RESIDENTIAL INFRASTRUCTURE REQUIREMENTS

This policy applies to the provision of infrastructure for new residential areas.

Policy Basis

An important strategy for the Shire is to ensure provision of adequate infrastructure to address past shortcomings and plan for future development needs. Based on growth projections the provision of timely residential infrastructure is critical to this strategy. This policy establishes the parameters for residential infrastructure provision.

Objectives

- To ensure that all forms of residential development, including where practical rural residential development, are connected to reticulated water, sewerage, power and stormwater facilities.
- To ensure that the environment and water quality downstream of residential development is not detrimentally affected.
- To ensure that all roads that service residential development are fully constructed.

Implementation

It is policy that proposals for the subdivision of land for residential purposes will be requested to provide a report which demonstrates:

- How stormwater is to be disposed of and what downstream retardation works will be provided to alleviate flooding, siltation of watercourses or erosion of properties.
- How the site can be connected to reticulated water, sewerage and power. Comments from all servicing authorities should be submitted with this report.
- That the standard of construction of all roads will be sufficient to accommodate the expected volume of traffic. Such a report will also consider traffic management works that may be necessary to obtain safe access and egress from the site.
- That the comments of VicRoads have been considered where the site is serviced from a Road Zone (Category 1).

Subdivision Servicing

Residential subdivisions

- The provision of water supply services to new residential developments is based on the following criteria:
- Up to 0.4 hectare lot size subdivision.
- Subdivided lots up to 0.4 hectare are to be provided with a reticulated water supply. This does not include:
  - once-only, two lot subdivisions that are remote from the water supply system.
  - super lots or stage lots of a subdivision.
  - subdivisions in areas that have been declared non-water supply areas.
2.0 to 4.0 hectare lot size subdivision

Lots will generally require the provision of a reticulated water supply. Whether this is required will depend on:

- the number of lots in a subdivision
- the nature of surrounding lots
- the potential for further development under present land zoning
- the distance to the nearest reticulated water supply system.

Greater than 4.0 hectare lot subdivision

The provision of a reticulated water supply will be required only where the development is already fronted by a water main.

**Industrial and commercial subdivisions**

Industrial and commercial subdivisions are to be provided with a reticulated water supply.

**Boundary realignment**

An easement will be established on the plan of subdivision for the provision of private water supply services on boundary realignments. The easement is to comply with section 12 (2) of the Subdivision Act 1988.

An easement will be established for the provision of a private water service on land under transfer. The easement is to comply with section 12 (2) of the Subdivision Act 1988.

**Sewerage**

**Residential subdivisions**

Reticulated sewerage facilities will not be provided without a reticulated water supply.

The provision of reticulated sewerage services to new residential developments is based on the following criteria:

**Subdivision within a declared sewerage area**

All unsewered lots will be provided with a reticulated sewerage service regardless of the proposed lot size.

**Subdivision outside a declared sewerage area**

The treatment for sewage outside a declared sewerage area will comply with Section 40, parts (a) and (b) of the State Environment Protection Policy, Waters of Victoria.

**Up to 0.4 hectare lot subdivision**

In unsewered areas, applications for subdivisions yielding lots up to 0.4 hectare will be required to provide a reticulated sewerage service for the issue of a planning permit. This does not include:

- once-only, two-lot subdivisions that are remote from the sewerage system
super lots or stage lots of a subdivision

0.4 to 1.0 hectare lot subdivision

In unsewered areas, a reticulated sewerage service will generally be required to be provided to 0.4 to 1.0 hectare lot subdivisions for the issue of a planning permit depending on:

- the number of lots in a subdivision
- the nature of surrounding lots
- the potential for further development under present land zonings
- the distance to the nearest sewer with the capacity and depth to service the development

This requirement may be withdrawn where the Council is satisfied that all domestic sewerage can be adequately treated and retained within the boundaries of each lot without danger to public health or the environment.

Greater than 1.0 hectare lot subdivision

Unless requested by the Water Authority, the Responsible Authority will not require the provision of a reticulated sewerage service for the issue of a planning permit for subdivision lot greater than 1.0 hectare.

Industrial and commercial subdivisions

All industrial and commercial subdivisions will be provided with a reticulated sewerage service.

Boundary realignment

An easement will be established on the plan of subdivision for the provision of internal sewerage services on boundary realignments. The easement will comply with section 12 (2) of the Subdivision Act 1988.

