passing.

Furthermore, if turn treatments are provided at this site access, it would not align with the majority of nearby accesses on Redbank Road, which can cause driver confusion.

Therefore, we consider that no turn treatments are required at the site access.

The post-development traffic volume is expected to remain well below the design volume of Redbank Road, and is anticipated to have negligible impact on the overall traffic capacity of Redbank Road."

In light of these findings, it would appear that the addition of the proposed development at 28 Redbank Road to the Overlay affected area will not necessitate any changes to the external road network through this Development Plan.





**WASTE MANAGEMENT:**

Waste generated by the future residents of the development will be collected as part of Council's waste collection program. Collection of resident's garbage bins will occur in specially allocated locations on a sealed strip that will run along the south side of Redbank Road adjacent to the development. This arrangement is shown opposite.

**DRAINAGE:**

As stated previously, this Development Plan does not include an assessment of the existing drainage infrastructure across the full breadth of the Overlay affected area.

This is because this area is already fully developed, or in the case of 32 Redbank Road, subject to an existing development permit with drainage requirements.

The drainage plan opposite has been prepared by W.A Moore & Associates to support the development of 28 Redbank Road, which is the only parcel of land left in the Overlay affected area that has either not been developed, or is not subject to an active development permit.

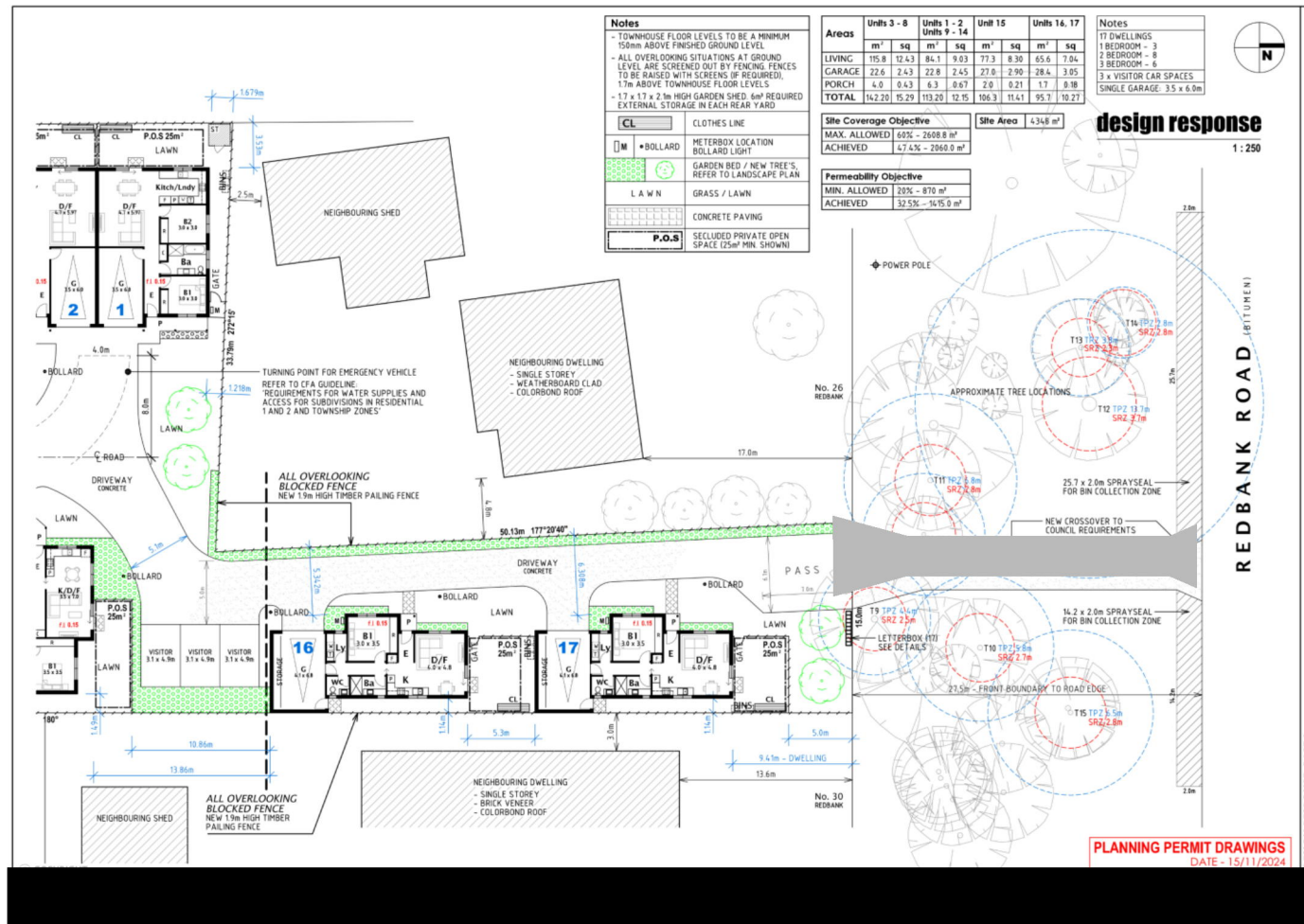
As can be seen, it is proposed to direct stormwater outfall from this development to a new pipe on the north side of Bolden Street that will lead to an existing drain running down Davis Street. This pipe will run through the adjoining land at 48 Bolden Street via an easement to be placed upon that land as part of the development permit that will follow approval of the development plan.

This will complete the reticulated drainage infrastructure requirements for the Overlay affected area. As noted on the Development Plan, confirmation that each dwelling will not be inundated in a 1% AEP event will be provided at planning permit stage.

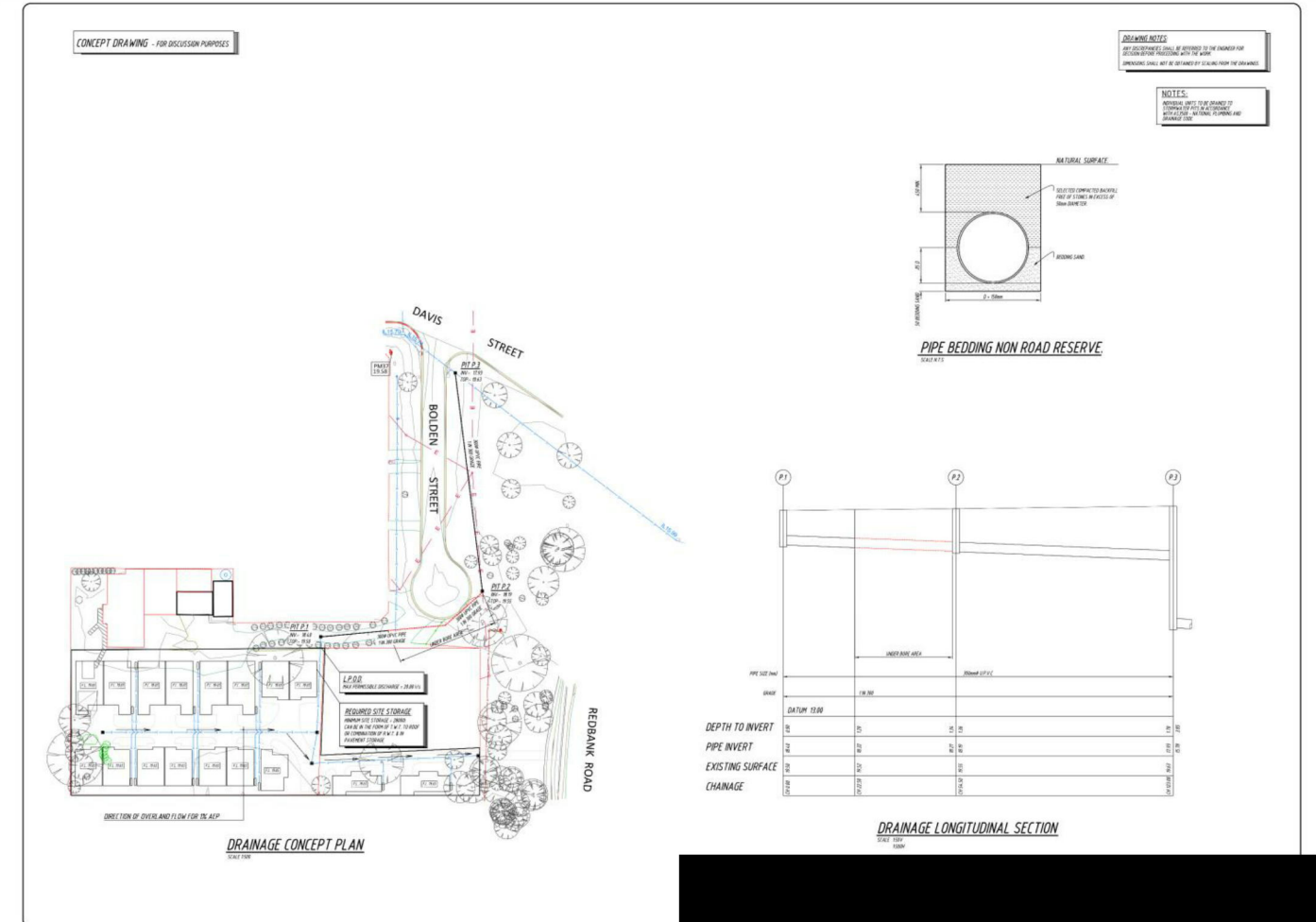
VEGETATION:

An assessment of the impacts of the proposed construction of a new crossover to the site, piping of stormwater outfall down Bolden Street and sealing of a bin collection area along the south side of Redbank Road shown below on street trees has been carried out by Arbinspect Tree Management. This report has concluded that, of the 15 trees within the vicinity of these works, 2 will need to be removed, 5 can be retained with a minor encroachment into their tree protection zones & the remainder retained with no impact. The report also provides recommendations for how permit conditions should be drafted to protect the 13 street trees being retained during the proposed works. An offset credit will be purchased for the loss of the two native street trees at planning permit stage.

## PLAN SHOWING PROPOSED WASTE COLLECTION AND CROSSOVER CONSTRUCTION



PLAN SHOWING PROPOSED STORMWATER PIPE ALIGNMENT & 1% AEP OVERLAND FLOW PATH

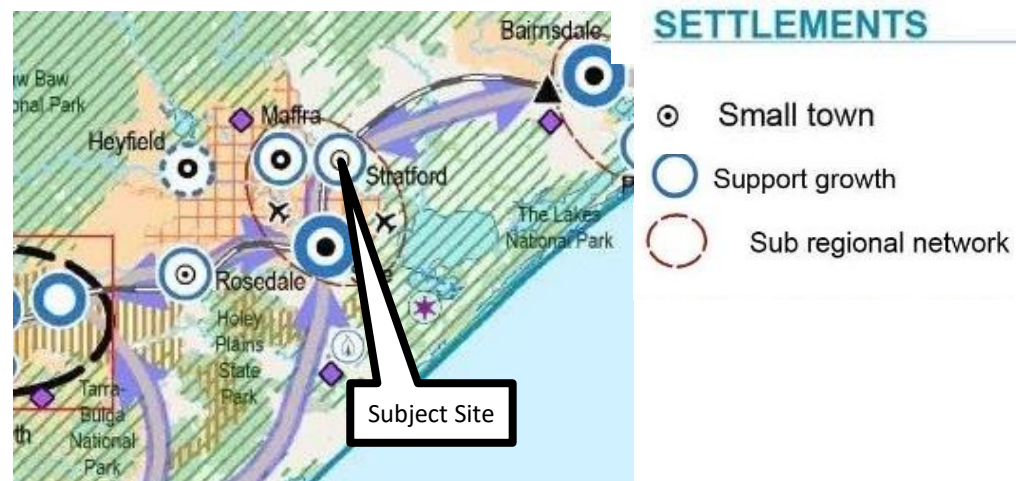




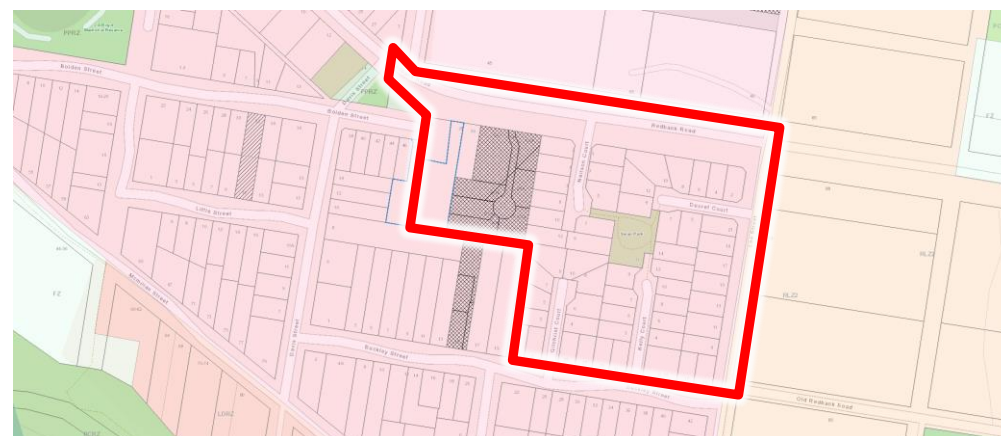
## ZONES, OVERLAYS & STRATEGY PLANS

## GIPPSLAND REGIONAL GROWTH PLAN

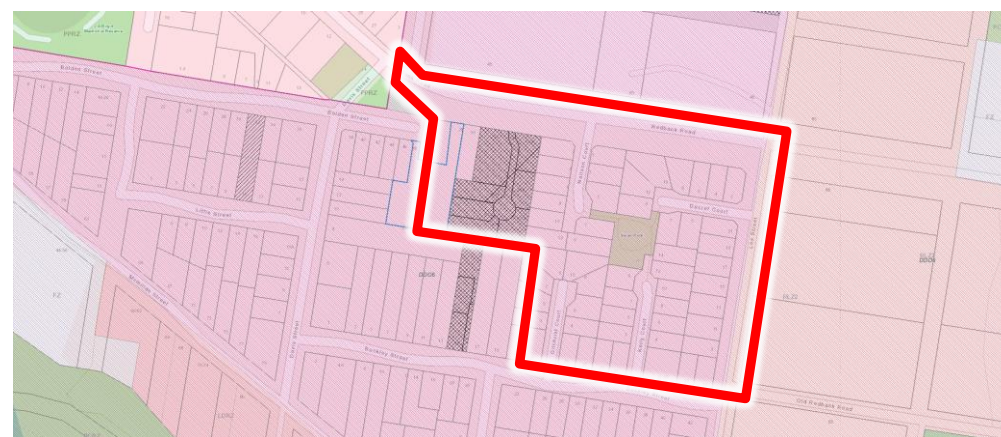
### SETTLEMENTS



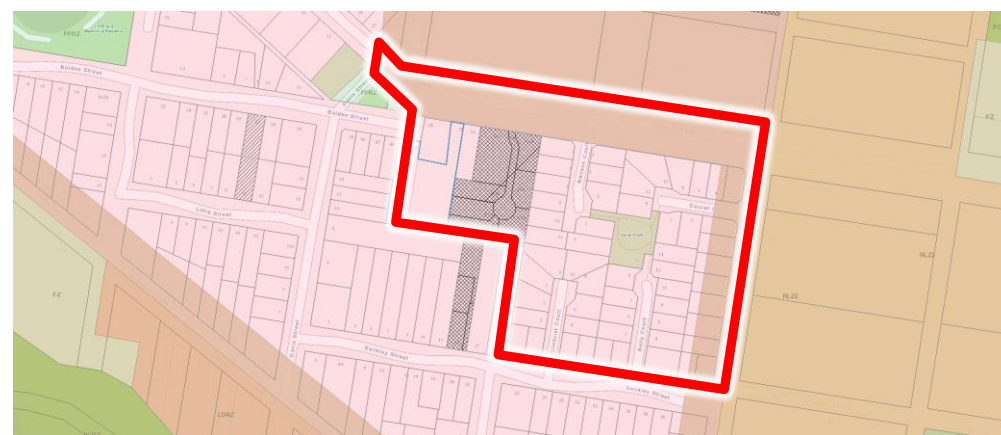
ZONING MAP



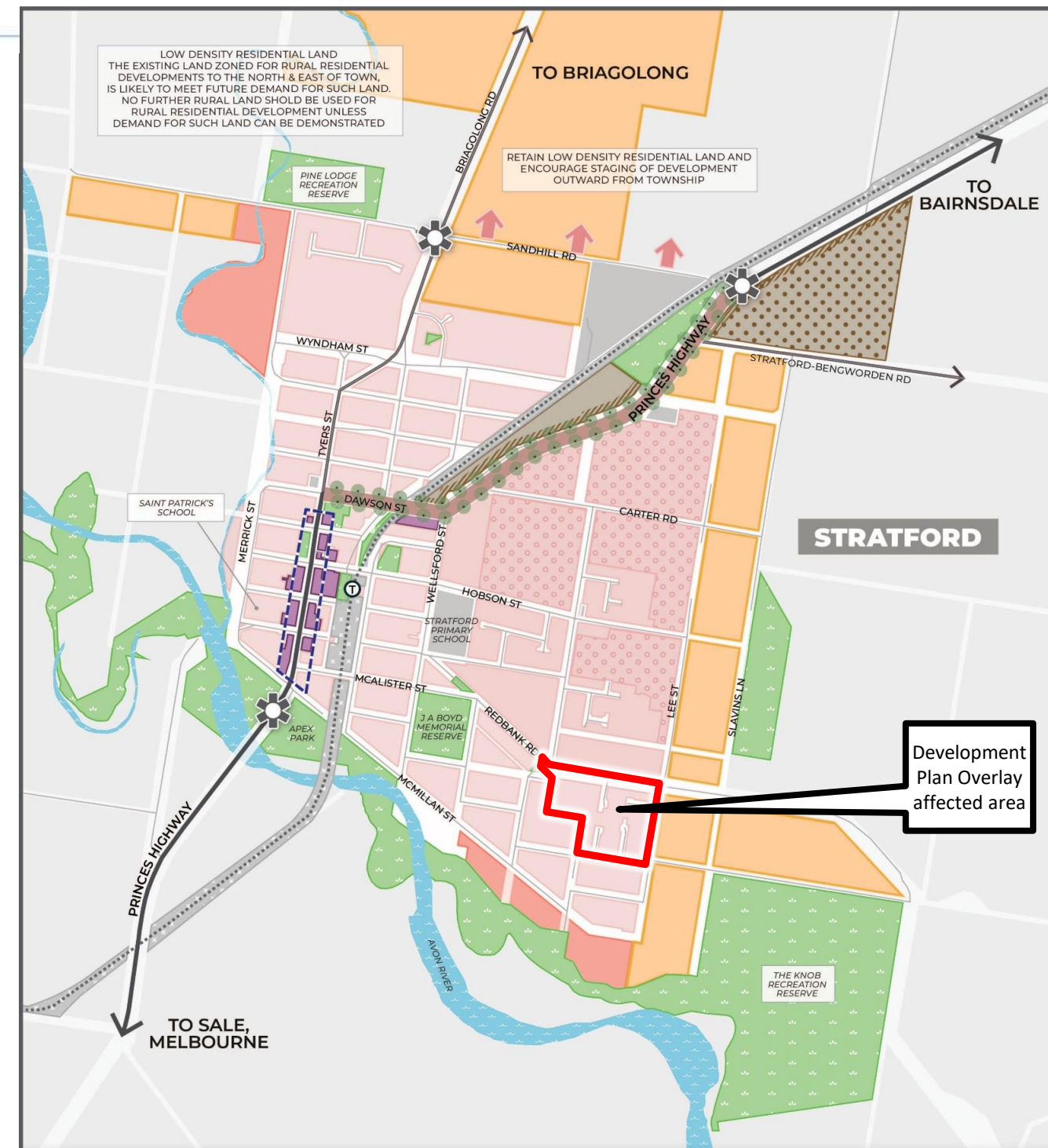
DESIGN & DEVELOPMENT OVERLAY (SCHEDULE 6) MAP



BUSHFIRE PRONE AREA MAP



## STRATFORD STRATEGY PLAN



DRAWING KEY

<b>WATERBODY</b> WATERBODY	<b>INDUSTRIAL</b> INDUSTRIAL ZONE - ENCOURAGE DEVELOPMENT AS A PRIORITY POTENTIAL INDUSTRIAL EXPANSION - ASSESS FOR POTENTIAL INDUSTRIAL USE AND REZONE APPROPRIATELY - ENSURE DETAILED OUTLINE DEVELOPMENT PLAN WITH APPROPRIATE BUFFERS, TRAFFIC AND DRAINAGE STUDY INDUSTRIAL BUFFER - PROMOTE WELL DESIGNED INDUSTRIAL AREAS WITH FRONTAGE AND VISIBILITY OF BUILDINGS TO THE PRINCES HIGHWAY	<b>COMMUNITY INFRASTRUCTURE / OPEN SPACE</b> PUBLIC OPEN SPACE SERVICE / COMMUNITY / CIVIC USE STREETScape UPGRADE
<b>LAND USE</b> RESIDENTIAL ZONE RESIDENTIAL SUPPLY - ALL DEVELOPMENT SUBJECTED TO PROVISION OF RETICULATED SEWERAGE AND STORMWATER LOW DENSITY RESIDENTIAL ZONE - RETAIN LOW DENSITY RESIDENTIAL LAND RURAL LIVING ZONE - ENCOURAGE STAGING DEVELOPMENT OUTWARD FROM TOWNSHIP	<b>COMMERCIAL</b> MAIN COMPACT BUSINESS CENTRE COMMERCIAL ZONE	<b>MOVEMENT</b> FREEWAY / HIGHWAY MAJOR ROADS LOCAL ROADS RAIL CONNECTION TRAIN STATION



As stated opposite, the Development Plan Overlay affected area:

- Is within Stratford, which is recognised in the Gippsland Regional Growth Plan as being a Township in which growth is supported and as being within the sub-regional network around the regional centre of Sale;
- Is recognised in the Stratford Strategy Plan as being in a 'Residential Zone';
- Is predominantly located in the General Residential Zone;
- Includes one small area of Public Open Space in Public Park & Recreation Zone, i.e. the neighbourhood open space at 11 Neilson Court;
- Is fully affected by the Design & Development Overlay (Schedule 6: RAAF – Building Height above 15 metres); and,
- Is affected by the Bushfire Prone area control around its northern and eastern perimeters.

The presence of these controls on the Development Plan Overlay affected area mean that the following Clauses of the Wellington Planning Scheme are relevant to an application for approval of a Development Plan:

- **Clause 11.01-1R** (Settlement - Gippsland);
- **Clause 11.01-1L** (Settlement - Wellington);
- **Clause 13.02-1S** (Bushfire);
- **Clause 32.08** (General Residential Zone);
- **Clause 43.02** (Design & Development Overlay);
- **Clause 43.04** (Development Plan Overlay);
- **Clause 55** (More than one dwelling on a lot);
- **Clause 56** (Residential Subdivision); and,
- **Clause 65** (Decision Guidelines).

The Plan is discussed in light of these Clauses over the following pages.



Clause 11.01-1R:

The proposed Development Plan will, through the addition of the proposed 17-unit development at 28 Redbank Road in the overlay affected area, support:

- Urban growth in Stratford, which is located within the sub-regional network around the Regional Centre of Sale; and,
- Growth on land that does not suffer excessive exposure to natural hazards.

Hence, it complies with **Clause 11.01-1R**.

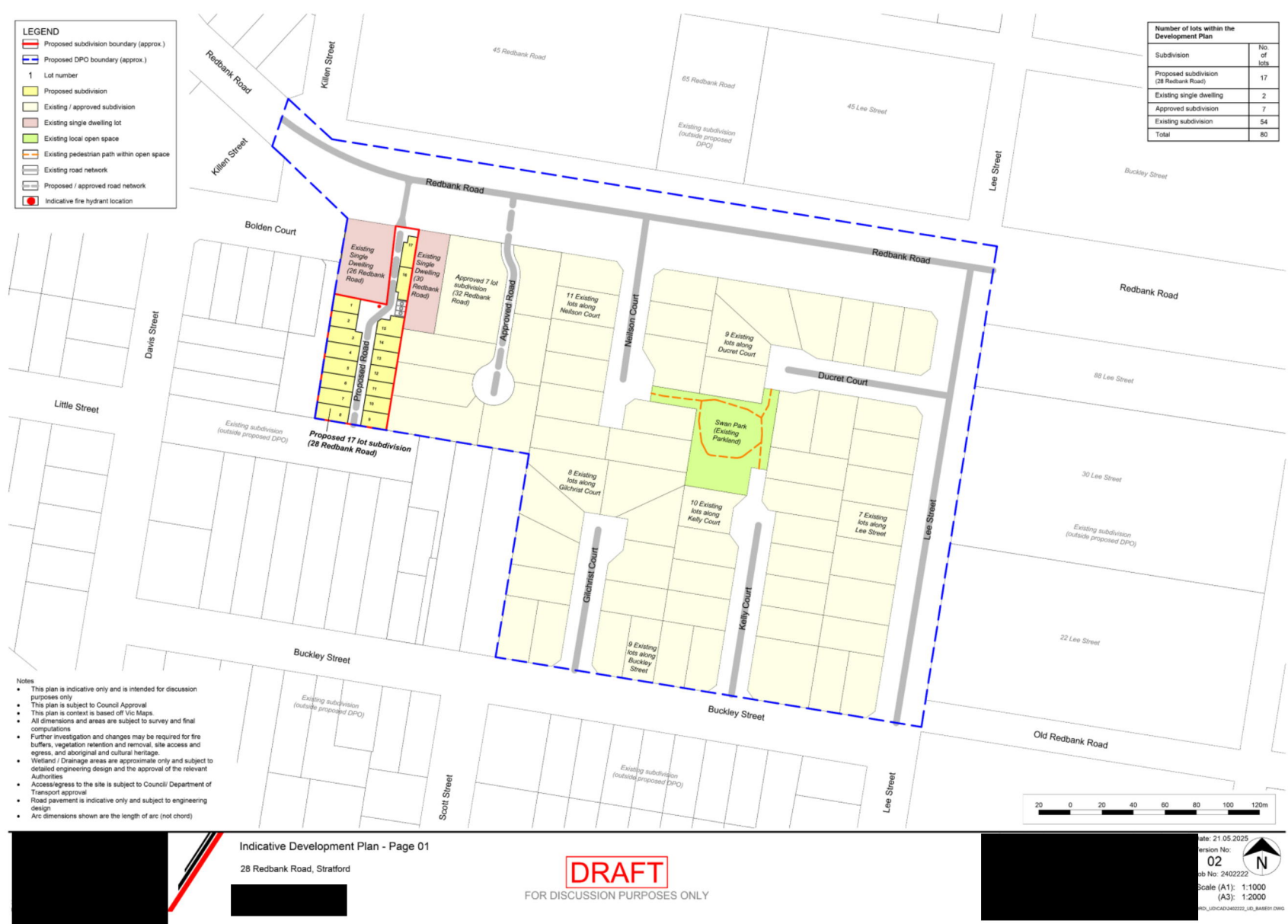
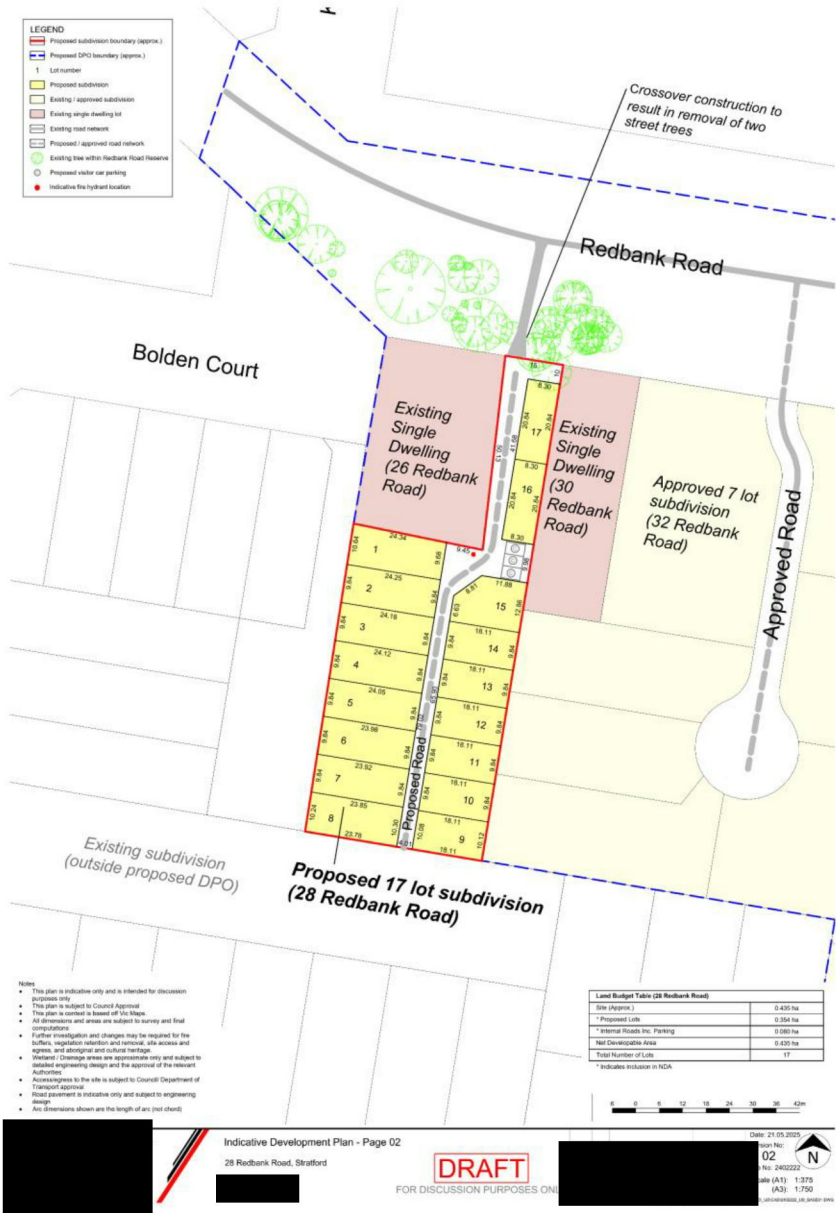
Clause 11.01-1L:

The proposed Development Plan has been designed to direct the additional stormwater outfall generated by the development of 28 Redbank Road to an existing drain with ample capacity to accommodate the likely additional flows. The new pipe installed in Redbank Road will also have capacity to convey stormwater from the approved development at 32 Redbank Road to the same drain. Hence, it will resolve an existing drainage issue.

The balance of the land within the Overlay affected area is already developed and drains to Council's reticulated drainage system. The inclusion of the new development at 28 Redbank Road into the Overlay affected area will have no impact on that existing arrangement.

Clause 13.02-1S:

The northern and eastern fringes of the Overlay affected area are recognised as being within a Bushfire Prone Area. 28 Redbank Road is not within a Bushfire Prone Area. Hence, the inclusion of the development of 28 Redbank Road into the Overlay affected area will not increase the population living on land that is recognised as being prone to the impacts of bushfire. This outcome accords with the objectives of **Clause 13.02-1S**.





Clause 32.08:

The proposed Development Plan will, through the addition of the proposed 17-unit development at 28 Redbank Road in the overlay affected area:

- Implement the Planning Policy Framework;
- Improve the diversity of housing types and housing growth in a location with easy access to Stratford’s Central Activity District and Stratford V/Line Railway Station;
- Ensure that the new buildings retain adequate spacing from external boundaries;
- Ensure that the overall residential development remains in keeping with the objectives of **Clauses 55 and 56**.

Hence, it complies with **Clause 32.08**.

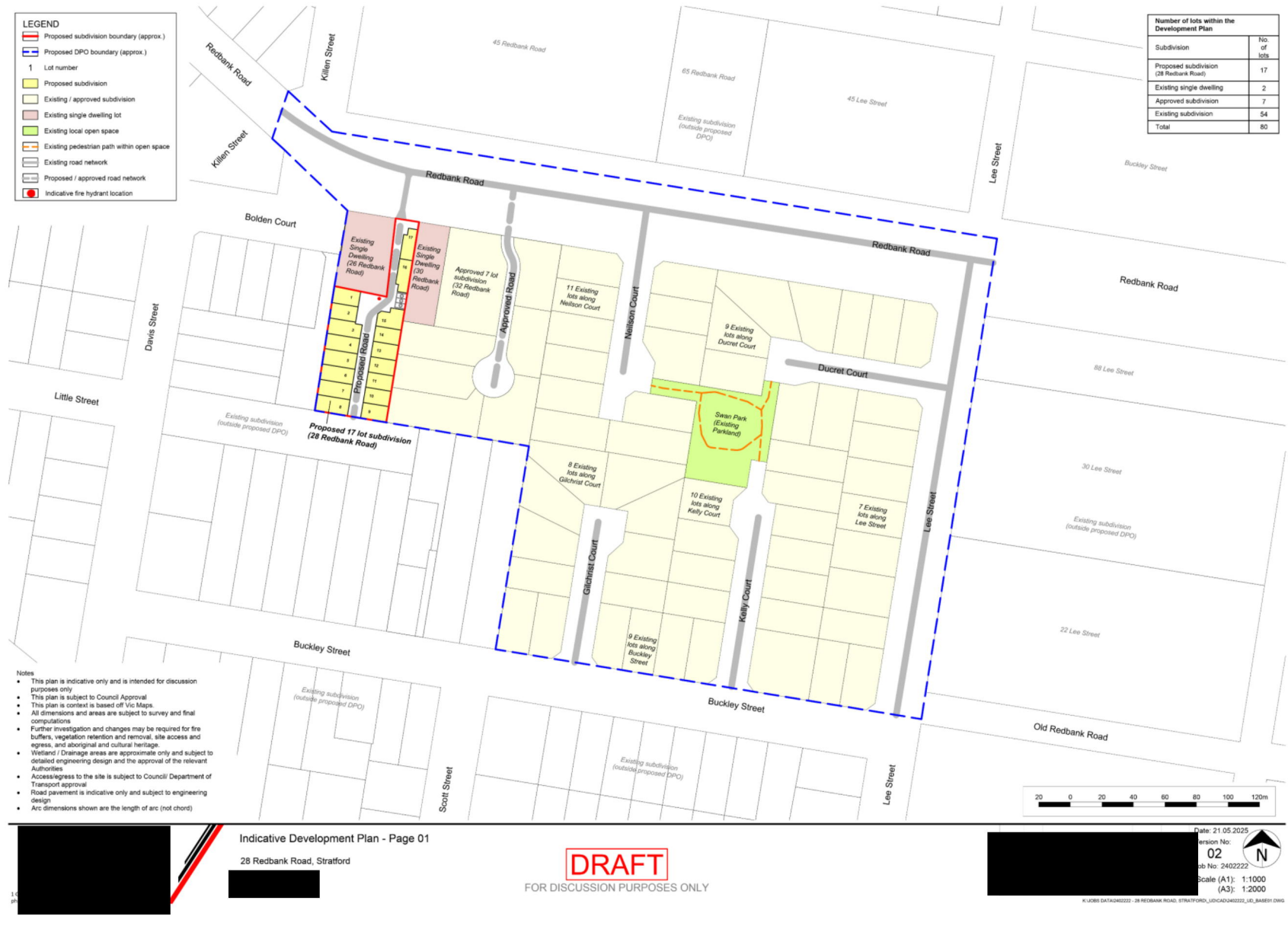
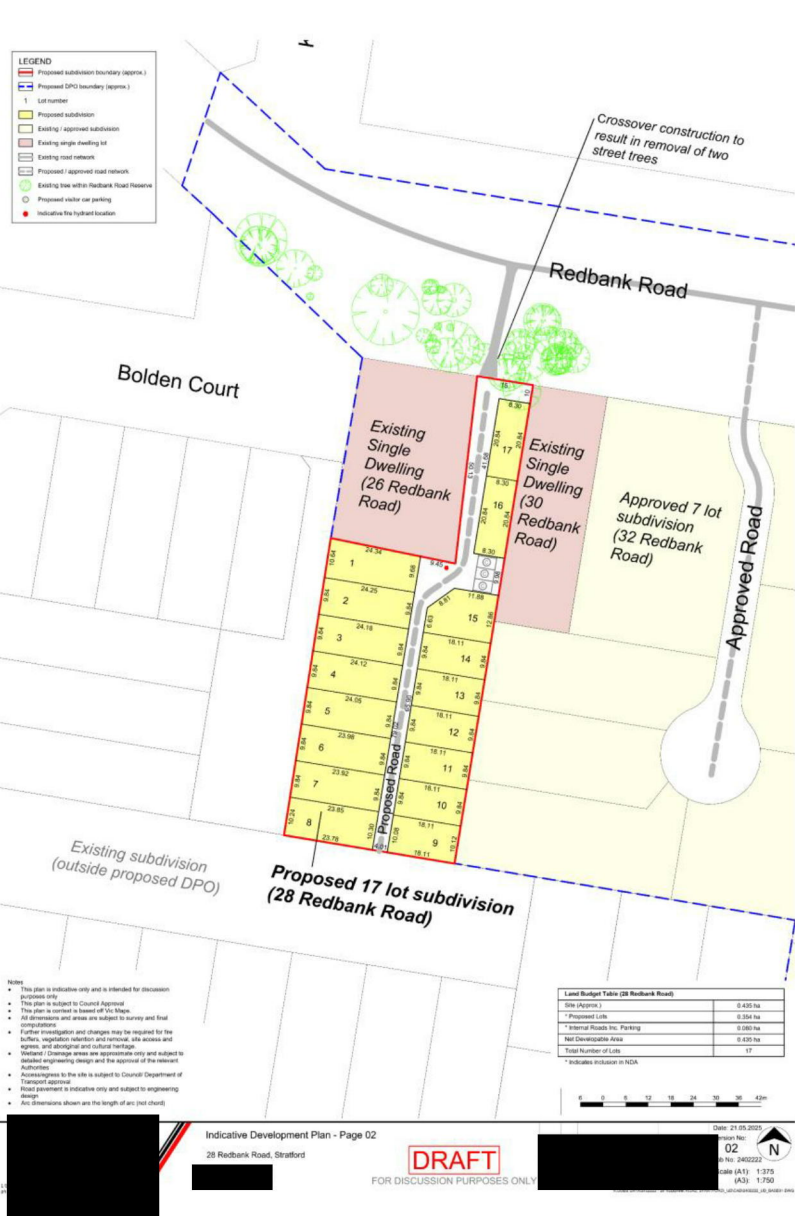
Clause 43.02:

The proposed Development Plan will, through the addition of the proposed 17-unit development at 28 Redbank Road in the overlay affected area, ensure that development remains below 15 metres in height. This will ensure the safe operation of the RAAF Base – East Sale. As can be seen from the aerial photo taken of the site on 17/3/2004 opposite all of the vegetation on the property was aligned in uniform rows and was growing at the same rate. This indicated that it was planted for aesthetic purposes over 20 years ago. Hence, it was not significant. As such it's removal prior to this development did not require a planning permit either under the Design & Development Overlay or **Clause 52.17**.