Subdivision with a body corporate

The provision of a reticulated sewerage service to the parent lot of a subdivision with a body corporate depends on the size of the lots within the subdivision. When a service is required, the same conditions for Residential subdivisions outside a declared sewerage area for lots up to and including 1.0 hectare apply. Any required extension of the sewer is to the parent lot only.
22.06-2  Road Construction and Access

This policy applies to the creation of new roads and access to service land in Rural Zones, Low Density Residential Zone and the Township Zone.

Policy Basis

The local and main road network across the Shire is vital to the ongoing development and prosperity of the municipality. The standard and maintenance of existing and new roads is an important strategy. This policy establishes the criteria and performance for future road and vehicular access standards within the Shire.

Objectives

- To ensure that the improvement and upgrading of roads and infrastructure is commensurate with the expected impacts of proposed uses and developments.
- To ensure that proposed uses and developments do not restrict existing road access.
- To ensure that all new uses and developments are provided with two way access and that access is safe and efficient.

Implementation

It is policy that:

- The assessment of new uses and developments and the proposed impacts in terms of road construction and access takes into account:
- The need for all-weather road access and egress to the site.
- Road alignment and safety of road users.
- The condition of all infrastructure, including road surface and the likely impacts that the use and development of land will have on such infrastructure.
- The impacts that may occur due to the proposed use and development of land.
- The design and alignment of the road, its surface and the likely affects that new uses and developments of land may have on the future surface and condition of the road.
- All new roads should be constructed to the standards specified in “Mitchell Shire Council Infrastructure Service Agreement (Adopted 17 March 1998) and Review (Adopted 15 June 1999)

22.06-3  HUME FREEWAY, HUME HIGHWAY AND GOULBURN VALLEY

HIGHWAY ENVIRON

This policy applies to the use and development of land within 100 metres of the Hume Freeway, Goulburn Valley Highway and any Public Acquisition Overlay identified in Planning Scheme Amendments reserving land for a new alignment of the Goulburn Valley Highway and associated access restoration purposes.

Policy Basis

The planning of freeways and highways and the planning and control of land use and development in the areas through which they pass should be coordinated and integrated.
Planning measures to control land use and development can materially assist the efficient performance of freeways and can protect the appearance of areas through which they pass.

The Goulburn Valley Highway and Hume Freeway are principal roads linking State capital cities and are designated National Highways under the Australian Land Transport Development Act 1988. Land use and development planning should take full account of these National Highways when development occurs in their vicinity.

**Objectives**

The objectives of this policy are:

- To ensure that the use and development of land does not prejudice the levels of service, safety and amenity of the Hume Freeway and Goulburn Valley Highway.
- To minimise any adverse effects of noise from traffic using the Hume Freeway and Goulburn Valley Highway.

**Policy**

It is policy that an application for use and development, including subdivision, be in accordance with the following:

**Noise**

- Any new lot created should have sufficient space to allow a dwelling to be sited where the noise level does not exceed 70dB(A).
- Dwellings should be designed and constructed to acoustic standards as set out in AS 3671-1989 "Acoustics - Road Traffic Noise Intrusion - Building Siting and Construction" where the noise level is in excess of 60dB(A). (Noise levels quoted are free field L10 (18hr)).
- Other buildings providing for noise sensitive uses should be designed and constructed to acoustic standards with interior noise levels not greater than those set out in AS 2107-1987 “Acoustics - Recommended Design Sound Levels and Reverberation Times for Building Interiors”.
- An application for noise sensitive use and development, including subdivision, will be required to be accompanied by a report by a qualified acoustic consultant outlining the necessary noise control measures which should be undertaken as part of the proposed development.

**Setback of buildings**

- Buildings should be set back from the Hume Freeway, Goulburn Valley Highway and any Public Acquisition Overlay identified in Planning Scheme Amendments reserving land for a new alignment of the Goulburn Valley Highway and associated access restoration purposes. These setbacks will assist in the provision of suitable visual and acoustic buffers from the freeway/highway, minimising future remedial works within the freeway/highway reserve.

**Access**

- Direct access to the Hume Freeway is prohibited under the provisions of the Transport Act.
- New access to the Goulburn Valley Highway should be avoided. Direct access to the Goulburn Valley Highway should be minimised by providing access through the local road system or service road if possible, to the satisfaction of the Roads Corporation.