Clause 43.04

The matters listed at **Clause 43.04** are covered throughout the balance of this report. However, it is noted that, as the townhouse development at 28 Redbank Road is being constructed in one single build, rather than in Stages, the Indicative Development Plan below also serves as a Management Plan. As regards the timing of infrastructure construction, all of the services and the crossover to Redbank Road will be constructed as part of the works associated with the construction of the 17 townhouses. The drainage plan and the servicing maps throughout this report demonstrate the availability of infrastructure that will allow these connection to be made as part of the build.

AERIAL PHOTO OF 28 REDBANK ROAD ON 17/3/2004





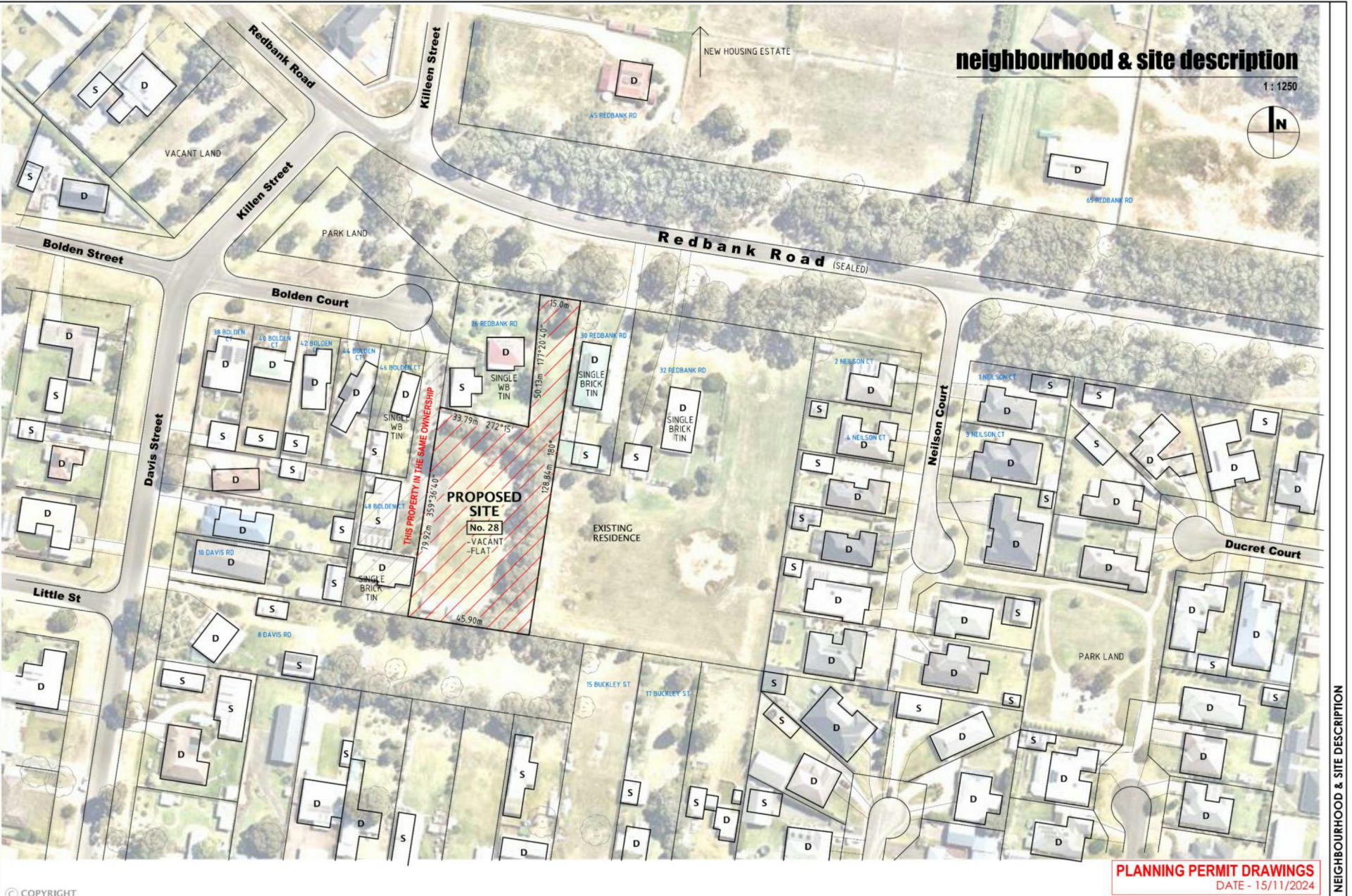
Clause 55:

An appraisal of the addition to the Development Plan, i.e. the 17-unit development proposed to be carried out at 28 Redbank Road, against the provisions of **Clause 55 (ResCode)** is provided in **Table 1**.

CLAUSE 55 (RESCODE) ASSESSMENT		
Clause	Standard	Is the Standard met; and, if not, is the objective met?
55.01-1 (Neighbourhood & Site Description)	N/A	The neighbourhood immediately around 28 Redbank Road features dwellings from the late twentieth century and the early millennium on a mix of standard and lower density lots. Built forms predominantly comprise weatherboard and brick walls and tile or steel gabled or hipped gabled roofs across a single storey, as has been popular in suburban housing across Australia throughout that period. Most of the houses on large lots feature detached, non-habitable steel outbuildings. Street setbacks are typically between 9 and 20 metres. This is demonstrated in the neighbourhood & site description and photographs below and overleaf.

TABLE 1: CLAUSE 55 ASSESSMENT

NEIGHBOURHOOD AND SITE DESCRIPTION PLAN VUEW



STREETSCAPE VIEW OF THE DWELLING AT 30 REDBANK ROAD



STREETSCAPE VIEW OF THE DWELLING AT 8 DAVIS STREET



STREETSCAPE VIEW LOOKING SOUTH DOWN NELSON COURT FROM REDBANK ROAD



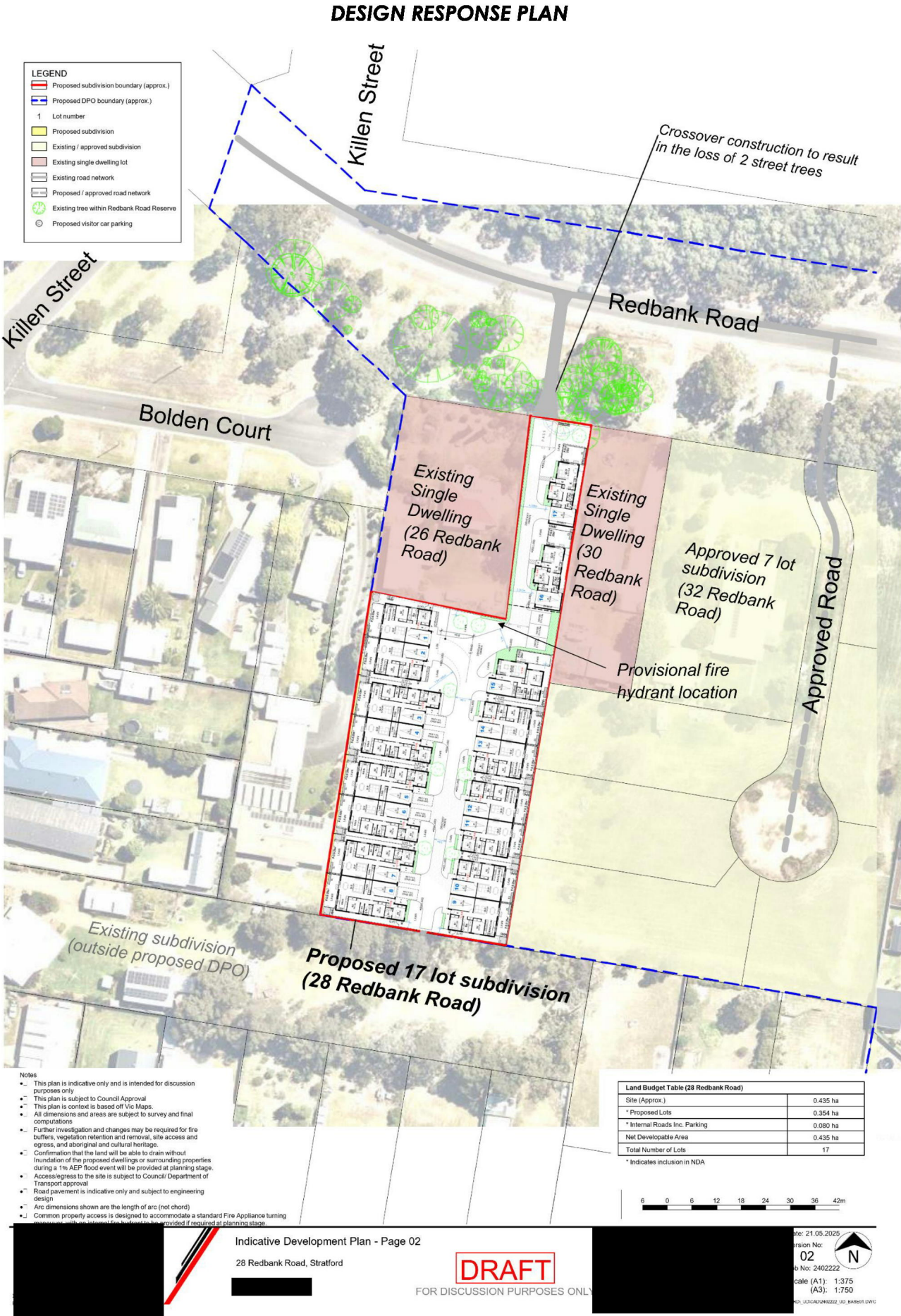


**CLAUSE 55 (RESCODE) ASSESSMENT**

Clause	Standard	Is the Standard met; and, if not, is the objective met?
55.01-1 (Design Response)	N/A	<p>The proposed development has been designed to:</p> <ul style="list-style-type: none"> <li>Only site one dwelling adjacent to the south boundary with 26 Redbank Road, noting that the new driveway will abut its eastern boundary; and,</li> <li>Only site two, one-bedroom dwellings adjacent to the west boundary of 30 Redbank Road.</li> </ul> <p>The majority of the new dwellings will abut either:</p> <ul style="list-style-type: none"> <li>48 Bolden Street, which is being purchased by the permit applicant;</li> <li>3 future vacant lots in the 7-lot development to the east at 32 Redbank Road; or,</li> <li>The rear of the north boundary of 8 Davis Street, which already has significant screening vegetation growing along it.</li> </ul> <p>Otherwise, it is noted that all the proposed dwellings will be single storey and their arrangement on the land, coupled with the deep verge area on the south side of Redbank Road, will serve to diminish the impact of the development on the streetscape as demonstrated in the image below.</p>

**TABLE 1: CLAUSE 55 ASSESSMENT**

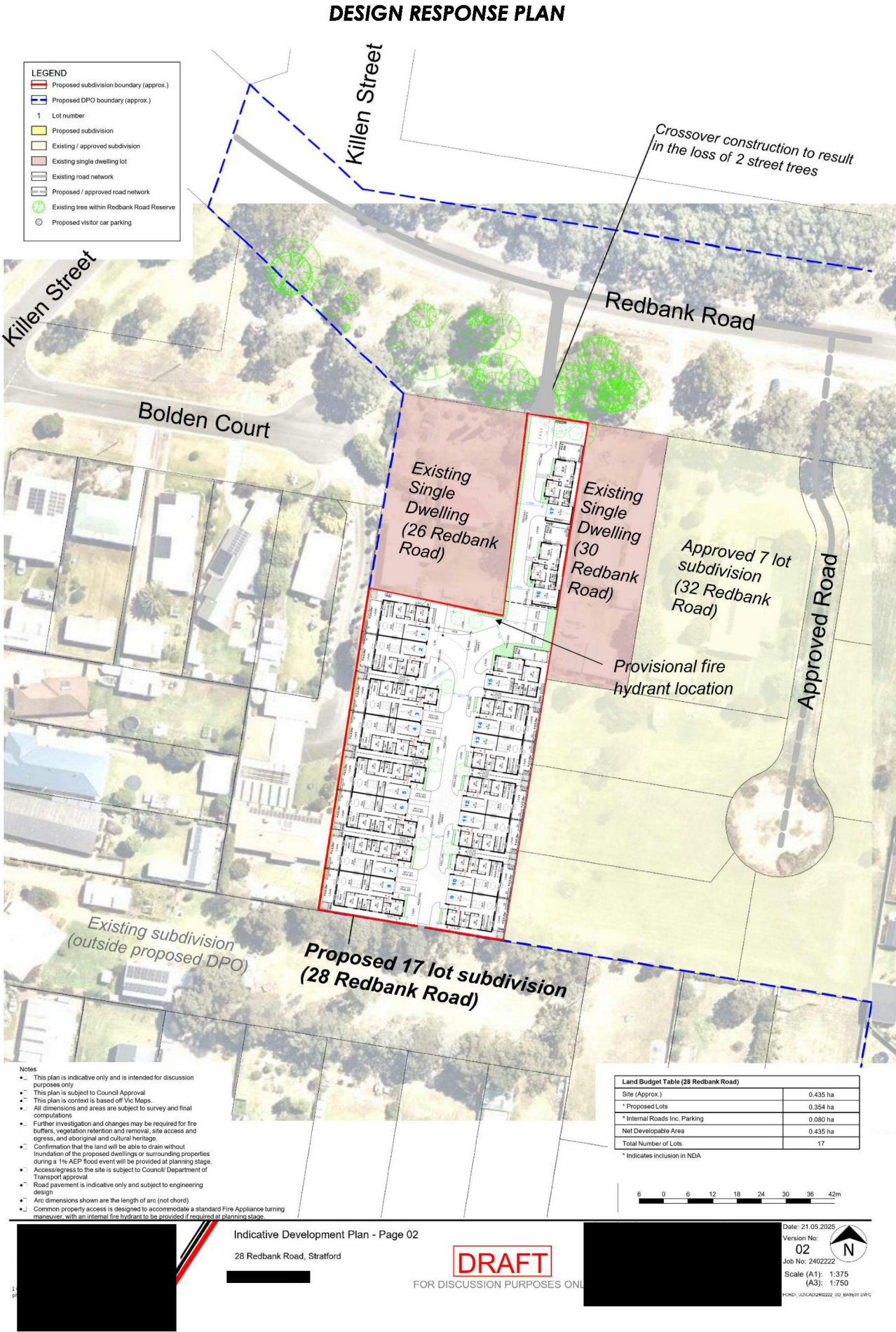
**CONCEPT STREETSCAPE VIEW OF THE PROPOSED DEVLEOPMENT FROM REDBANK ROAD**





CLAUSE 55 (RESCODE) ASSESSMENT		
Clause	Standard	Is the Standard met; and, if not, is the objective met?
55.02-1 (Neighbourhood Character)	B1	<p>Yes. The proposed development shares the following commonalities with adjoining dwellings:</p> <ul style="list-style-type: none"> <li>It only involves the construction of single dwellings;</li> <li>It will be largely obscured from Redbank Road by existing street trees;</li> <li>It features brick-walled, steel roofed dwellings designed in the modern, suburban Australian style;</li> <li>They will enjoy access via a single crossover and be able to exit and enter the property in a forward's direction.</li> </ul> <p>The proposed dwellings differ from adjoining properties in the following ways:</p> <ul style="list-style-type: none"> <li>They will sit on far smaller parcels of land and have access to smaller areas of private open space;</li> <li>They will not have access to large steel storage sheds; and,</li> <li>They will share access with other dwellings.</li> </ul> <p>There are no neighbourhood character policies that apply specifically to this part of Stratford. This is largely because a Development Plan has not previously been prepared for this part of the Overlay affected area. As such, the policies at <b>Clauses 11.01-1R &amp; 11.01-1L</b> are applicable. As shown previously, these policies encourage growth in serviced areas and the creation of a variety of housing choices. The Development Plan Overlay affected area, including that taken up by the East Stratford Outline Development Plan, is absolutely dominated by single dwellings on lots of 800m<sup>2</sup> - 1,000m<sup>2</sup>.</p> <p>The subject site is one of the few properties in this part of the Overlay affected area that has easy access to Stratford's footpath network, which provides pedestrian access back to the V/Line train Station and the Central Activity District. Hence, it is an appropriate location for a more intense development that will go some way to counter-balancing the lack of medium density housing available in both the Overlay affected area and across East Stratford more generally.</p> <p>As such, the proposed development, which shares a healthy number of built form characteristics with surrounding development, fills a gap in Stratford's housing offering and will assist it in achieving Council's expectations for growth across the township.</p>
55.02-1 (Residential Policy)	B2	<p>Yes. Council has recently circulated its draft Growth Plan for the Shire. This Plan recognises Stratford as providing one of the main growth fronts in the municipality and suggests that further growth on its east side is appropriate. In this context, the proposed development, which will provide a significant number of medium density housing options for people looking to move to or within Stratford, can provide an important addition to the township's growth. As such, the proposal accords with Council's most recent residential policy.</p>

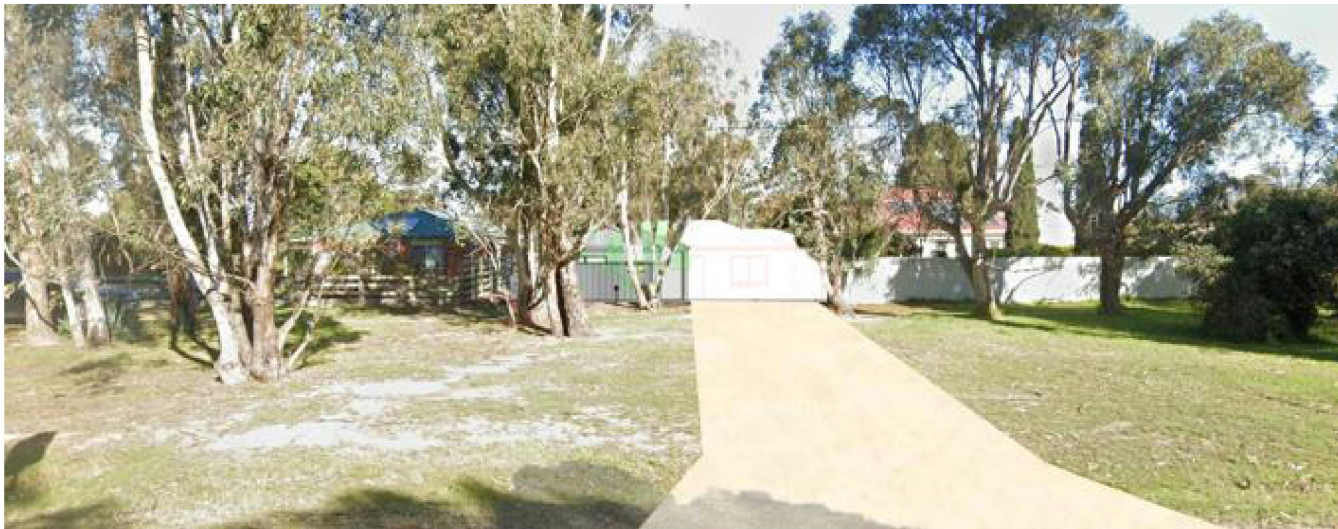
TABLE 1: CLAUSE 55 ASSESSMENT (Continued)





CLAUSE 55 (RESCODE) ASSESSMENT		
Clause	Standard	Is the Standard met; and, if not, is the objective met?
55.02-3 (Dwelling Diversity)	B3	Yes. The proposed development provides three 1 bedroom dwellings, eight 2 bedroom dwellings and six 3 bedroom dwellings. Hence, the Standard, which calls for a variety of dwelling types, is met.
55.02-4 (Infrastructure)	B4	Yes. The proposed development can be connected to reticulated electricity, sewer, water and drainage, as shown opposite and below. Hence, the standard is met.
55.02-5 (Integration with the street)	B5	Yes. As can be seen from the Streetscape Concept Elevation below, the proposed development will have fenestration from the main living area in the northern wall of Unit 3 visible from Redbank Road.

## STREETSCAPE CONCEPT ELEVATION



CONCEPT DRAWING - FOR DISCUSSION PURPOSES

**DRAWING NOTES**  
 ANY DIMENSIONS SHALL BE INTERPRETED AS THE DIMENSIONS FOR  
 THE LARGEST OF THE FOLLOWING: 1. THE DIMENSIONS FOR  
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**NOTES:**  
 ALL DIMENSIONS SHALL BE INTERPRETED AS THE DIMENSIONS FOR  
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**Drainage Concept Plan**  
 Scale: 1" = 10'

The plan shows a property bounded by Davis Street to the north, Bolden Street to the east, and Redbank Road to the south. A proposed site storage area is located in the southeast corner, with a capacity of 1,000 cubic feet. The storage area is connected to a drainage system that includes several manholes (MH) and catch basins (CB). The system is designed to collect runoff from the property and discharge it into a nearby water body. The plan also shows existing trees and landscaping, and a proposed access road to the storage area.









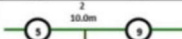





**PIPE BEDDING NON ROAD RESERVE**  
 Scale: 1" = 1'


The diagram shows a cross-section of a pipe bedding installation. The pipe is shown in the center, surrounded by bedding material. The bedding is shown in two layers: a top layer of bedding and a bottom layer of bedding. The pipe is shown with a diameter of 36 inches. The bedding is shown with a thickness of 12 inches. The surrounding soil is shown with a depth of 12 inches. The diagram also shows the natural surface and the proposed bedding.

**Drainage Longitudinal Section**  
 Scale: 1" = 10'
















The longitudinal section shows the profile of the pipe, bedding, and surrounding soil. The pipe is shown in the center, surrounded by bedding material. The bedding is shown in two layers: a top layer of bedding and a bottom layer of bedding. The pipe is shown with a diameter of 36 inches. The bedding is shown with a thickness of 12 inches. The surrounding soil is shown with a depth of 12 inches. The diagram also shows the natural surface and the proposed bedding.


**Drainage Longitudinal Section**  
 Scale: 1" = 10'

 	
<h1>LEGEND</h1>	
	Parcel and the location
	Pit with size "5"
	Pit with size "25"
	Manhole
	Pillar
	Cable count of trench is 2. One "Other size" PVC conduit (PO) owned by Telstra (-T-), between pits of sizes, "5" and "9" are 25.0m apart. One 40mm PVC conduit (P40) owned by NBN, between pits of sizes, "5" and "9" are 20.0m apart.
	2 Direct buried cables between pits of sizes, "5" and "9" are 10.0m apart.
	Trench containing any <b>INSERVICE/CONSTRUCTED</b> (Copper/NB/Fibre/Power) cables.
	Trench containing only <b>DESIGNED/PLANNED</b> (Copper/NB/Fibre/Power) cables.
	Trench containing any <b>INSERVICE/CONSTRUCTED</b> (Power) cables.
	Road and the street name "Broadway ST"
<p>Scale</p>  <p>1:2000 1 cm equals 20 m</p>	











## LEGEND – Overview Plot of Electricity Assets

SYMBOL	NAME
	Low Voltage Underground Cable
	High Voltage Underground Cable
	Underground Cable
	Underground Pit
	Low Voltage Pole to Underground Pit
	Low Voltage Pole
	Underground Street Lighting Cable
	Underground Street Lighting Cable
	High Voltage & Low Voltage Pole
	22kV High Voltage Pole, 66kV Pole
	High Voltage Overhead Line
	Overhead Line
	High Voltage Overhead Line
	Earthed Overhead Line
	Substation Pole, Kiosk Substation, Indoor Substation, Ground Type Substation



This Legend relates to the Plot provided in response to your DBYD request. The Plot is to be used as a guide only and not for Excavation purposes.

## Legend

	Electrical Cables
	Hydrant
	Water Valve
	Sewer Manhole
	Water Main (Critical)
	Water Main
	Sewer Main (Critical)
	Sewer Main
D - - - - -	Decom Water Main
D - - - -	Decom Sewer Main

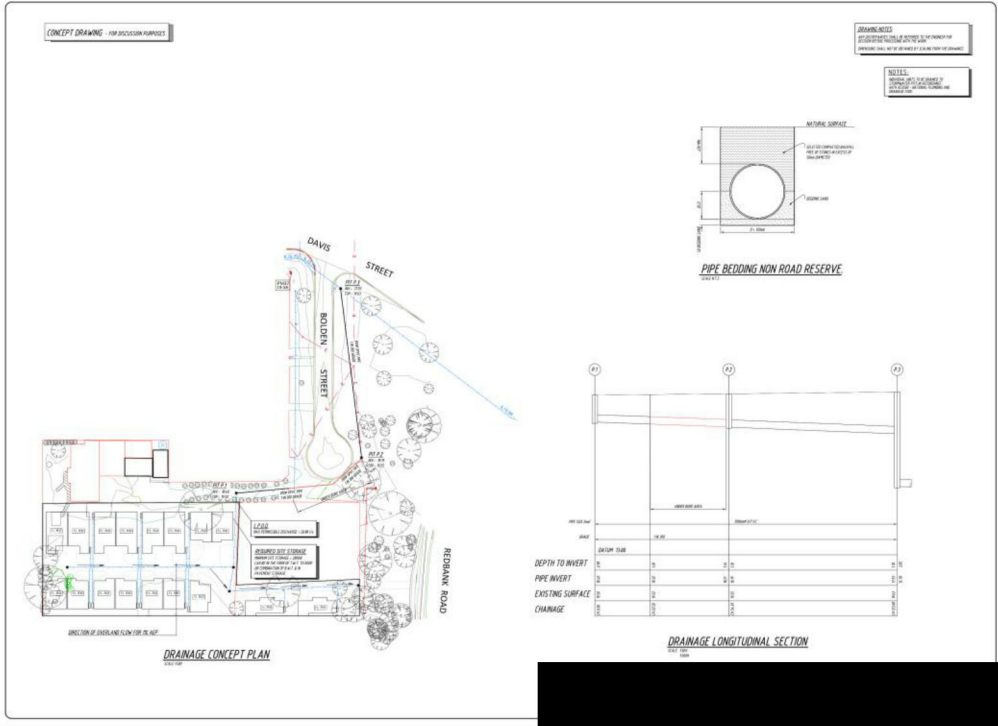


CLAUSE 55 (RESCODE) ASSESSMENT

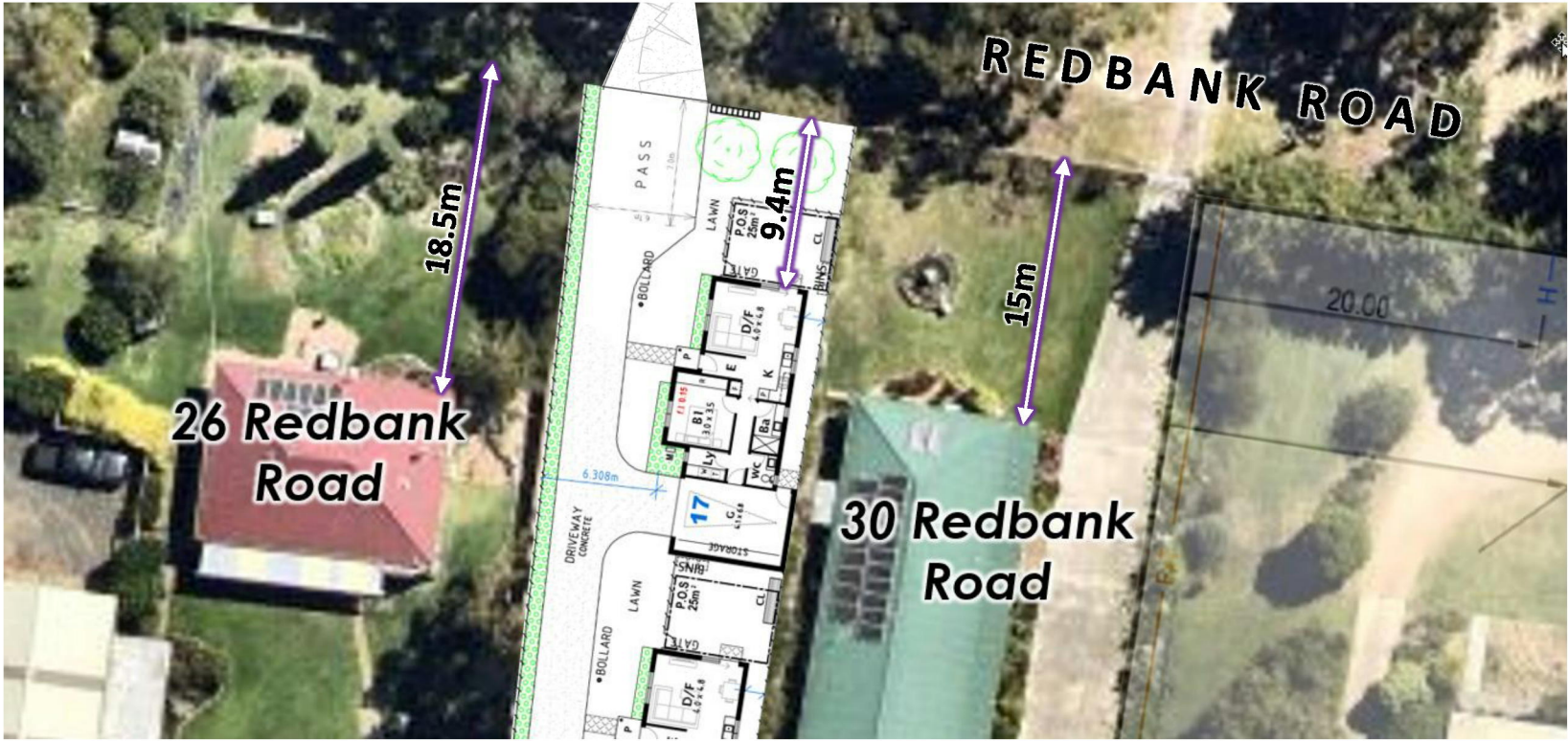
Clause	Standard	Is the Standard met; and, if not, is the objective met?
55.03-1 (Street Setback)	B6	Yes. As shown opposite, Unit 17, which is the one closest to Redbank Road, has a setback of 9.4m. The two adjoining dwellings at 26 and 30 Redbank Road have setbacks of approximately 18.5m and 15m respectively. Hence, the minimum required setback is 9 metres. So, the street setback standard is met.
55.03-2 (Building Height)	B7	Yes. As can be seen from the elevations belowe, the tallest of the proposed new dwellings will have a maximum height 5.335 metres above natural ground level. This is well within the same height range as surrounding development and less than the maximum 9m under the standard. Hence, the standard is met.
55.03-3 (Site Coverage)	B8	Yes. As shown opposite, the proposed development will cover 2,060m <sup>2</sup> of a 4,348m <sup>2</sup> site. This constitutes 47.4% coverage, which is below the 60% maximum. So, the standard is met.
53.03-4 (Permeability & stormwater management)	B9	Yes. As shown opposite, the proposed development retains 1,415m <sup>2</sup> of the 4,348m <sup>2</sup> site as permeable space. This equates to 32.5% permeability, which is above the 20% minimum. As shown below, there is capacity for stormwater outfall to be directed to an existing Council drain that has capacity to absorb the additional volume. So, the standard is met. As noted on the plan, confirmation that each dwelling will not be inundated in a 1% AEP event will be provided at planning permit stage.

TABLE 1: CLAUSE 55 ASSESSMENT (Continued)

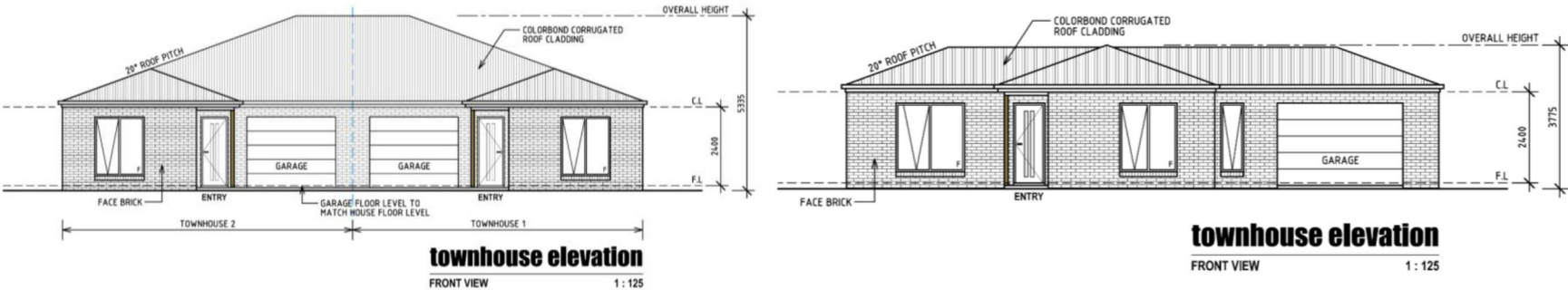
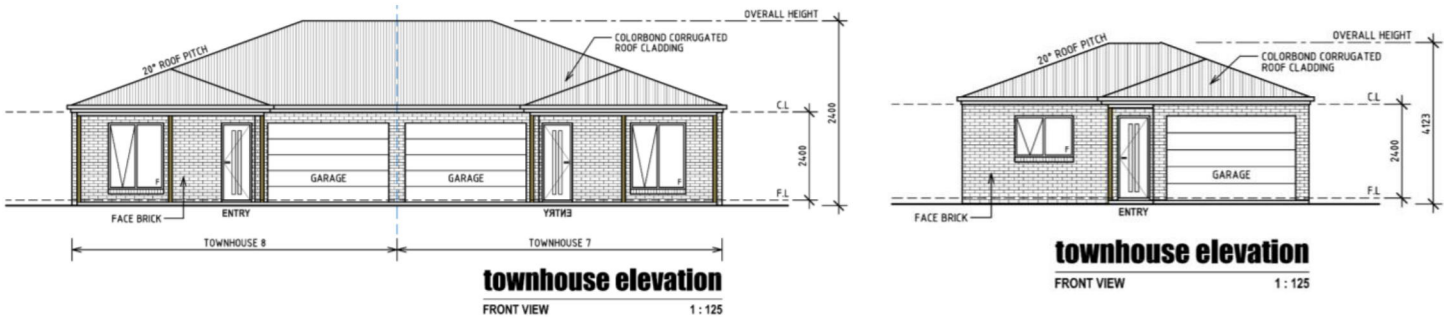
PLAN SHOWING PROPOSED STORMWATER PIPE ALIGNMENT & 1% AEP OVERLAND FLOW PATH



EXTRACT FROM DESIGN RESPONSE WITH STREET SETBACKS LABELLED



PROPOSED ELEVATIONS & SPECIFICATIONS (MATTHEW FRANKE BUILDING DESIGN & DRAFTING)



Notes

17 DWELLINGS  
 1 BEDROOM - 3  
 2 BEDROOM - 8  
 3 BEDROOM - 6  
 3 x VISITOR CAR SPACES  
 SINGLE GARAGE: 3.5 x 6.0m

Site Coverage Objective

MAX. ALLOWED 60% - 2608.8 m<sup>2</sup>  
 ACHIEVED 47.4% - 2060.0 m<sup>2</sup>

Permeability Objective

MIN. ALLOWED 20% - 870 m<sup>2</sup>  
 ACHIEVED 32.5% - 1415.0 m<sup>2</sup>

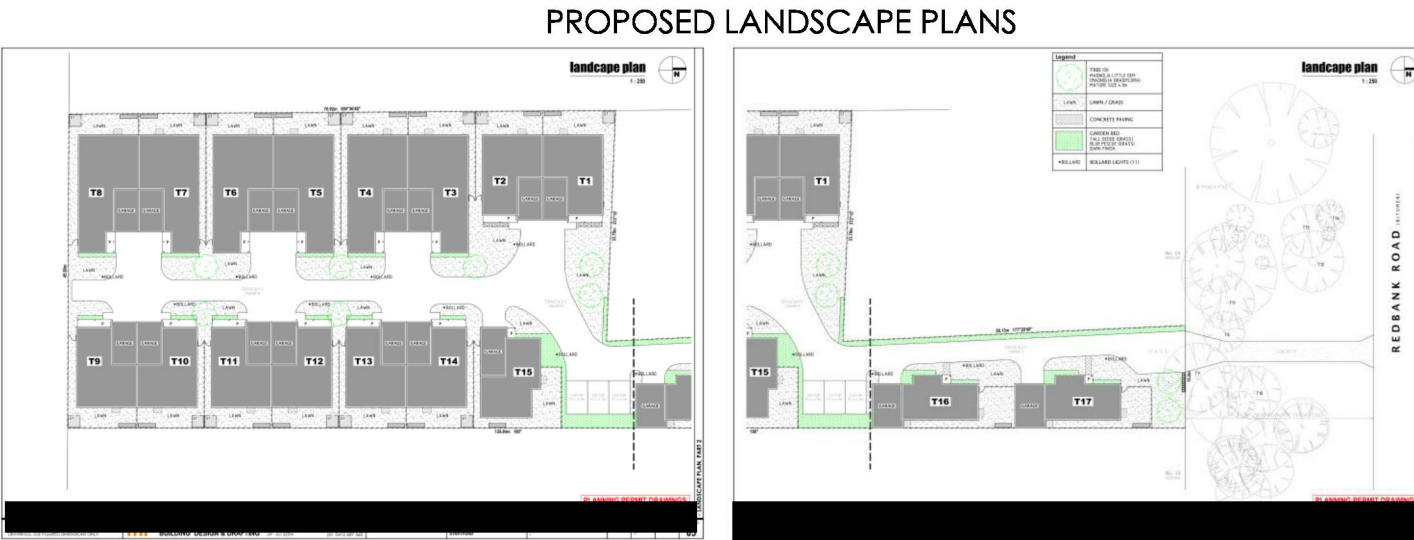
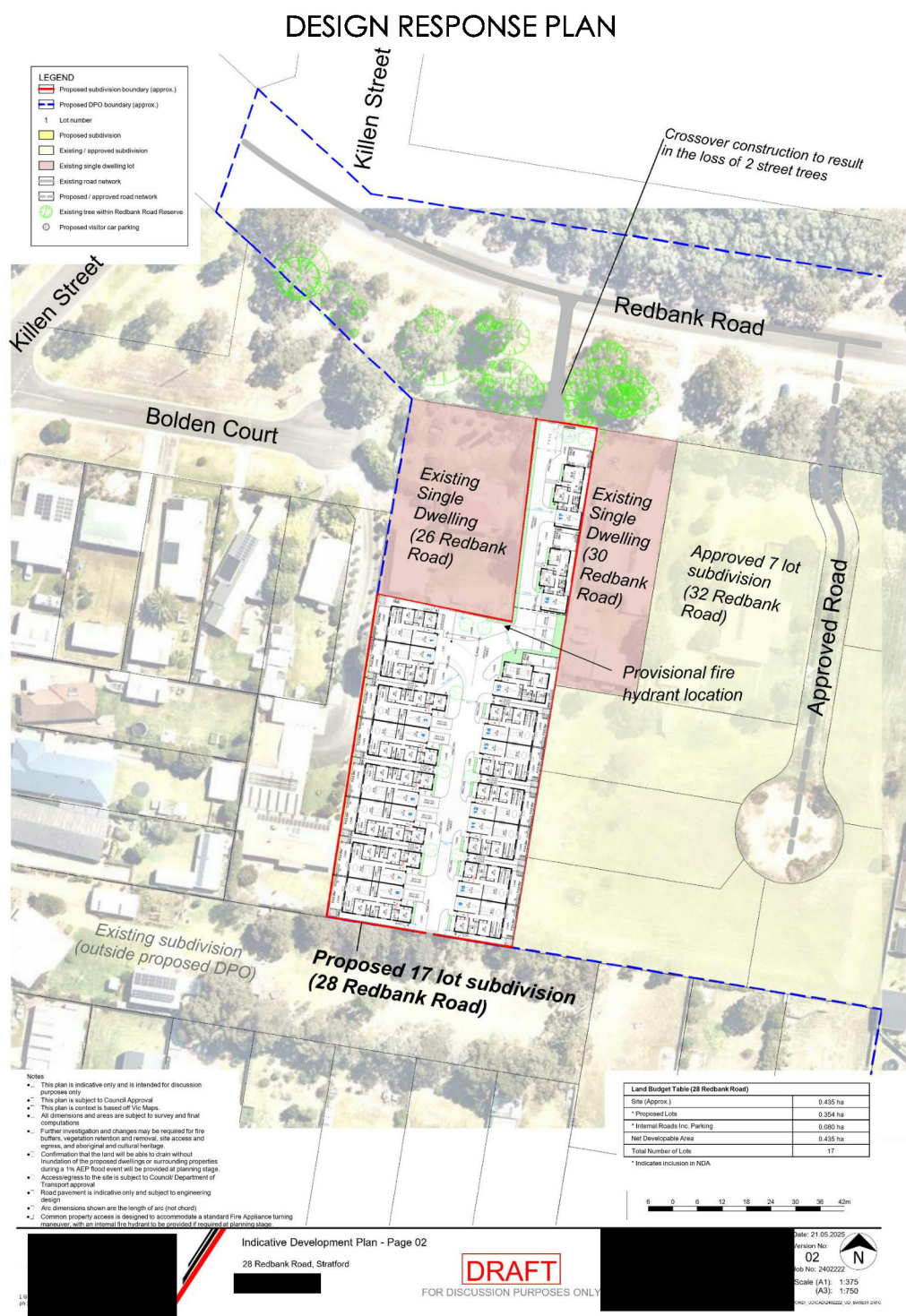
Site Area 4348 m<sup>2</sup>

Areas	Units 3 - 8		Units 1 - 2 Units 9 - 14		Unit 15		Units 16, 17	
	m <sup>2</sup>	sq	m <sup>2</sup>	sq	m <sup>2</sup>	sq	m <sup>2</sup>	sq
LIVING	115.8	12.43	84.1	9.03	77.3	8.30	65.6	7.04
GARAGE	22.6	2.43	22.8	2.45	27.0	2.90	28.4	3.05
PORCH	4.0	0.43	6.3	0.67	2.0	0.21	1.7	0.18
TOTAL	142.20	15.29	113.20	12.15	106.3	11.41	95.7	10.27



CLAUSE 55 (RESCODE) ASSESSMENT		
Clause	Standard	Is the Standard met; and, if not, is the objective met?
55.03-5 (Energy Efficiency)	B10	Yes. As can be seen from the design response plan opposite, every unit has a window to its main living area facing either north, east or west. Hence, they will all enjoy access to light and heat from solar rays for at least 5 hours a day. This can be achieved without limiting solar access for adjoining properties or solar panels. So, the energy efficiency standard is met.
55.03-6 (Open Space)	B11	Yes. As shown on the design response plan opposite, each dwelling fronts onto the shared common access in common property. This will ensure appropriate passive surveillance of this area of communal open space. So, the open space standard is met.
55.03-7 (Safety)	B12	Yes. As shown on the design response plan opposite, the proposed dwellings will all have unobscured access from their front doors to the common property driveway area and their private open spaces will not be able to be used as public thoroughfares. So, the standard is met.
55.03-8 (Landscaping)	B13	Yes. As shown on the landscaping plan opposite, there is ample space within the garden beds around the common property driveway for ground covers, shrubs and canopy trees. So, the standard is met.
55.03-9 (Access)	B14	Yes. The subject site has a frontage width of 15 metres. It is proposed to construct a 6 metre wide crossover at the west end of the frontage to provide access to the development. This location will maximise the capacity of the development to avoid impacting street trees. It also equates to 40% of the frontage, which complies with the 40% maximum standard. So, the standard is met.
55.03-10 (Parking Location)	B15	Yes. As shown on the design response plan opposite, each proposed dwelling will have a single garage under its roofline. In the case of the 3-bedroom dwellings, there will also be a visitor's space in the driveway to the garage to allow tandem parking. Access to these carparks will be more than 1.5m from the nearest habitable room windows of other dwellings in the development. So, the parking location standard is met.
55.04-1 (Side & rear setbacks)	B17	Yes. As shown on the design response plan opposite, each proposed dwelling is located at least 1 metre from the nearest external boundary. As shown on the previous page, all proposed dwellings will have wall heights of 2.4 metres. So, the side and rear setback standard is met.
55.04-2 (Walls on boundaries)	B18	Yes. As shown on the design response plan opposite, there are no walls proposed on boundaries. So, the walls on boundaries standard is met.
55.04-3 (Daylight to existing windows)	B19	Yes. As shown on the design response plan opposite, there are no walls or carports proposed within 3 metres of any habitable room windows. So, the daylight to existing windows standard is met.

TABLE 1: CLAUSE 55 ASSESSMENT (Continued)





CLAUSE 55 (RESCODE) ASSESSMENT		
Clause	Standard	Is the Standard met; and, if not, is the objective met?
55.04-4 (North facing windows)	B20	Yes. As can be seen from the design response plan opposite, there are no north-facing windows within 3 metres of the subject site. So, the north facing windows standard is met.
55.04-5 (Overshadowing open Space)	B21	Yes. As shown on the design response plan opposite, all the proposed dwellings have a minimum 1 metre setback from all external boundaries and do not have wall heights exceeding 2.4 metres. The only units that abut the northern boundary of an adjoining property are numbers 8 & 9. The private open space at 8 Davis Street is extensive. So, even if these dwellings cast any shadow, it will not fall on a significant amount of private open space. So, the overshadowing open space standard is met.
55.04-6 (Overlooking)	B22	Yes. As shown on the design response plan opposite and the elevations on the previous page, the proposed dwellings will all be single storey and not have their finished floor levels more than 150mm above natural ground level. Moreover, all external boundaries will be fenced with a 1.9 metre high solid treatment. Hence, there will be no overlooking of adjoining properties. So, the overlooking standard is met.
55.04-7 (Internal views)	B23	Yes. As shown on the design response plan opposite and the elevations on the previous page, the proposed dwellings will all be single storey and not have their finished floor levels more than 150mm above natural ground level. Moreover, all internal side and rear boundaries will be fenced with a solid treatment. Hence, there will be no internal views between the new dwellings. So, the internal views standard is met.
55.04-8 (Noise)	B24	Yes. Each proposed dwelling has room in its rear yard on its roof for installation of plant, e.g. air-conditioner. Given the only dwelling near the rear yard of any of the units is owned by the applicant, i.e. the existing dwelling at 48 Bolden Street, there will be no noise impacts. The site also not near any other noise sources. So, the noise standard is met.
55.05-1 (Accessibility)	B25	Yes. As shown on the design response plan opposite and the elevations on the previous page, each proposed dwelling is single storey and could easily be converted to allow access for a person with limited mobility. So, the accessibility standard is met.
55.05-2 (Dwelling entry)	B26	Yes. As shown on the design response plan opposite and the elevations on the previous page, the entry to each proposed dwelling will be easily identifiable from the shared driveway. So, the dwelling entry standard is met.
Clause 55.05-3 (Daylight to new windows)	B27	Yes. As shown on the design response plan opposite, each window will enjoy access to a minimum 3m <sup>3</sup> light court. So, the daylight to new windows standard is met.

TABLE 1: CLAUSE 55 ASSESSMENT (Continued)



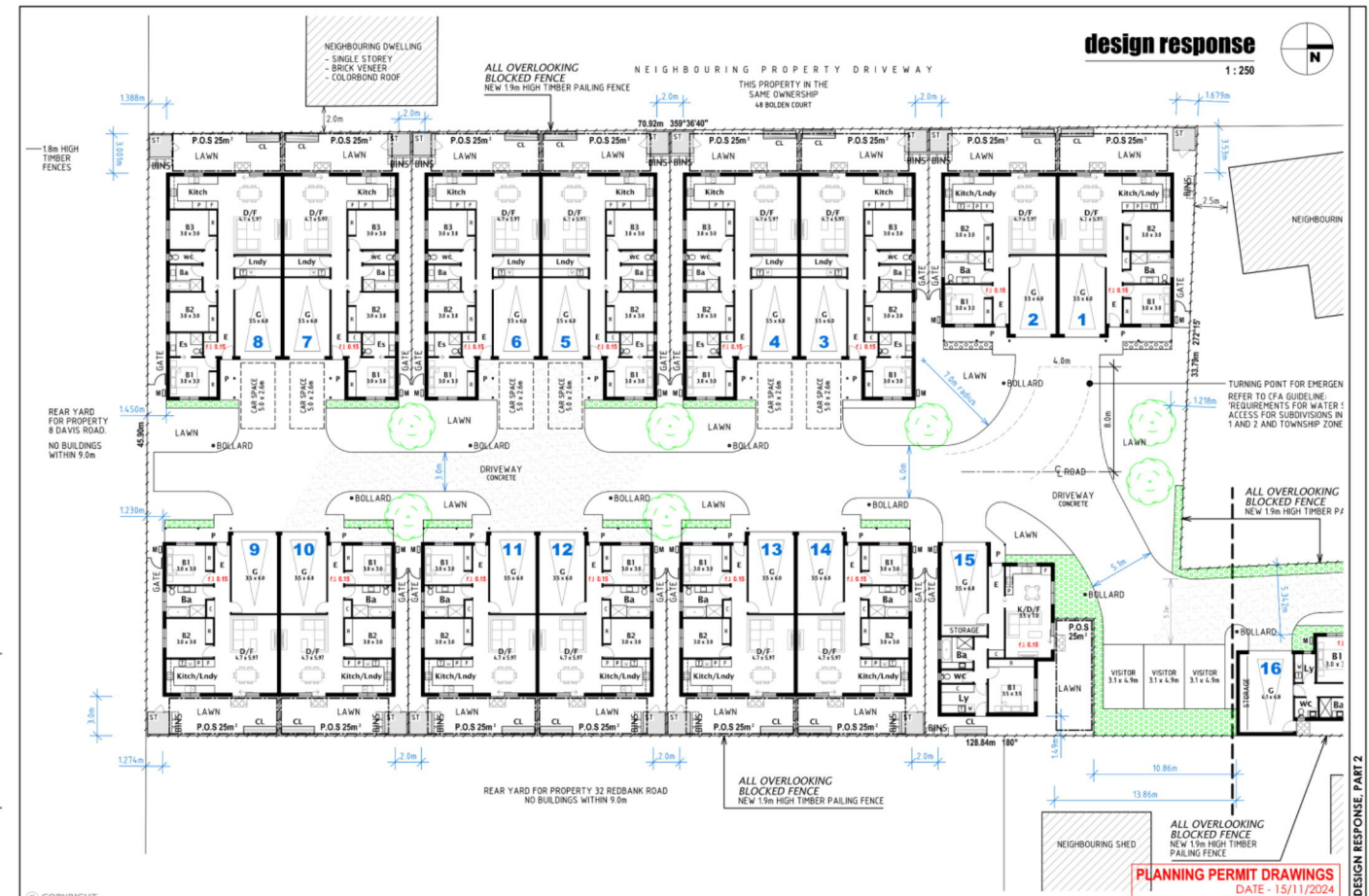
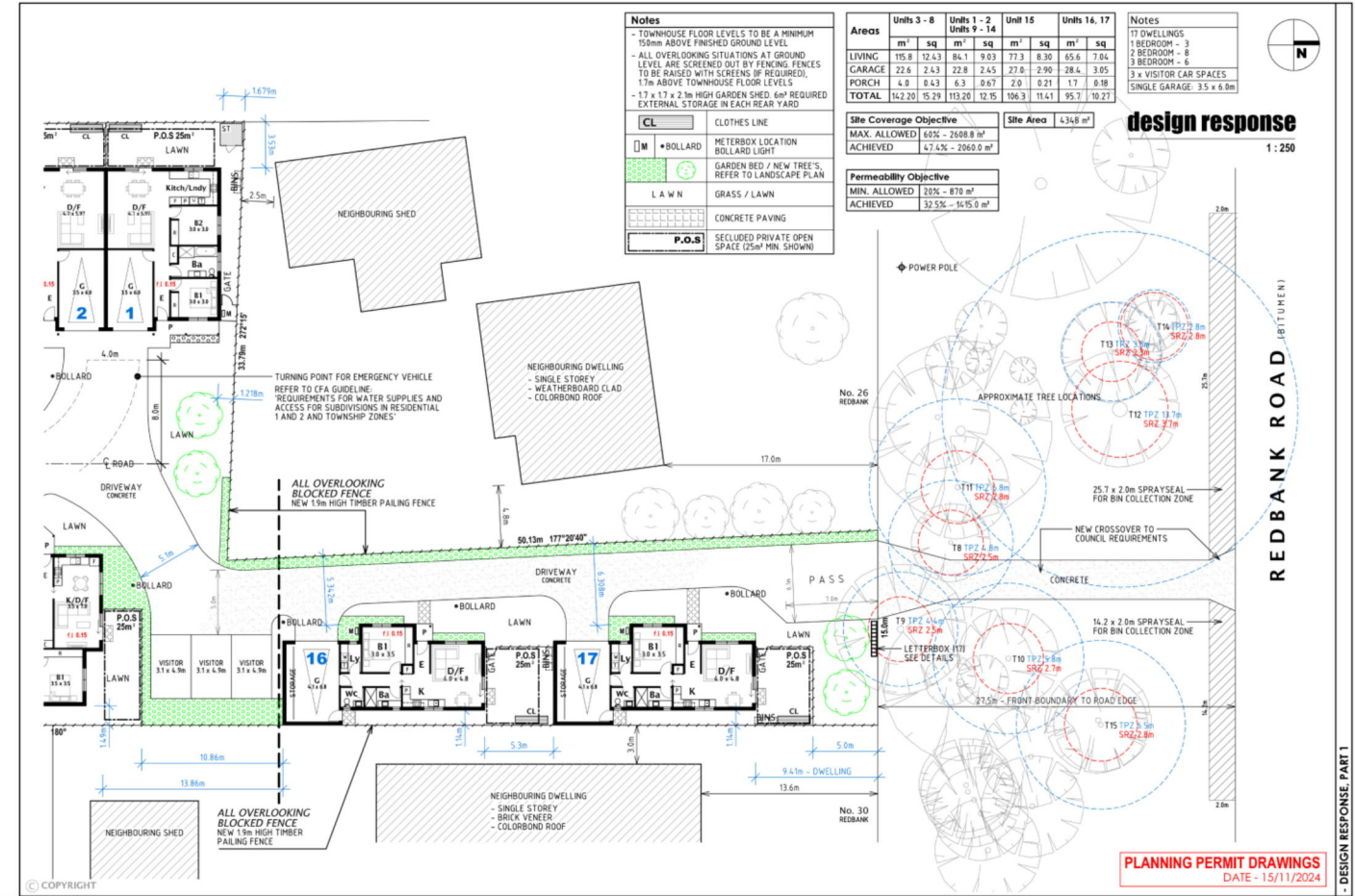
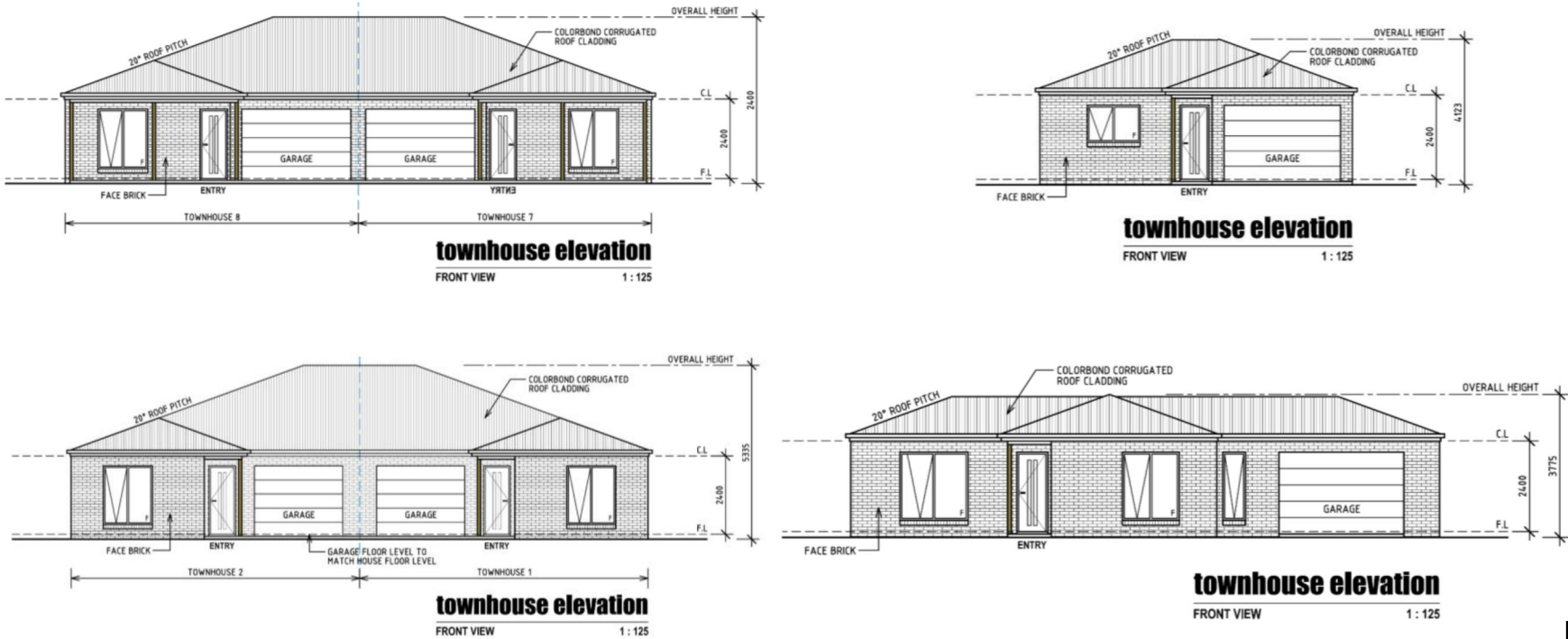


CLAUSE 55 (RESCODE) ASSESSMENT

Clause	Standard	Is the Standard met; and, if not, is the objective met?
55.05-4 (Private Open Space)	B28	Yes. As can be seen from the design response plan opposite, each proposed dwelling will enjoy access to a minimum 25m <sup>2</sup> area of secluded private open space with a minimum 3m dimension of on either its north, east or west side and more than 40m <sup>2</sup> of private open space overall. So, the private open space standard is met.
55.05-5 (Solar access to open space)	B29	Yes. As shown on the design response plan opposite, each proposed dwelling will enjoy access to a compliant area of open space on either its north, east or west sides metres. So, the solar access to open space standard is met.
55.05-6 (Storage)	B30	Yes. As shown on the design response plan opposite, each dwelling will enjoy access to a 6m <sup>3</sup> storage space, either within a garden shed (units 1-14), or the garage (units 15 - 17). So, the storage standard is met.
Clause 55.06-1 (Design Detail)	B31	Yes. As shown on the design response plan opposite and the elevations below, there will be four different elevations and floorplans used across the 17 proposed new dwellings. The dwellings will all use face brick work and a hipped gabled steel roof set at a 20°, but the arrangement of the fenestration, the location of doors and peak heights will change. These variations serve to break up the impression of bulk and visual monotony. So, the design detail standard is met.
Clause 55.06-2 (Front Fence)	B32	Yes. As shown on the design response plan opposite the proposed development does not include a front fence. So, the front fence standard is met.

TABLE 1: CLAUSE 55 ASSESSMENT (Continued)

EXTRACTS FROM THE PROPOSED 4 TOWNHOUSE ELEVATIONS



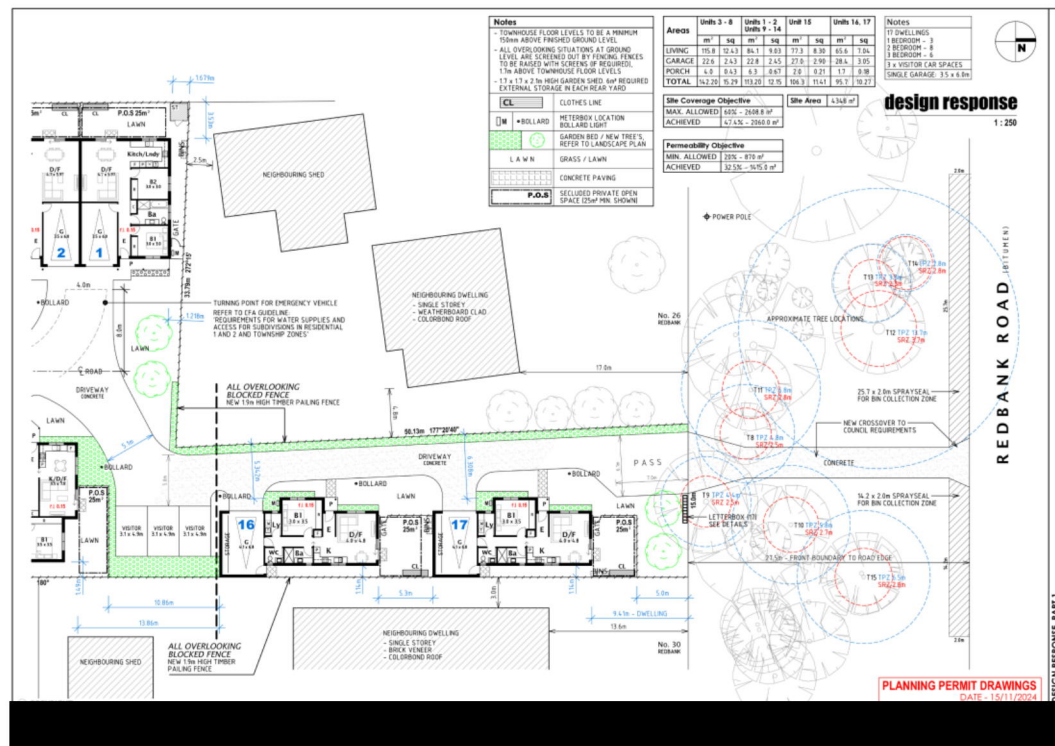


# CLAUSE 55 (RESCODE) ASSESSMENT

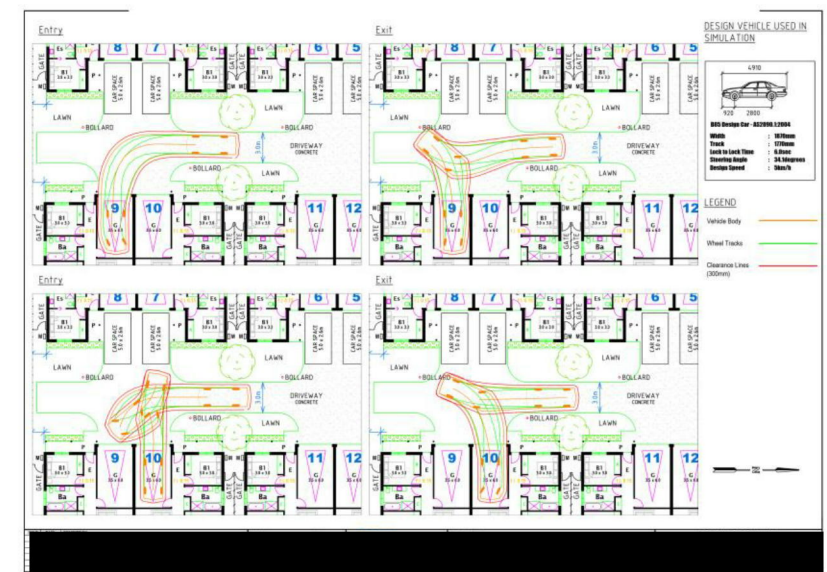
Clause	Standard	Is the Standard met; and, if not, is the objective met?
55.06-3 (Common Property)	B33	Yes. As shown through the traffic report, the proposed common property will accommodate a landscaped driveway that provides safe and efficient access to each of the proposed dwellings. This area will enjoy excellent passive surveillance along its full length as it is fronted by all the dwellings and be landscaped in accordance with the plans shown below. So, the common property standard is met.
55.06-4 (Site services)	B34	Yes. This report is accompanied by a waste management plan prepared by Quantum Traffic. The plan below demonstrates how the proposed development will provide room for future residents to wheel their garbage bins out to a sealed area on the south side of Redbank Road to allow its safe and efficient collection by Council's waste management team. Otherwise, a location for mailboxes is provided in the common property at the front of the site. So, the site services standard is met.

TABLE 1: CLAUSE 55 ASSESSMENT (Continued)

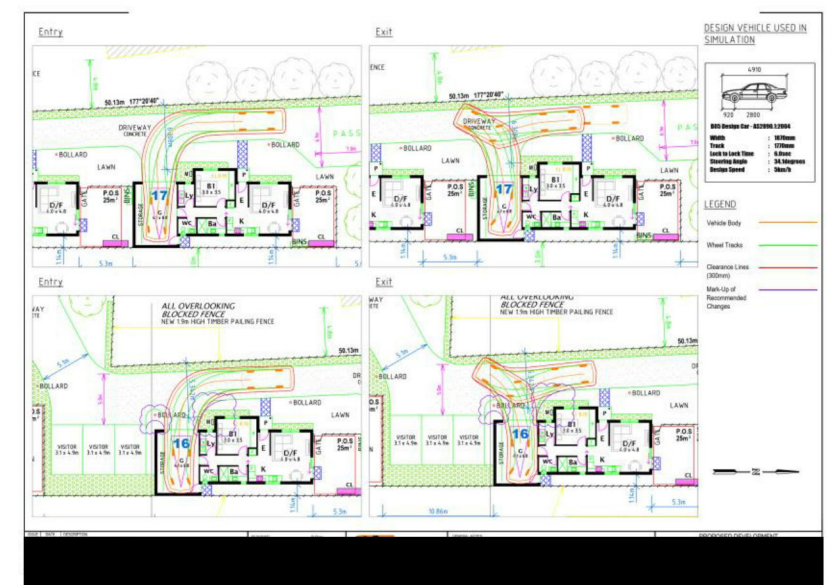
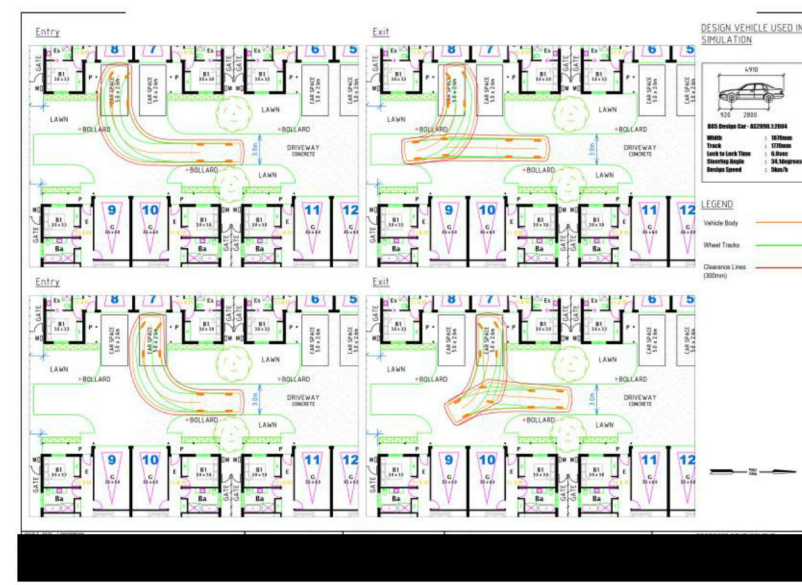
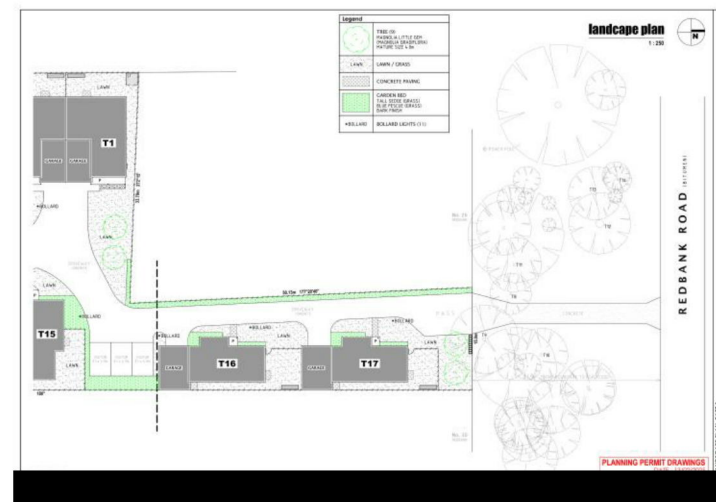
## SITE PLAN SHOWING THE LOCATION OF THE BIN COLLECTION AREA ON REDBANK ROAD



## EXTRACTS FROM THE TRAFFIC IMPACT ASSESSMENT REPORT (QUANTUM TRAFFIC)



## PROPOSED LANDSCAPE PLANS





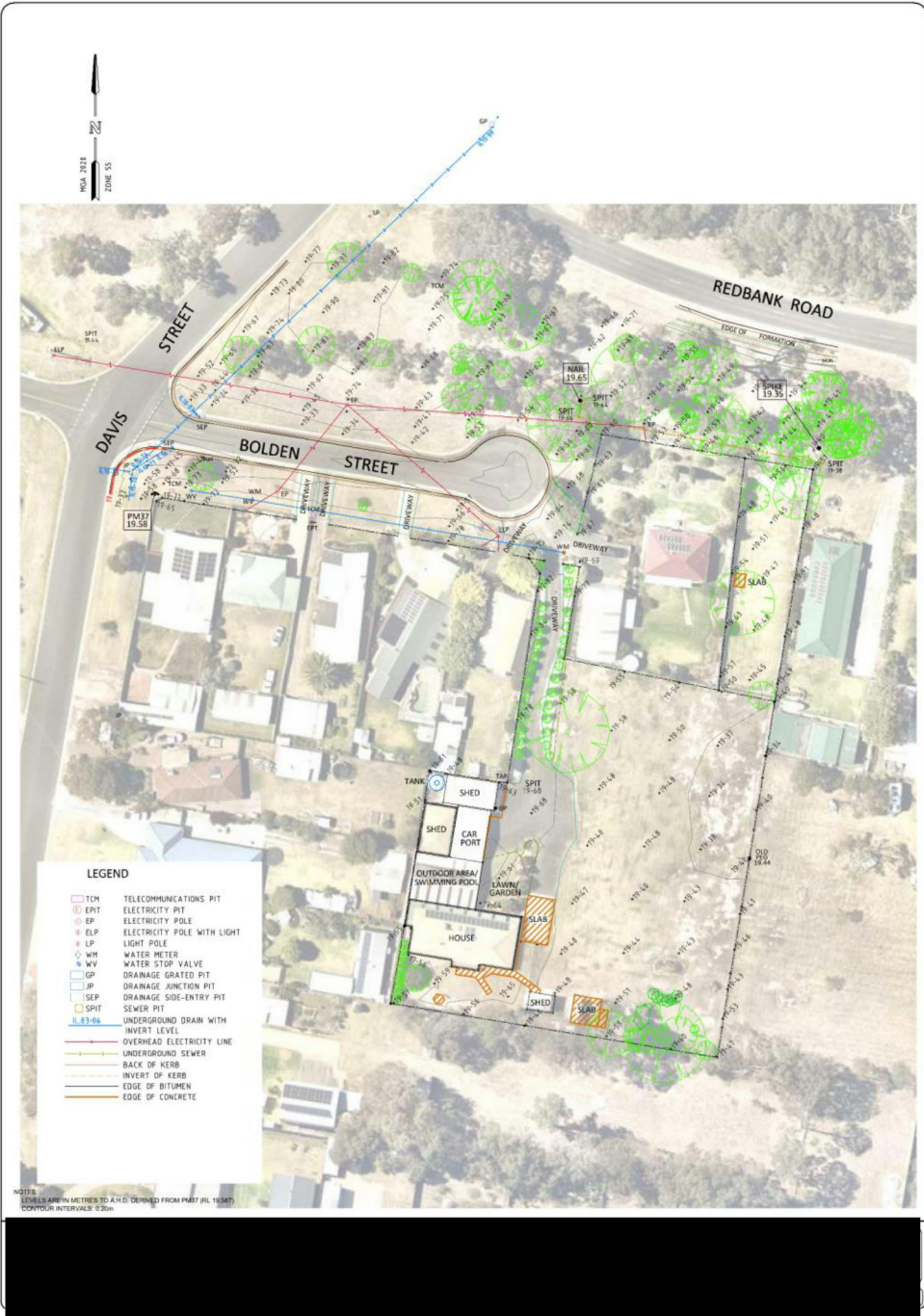
Clause 56:

An appraisal of the addition to the Development Plan, i.e. the 17-unit development proposed to be carried out at 28 Redbank Road, against the provisions of Clause 56 (ResCode) is provided in **Table 2**.

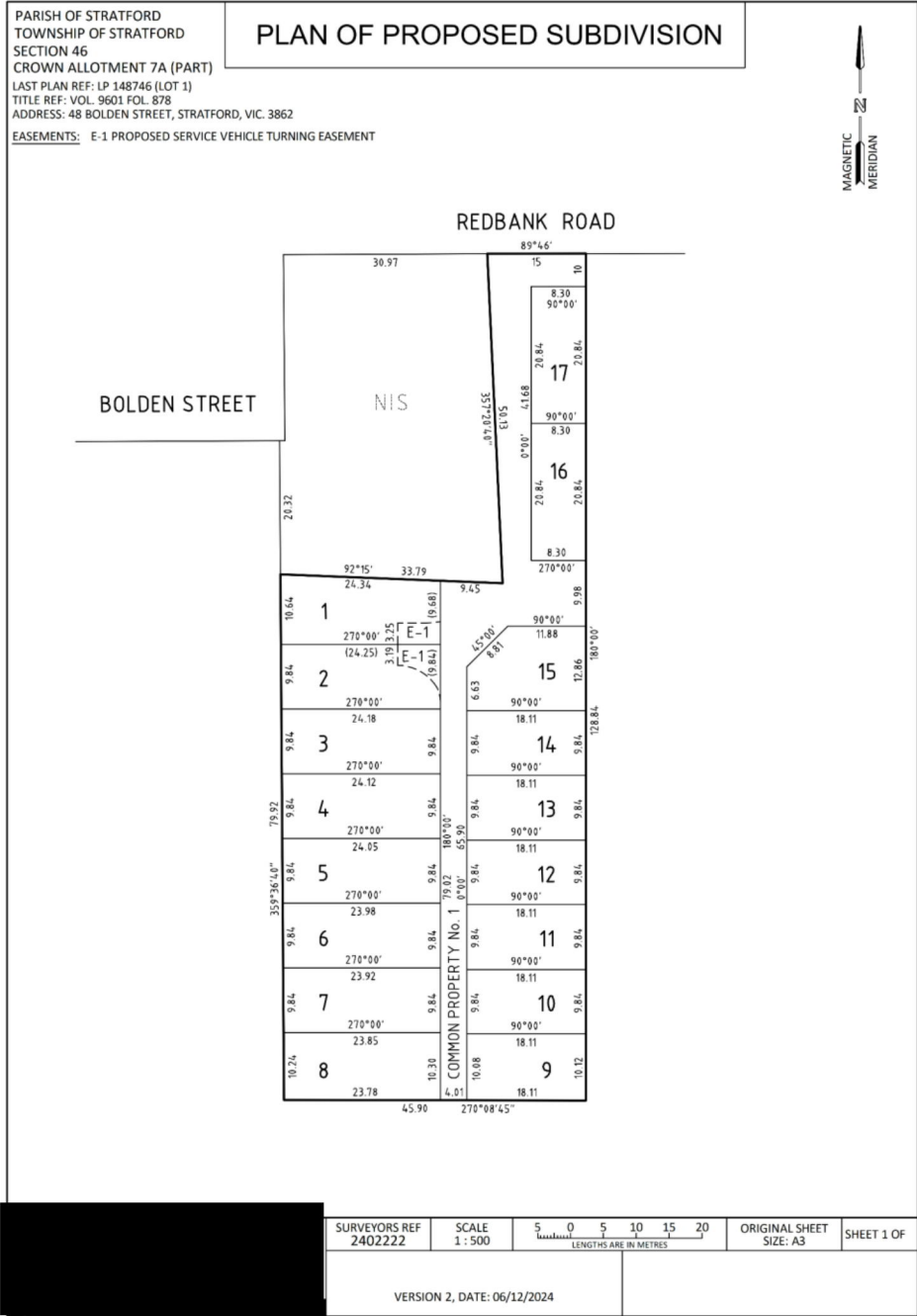
CLAUSE 56 (RESCODE) ASSESSMENT		
Clause	Standard	Is the Standard met; and, if not, is the objective met?
56.01-1 (Subdivision site and context description)	N/A	All relevant details are provided throughout the feature and level survey below and the information across preceding pages of this report.
56.01-2 (Subdivision design response)	N/A	The proposed subdivision matches the 17-unit development that is discussed on previous pages. That unit development complies with all standards of Clause 55. Hence, the subdivision design response is also appropriate.

TABLE 2: CLAUSE 56 ASSESSMENT

FEATURE & LEVEL SURVEY



PROPOSED PLAN OF SUBDIVISION



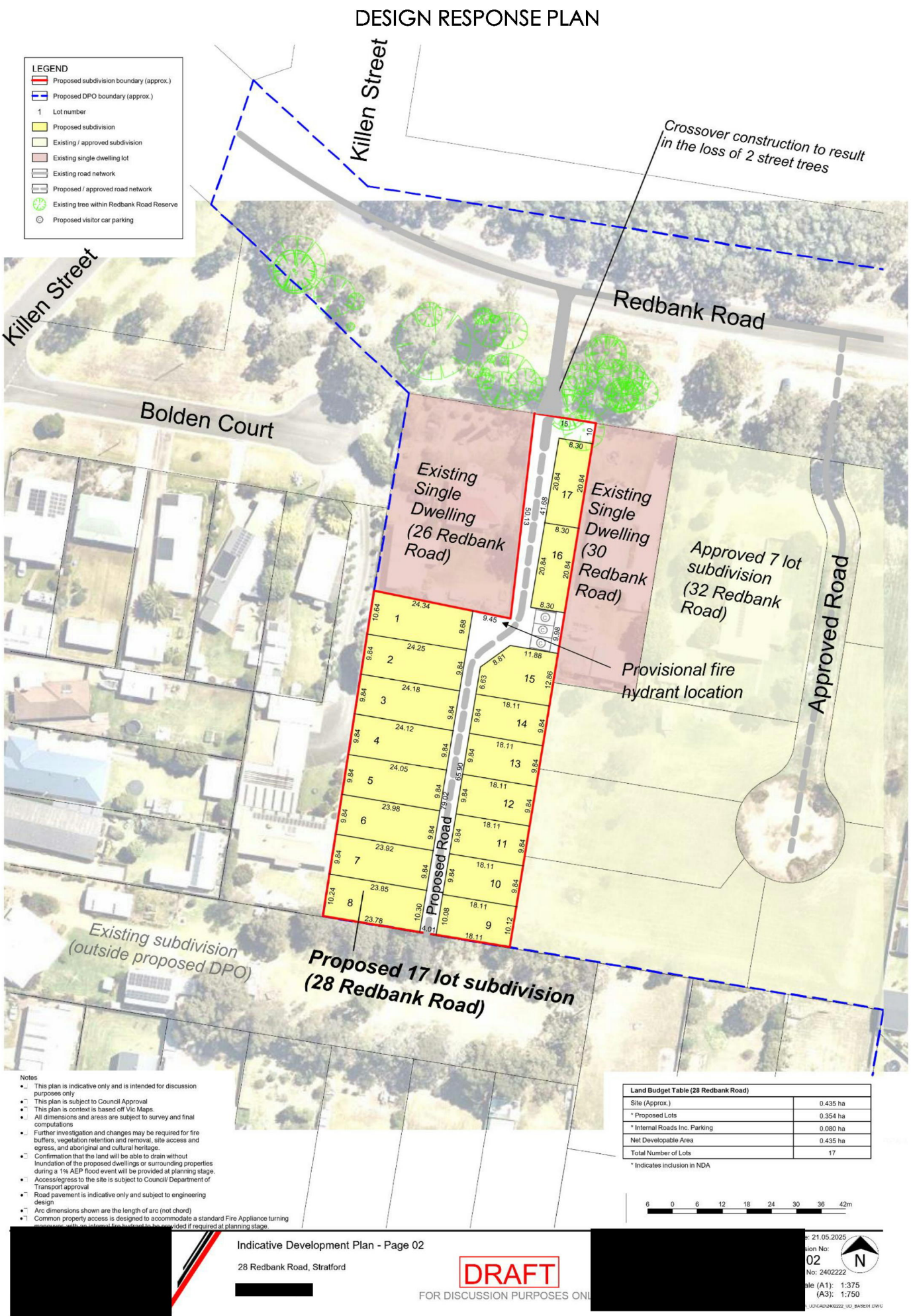
PROPOSED DEVELOPMENT PLAN [28 REDBANK ROAD EXTRACT]





CLAUSE 56 (RESCODE) ASSESSMENT		
Clause	Stand ard	Is the Standard met; and, if not, is the objective met?
56.02-1 (Strategic Implementation)	C1	Yes. Council has recently circulated its draft Growth Plan for the Shire. This Plan recognises Stratford as providing one of the main growth fronts in the municipality and suggests that further growth on its east side is appropriate. In this context, the proposed subdivision, which will provide a significant number of medium density lots for people looking to move to or within Stratford, can provide an important addition to the township's growth. As such, the proposal accords with Council's most recent residential policy and, hence, meets the Strategic Implementation standard.
56.03-4 (Built environment)	C5	Yes. The proposed subdivision seeks to create a medium density housing option within Stratford's eastern growth front. The new lots will have access to Stratford's footpath network, which is located on the opposite side of Redbank Road and will feature a good range of single storey, modern suburban style houses that are similar to both those around it and those being constructed in the new estates on the north side of Redbank Road. These houses will be single storey and largely obscured from Redbank Road by existing street trees and other dwellings. This will mitigate against any impacts from the bulk being created. Hence, the proposed subdivision meets the built environment standard.
56.04-1 (Lot diversity and distribution)	C7	There is no net residential density specified in any policy, plan or overlay and there is no intent to set one through the Development Plan for which approval is sought. The proposed subdivision features lots that match those required by the 17 unit development that was proven to meet Clause 55. Hence, they are appropriate and will provide much needed variety within the East Stratford growth corridor. Therefore, the lot diversity and distribution standard is met.
56.04-2 (Lot area and building envelopes)	C8	The proposed subdivision is accompanied by a plan that demonstrates that each lot can accommodate a ResCode compliant dwelling. Hence, the lot area and building envelope standard is met.
Clause 56.04-3 (Solar orientation of lots)	C9	As can be seen from the proposed plan of subdivision opposite, it will create lots with lengthwise alignments that are within 10° south of east or 10° east of north. Hence, the solar orientation of lots standard is met.

TABLE 2: CLAUSE 56 ASSESSMENT (Continued)

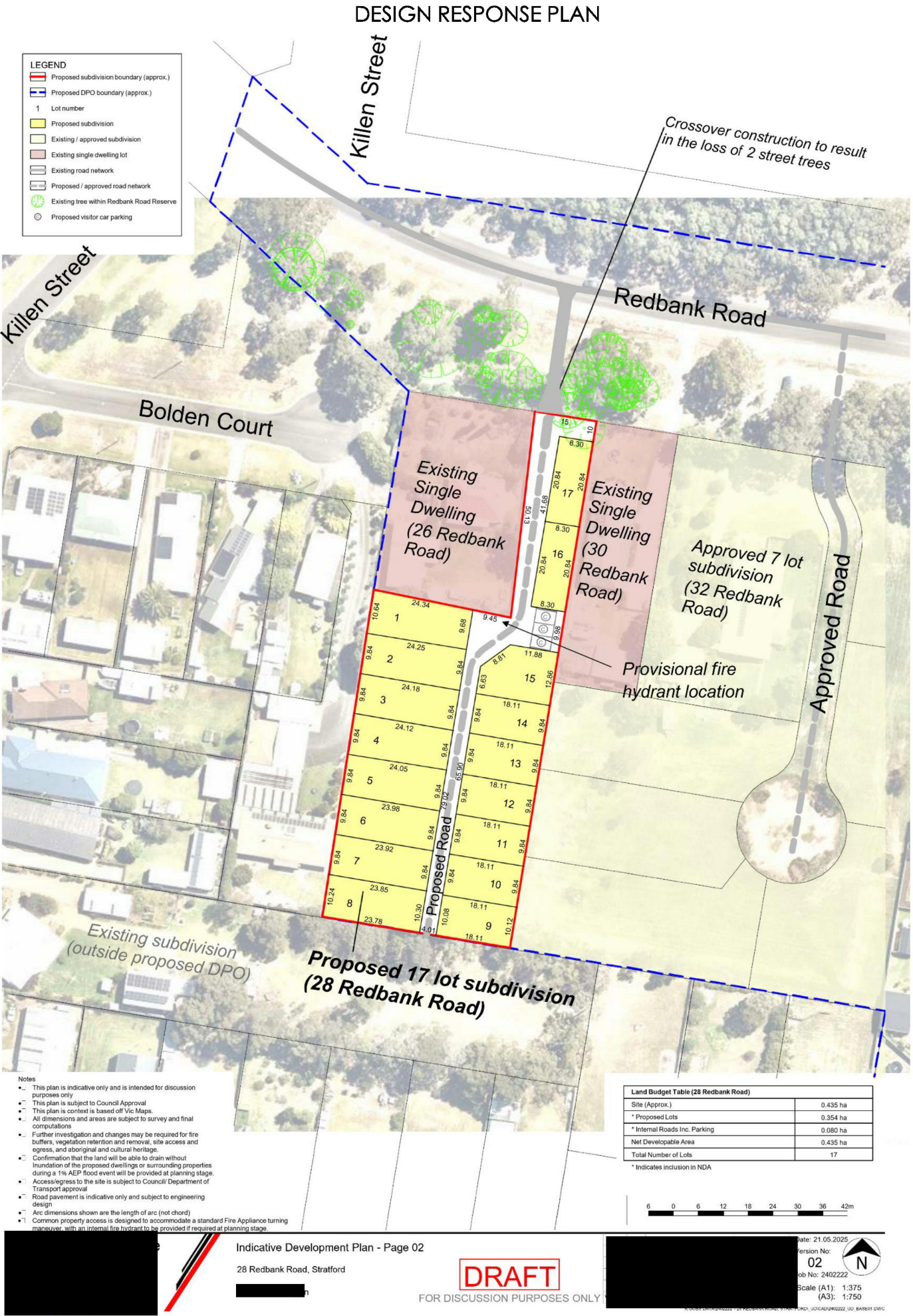




CLAUSE 56 (RESCODE) ASSESSMENT

Clause	Standard	Is the Standard met; and, if not, is the objective met?
56.04-4 (Street orientation)	C10	Yes. The only street frontage is to Redbank Road. The proposed design has an area of common property fronting onto Redbank Road. This will allow an area of landscaping to match the existing treed road reserve. All the proposed lots will front onto the common property driveway. In the absence of any new roads being built in the subdivision, this is appropriate. Hence, the proposed subdivision meets the street orientation standard.
56.04-5 (Common area)	C11	Yes. The proposed subdivision includes a large area of common property along its spine. This area will accommodate the shared accessway. An owner's corporation will be established to manage this area and maintain the driveway and landscaping thereon. Hence, the proposed subdivision meets the common area standard.
56.05-1 (Urban Landscape)	C12	Not applicable. The subdivision does not create any roads or streets.
56.05-2 (Public Open Space)	C13	Not applicable. The subdivision does not create any public open space.
Clause 56.06-2 (Walking & cycling networks)	C15	Not applicable. The subdivision does not create any roads or streets.
Clause 56.06-4 (Neighbourhood street network)	C17	Not applicable. The subdivision does not create any roads or streets.
Clause 56.06-5 (Walking and cycling network detail)	C18	Not applicable. The subdivision does not create any roads or streets.
Clause 56.06-6 (Public Transport network detail)	C19	Not applicable. The subdivision does not create any roads or streets.
Clause 56.06-7 (Neighbourhood street network detail)	C20	Not applicable. The subdivision does not create any roads or streets.
Clause 56.06-8 (Lot access)	C21	All proposed lots will gain access via the shared driveway within common property. As demonstrated in the Traffic Impact Assessment Report, this driveway has sufficient width to allow safe and efficient vehicle movements for all vehicles likely to be accessing the site. So, the lot access standard is met.

TABLE 2: CLAUSE 56 ASSESSMENT (Continued)





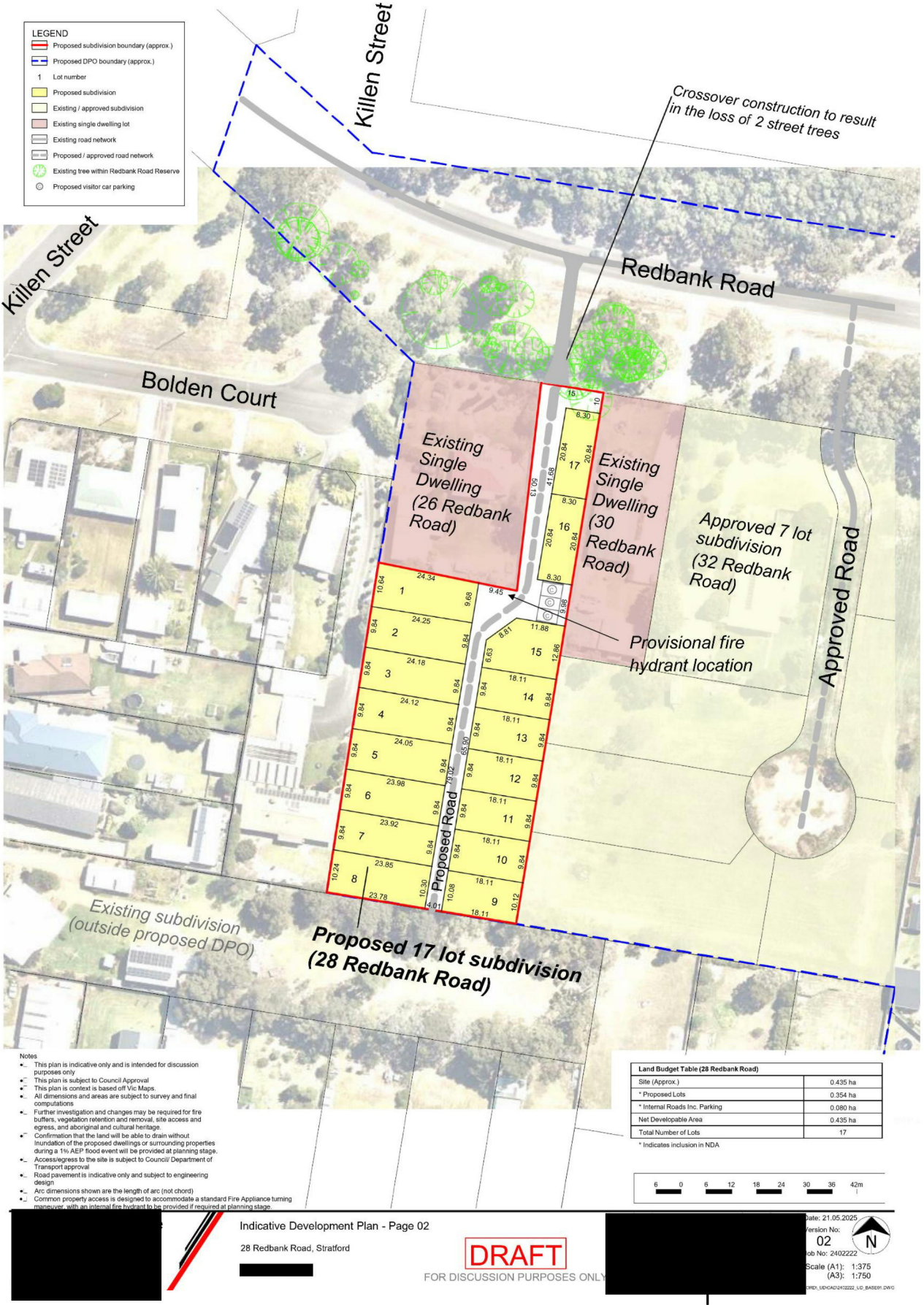
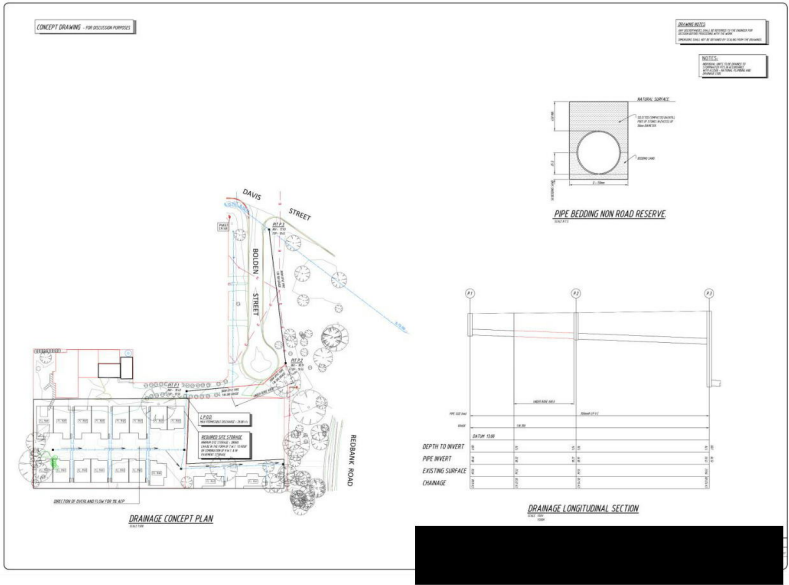
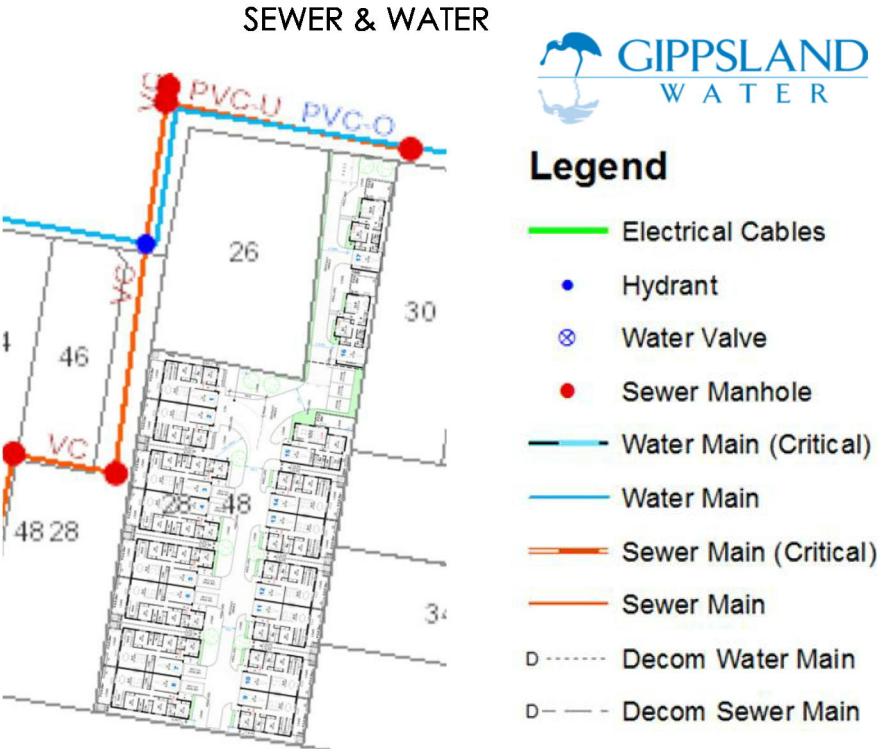
CLAUSE 56 (RESCODE) ASSESSMENT

DESIGN RESPONSE PLAN

Clause	Standard	Is the Standard met; and, if not, is the objective met?
56.07-1 (Drinking water supply)	C22	Yes. As shown below, each proposed lot will be able to be connected to the reticulated water main. Hence, the proposed subdivision meets the water supply standard.
56.07-2 (Reused and recycled water)	C23	Not applicable. Stratford does not have a water reuse or recycling system.
56.07-3 (Waste water management)	C24	Yes. As shown below, each proposed lot will be able to be connected to either the reticulated sewer main in Redbank Road, or the one adjacent to the west boundary. Hence, the proposed subdivision meets the waste water management standard.
56.07-4 (Stormwater management)	C25	Yes. As shown below, each proposed lot will be able to be connected to the reticulated drain in Davis Street via a new pipe in Bolden Street, via an easement through 48 Bolden Street. Hence, the proposed subdivision meets the stormwater management standard. As noted on the plan, confirmation that each dwelling will not be inundated in a 1% AEP event will be provided at planning permit stage.
Clause 56.08-1 (Site Management)	C26	The subdivisional works will be carried out during the unit construction. Those works will be subject to a site management plan under the planning and building permits. Hence, the site management plan standard will be met.

TABLE 2: CLAUSE 56 ASSESSMENT (Continued)

PLAN SHOWING PROPOSED STORMWATER PIPE ALIGNMENT & 1% AEP OVERLAND FLOW PATH





**CLAUSE 56 (RESCODE) ASSESSMENT**

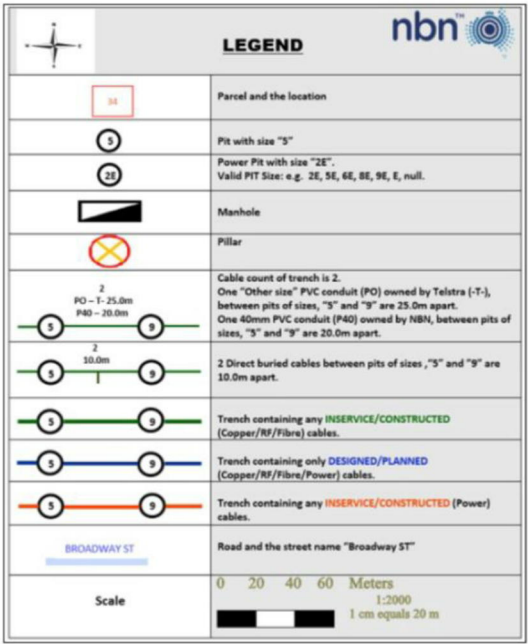
Clause	Standard	Is the Standard met; and, if not, is the objective met?
56.09-1 (Shared trenching)	C27	Yes. The layout of the proposed subdiviion will allow for shared trenching, where appropriate.
56.09-2 (Electricity and telecommunications)	C28	Yes. As shown below, each proposed lot can be connected to reticulated electricity and telecommunications via the power and NBN cables in Redbank Road.
56.09-3 (Fire hydrants)	C29	Yes. As shown below, the rear of dwelling 9 is around 150m from the nearest fire hydrant. So, access needs to be available for a fire appliance within the site. The extract from the Traffic Management Plan opposite shows that a fire appliance can enter and exit the property in a forwards direction so as to be able to fight a fire burning in dwelling 9 or one or elsewhere on site. In addition, an internal fire hydrant will be located within the site
56.09-4 (Public lighting)	C30	Not applicable. The subdivision does not create any roads or streets.

**TABLE 2: CLAUSE 56 ASSESSMENT (Continued)**

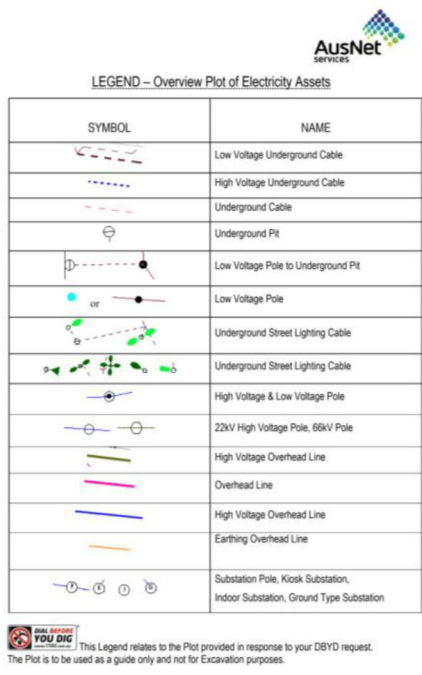
**EXTRACT FROM THE TRAFFIC IMPACT ASSESSMENT REPORT (QUANTUM TRAFFIC)**



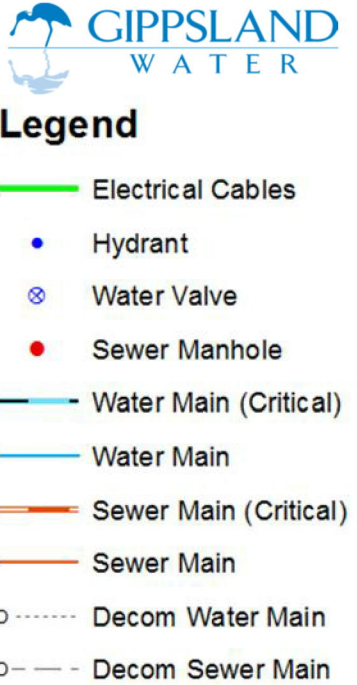
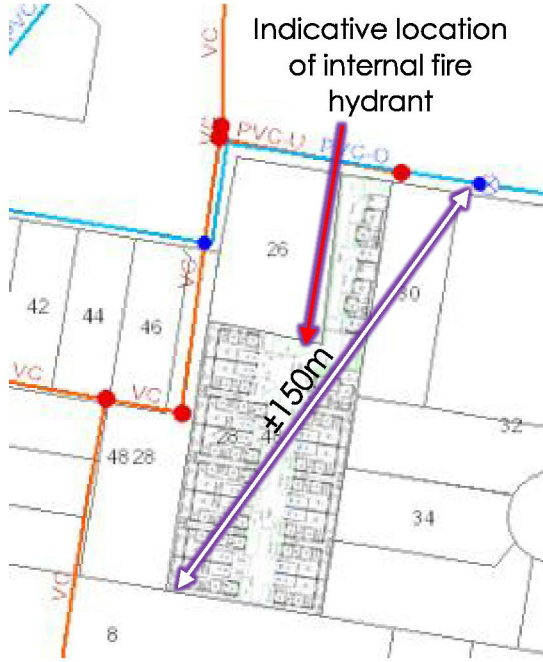
**NBN**



**ELECTRICITY**



**SEWER & WATER**





**Any significant effects the environment, including contamination of land, may have on the use or development:**

The overlay affected area is not recognised as having been exposed to contamination and there are no other identified significant environmental effects that are likely to impact the proposed development.

**The Municipal Planning Strategy and the Planning Policy Framework:**

This is discussed previously.

**The purpose of the zone, overlays or other provision:**

This is discussed previously.

**Any matter required to be considered in the zone, overlay or other provision:**

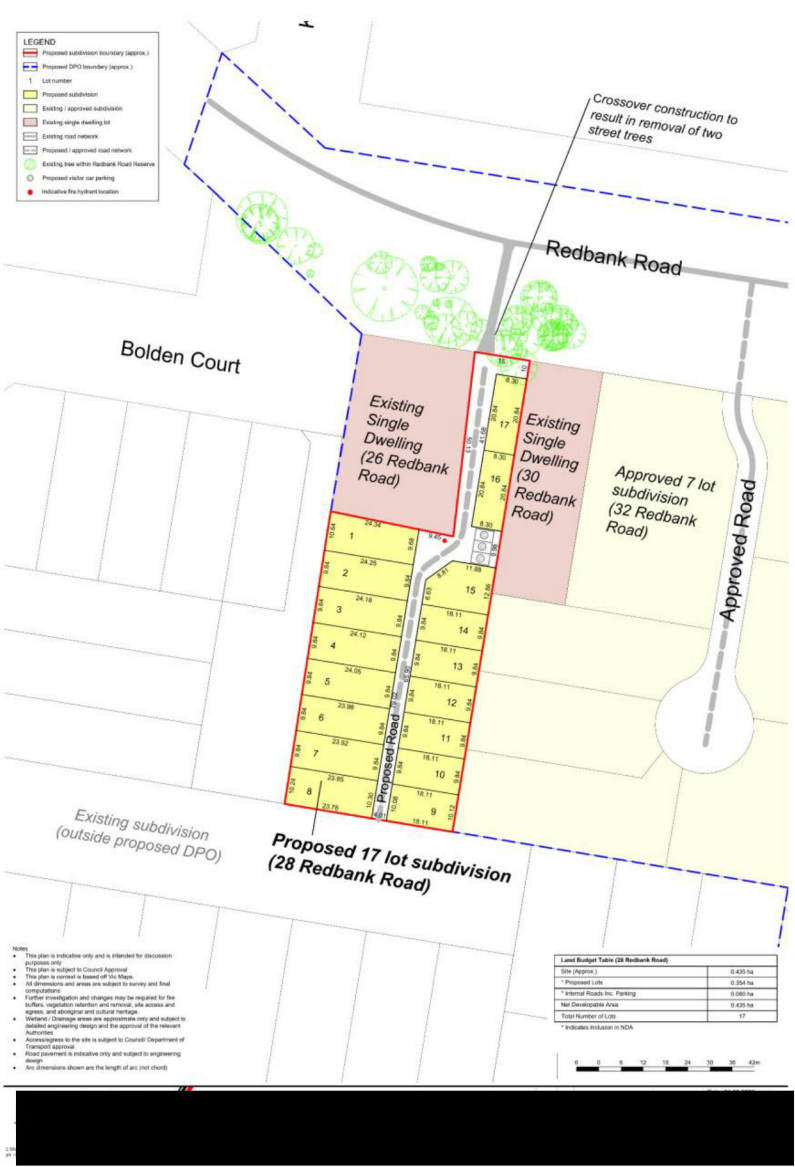
These matters are discussed previously.

**The Orderly Planning of the Area:**

The approval of the proposed Development Plan will complete the overarching plan for the existing zoned areas in the East Stratford growth front. The proposed addition to this part of Stratford, i.e. the 17-unit development at 28 Redbank Road, will serve to fill a shortfall in the amount of medium density housing in the growth front. This development has been designed to comply with ResCode and is supported by a traffic impact assessment report and a drainage plan that provides a viable solution for the remaining undeveloped land in this part of the overlay affected area. Council has consistently granted planning permits in similar circumstances. So, approval will represent a consistent, or orderly approach to planning.

**The effect on the environment, human health and amenity of the area:**

The proposed Development Plan area is largely developed. The only addition will be the new 17 unit development at 28 Redbank Road. This development complies with ResCode. Hence, it provides an appropriate outcome in terms of the environment, human health and amenity. As noted on the plan, confirmation that each dwelling will not be inundated in a 1% AEP event will be provided at planning permit stage.





***The proximity of the land to any public land.***

The Development Plan area abuts Redbank Road, Lee Street and Davis Street. It contains Neilson Court, Ducret Court, Kelly Court and Gilchrist Court and the public open space reserve at 11 Neilson Court. The proposed addition to the Development Plan area will be the new development at 28 Redbank Road, which is only proximal to Redbank Road. The impacts of this development have been assessed by Quantum Traffic and deemed acceptable.

***Factors likely to cause or contribute to land degradation, salinity or reduce water quality***

The Development Plan Overlay affected area is, apart from 28 and 32 Redbank Road, already fully developed. The drainage of 28 Redbank Road can be achieved through the application of the drainage plan accompanying this application. This outcome will serve to avoid land degradation, salinity and a reduction in water quality across the overlay affected area.

***Whether the proposed development is designed to maintain or improve the quality of stormwater within and exiting the site.***

As above.

***The extent and character of native vegetation and the likelihood of its destruction.***

The access to the proposed subdivision at 28 Redbank Road is designed to minimise vegetation losses to two street trees, with offsets purchased for them. It is anticipated that conditions requiring management of tree protection zones will be imposed during construction of the new crossover and boring will be required for the new drainage pipe in Bolden Street. No other development will occur across the Development Plan area.

***Whether native vegetation is to be or can be protected, planted or allowed to regenerate.***

As above.

***The degree of flood, erosion or fire hazard associated with the location of the land and the use, development or management of the land so as to minimise any such hazard.***

The north and eastern fringes of the Development Plan area are within a Bushfire Prone Area. The balance is not. These affected areas will not alter as a result of approval of the proposed Development Plan. Hence, there will be no increased fire risk as a result of its approval.

***The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.***

As demonstrated in the Traffic Impact Assessment accompanying this application, the approval of the Development Plan and the 17 units at 28 Redbank Road will not have a negative impact on traffic flows or behaviour across the overlay affected area.

***The impact the use or development will have on the current and future development and operation of the transport system.***

As above.

***The suitability of the land for subdivision***

The subject site is zoned to allow residential development and has access to reticulated sewer, electricity, water and telecommunications. It has access to Stratford's footpath network, which is on the opposite side of Redbank Road, and will be only a 2-minute drive from Stratford's V/Line station and a 3-minute drive from Stratford's central activity district via bitumen roads in excellent condition. So, the proposed density is acceptable.

***The existing use and possible future development of the land and nearby land.***

Surrounding land is used for residential purposes at a range of densities or soon to be developed for general residential purposes. The subject site is unlikely to be able to be further developed.

***The availability of subdivided land in the locality, and the need for the creation of further lots.***

The draft Wellington Shire Growth Strategy recognised that Stratford has growth potential and there is a shortfall of smaller accommodation within the growth front and the township more generally. So, there would appear to be good demand for the proposed lots.

***The effect of development on the use or development of other land which has a common means of drainage.***

The subject land does not appear to be part of a common drainage system. As noted on the plan, confirmation that each dwelling will not be inundated in a 1% AEP event will be provided at planning permit stage.

***The subdivision pattern having regard to the physical characteristics of the land including existing vegetation.***

The subdivision is designed to allow retention of all bar 2 native street trees, with offsets to be purchased for them and Tree Protection Zones & boring to be imposed during construction to protect other street trees.

***The density of the proposed development.***

The proposed addition to the Development Plan area at 28 Redbank Road provides 17 new lots and area of common property to accommodate the 17 new dwellings on a property with area of 4,348m². This density, although lower than that on land surrounding it, will fill a gap in low-maintenance housing across East Stratford's growth front.

***The area and dimensions of each lot in the subdivision.***

The area and dimensions of each lot in the subdivision can be seen on the plan overleaf.

***The layout of roads having regard to their function and relationship to existing roads.***

No new roads are required or proposed.

***The movement of pedestrians & vehicles throughout the subdivision and the ease of access to all lots.***

The common property driveway is designed to allow vehicles to enter and exit the proposed development in a forward's direction, while providing room for pedestrians to enter and exit safely and without conflict.



**The provision and location of reserves for public open space and other community facilities.**

The development does not include an area of public open space. Given its limited scope, this is appropriate.

**The staging of the subdivision.**

The proposed subdivision is not proposed to be staged.

**The design and siting of buildings having regard to safety and the risk of spread of fire.**

As shown opposite, each proposed lot can accommodate a new dwelling that will enjoy ample boundary setbacks to avoid leading to an unacceptable risk of fire spreading.

**The provision of off-street parking.**

As shown opposite, each proposed lot retains space to accommodate provisions for off-street parking.

**The provision and location of common property.**

As shown opposite, an area of common property is proposed to accommodate the shared driveway necessary to convey vehicles and pedestrians between their dwellings and Redbank Road.

**The functions of any body corporate.**

A body corporate or owner's corporation will be established to manage the common property driveway, landscaping, services and mailboxes.

**The availability and provision of utility services, including water, sewerage, drainage, electricity & gas.**

As shown below, each proposed lot will enjoy access to reticulated water & electricity. Access to reticulated telecommunications will also be available to all lots.

**If the land is not sewered and no provision has been made for the land to be sewered, the capacity of the land to treat and retain all sewage and sullage within the boundaries of each lot.**

The land is connected to reticulated sewer.

**Whether, in relation to subdivision plans, native vegetation can be protected through subdivision and siting of open space areas.**

As discussed previously, the development of 28 Redbank Road is designed so that only two significant native street trees will require removal, with offsets to be purchased for them, with permit conditions expected to be imposed to protect any other trees where there is encroachment into their tree protection zones.

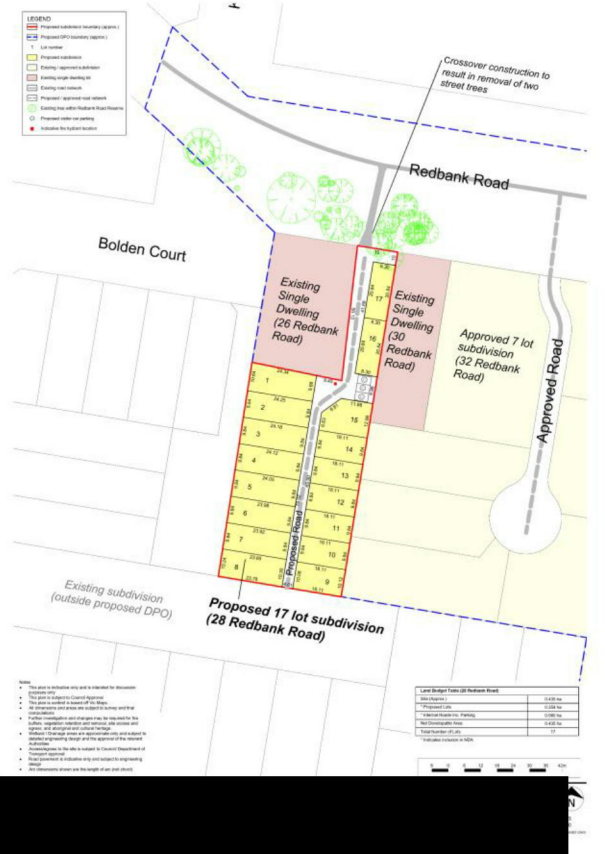
**The impact the development will have on the current and future development and operation of the transport system.**

As discussed in the Traffic impact assessment report, the development can proceed without external impacts.

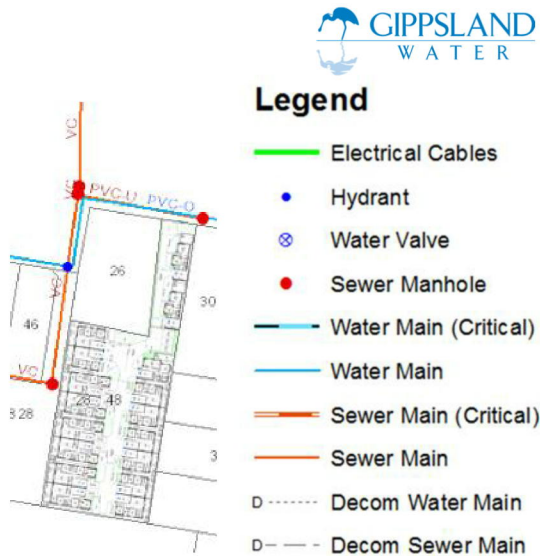
**PROPOSED DEVELOPMENT PLAN**



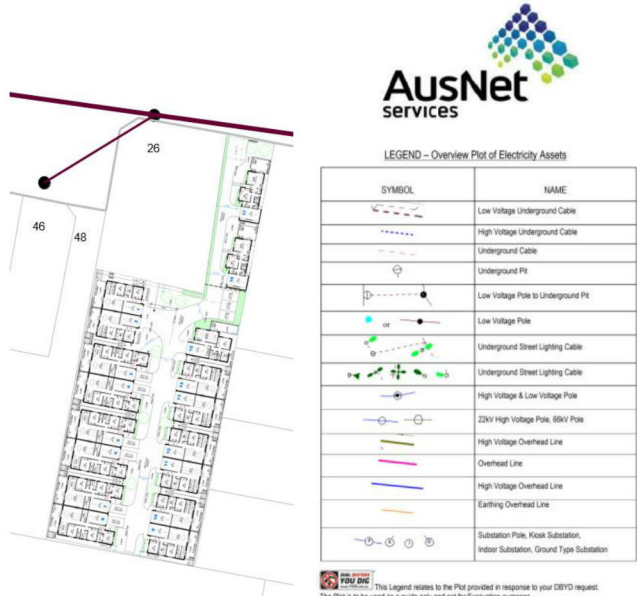
**DEVELOPMENT PLAN [EXTRACT FOR 28 REDBANK ROAD]**



**SEWER & WATER PLAN**



**ELECTRICAL SUPPLY PLAN**



**NBN PLAN**

