

Current Proposed Mandatory Provision	Original Mandatory Provision (2019)	UDIA Suggestion in Original Submission
Element 1- Street trees on both sides of the street – on average, one street provided every 15m	<ul style="list-style-type: none"> • Street trees provided in association with footpaths: <ul style="list-style-type: none"> o one tree per lot where allotment frontage is less than 15 metres o two trees per lot where allotment frontage is between 15-25 metres o on lot frontages greater than 25 metres—trees to be spaced so that canopies interlock at maturity o for footpaths not associated with residential frontages—trees to be spaced so that canopies interlock at maturity. 	Reduce the frequency and requirement to be more practical and consider and average to allow for flexibility –
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Element 2 - A footpath is provided: <ul style="list-style-type: none"> • on both sides of access and collector streets; and • on one side of local access streets 	Provision Have footpaths complemented by street trees on both sides of most streets Proposal <ul style="list-style-type: none"> • Minimum 1.5 metre wide footpaths on one side of every street (including cul de sacs). • Minimum 1.5 metre wide footpaths on both sides of: <ul style="list-style-type: none"> o main streets (connector or collector streets) o every street within 800 metres distance of a school (e.g. 10 minute walk) o every street within 400 metres distance of a park (e.g. 5 minute walk) 	<ul style="list-style-type: none"> • Remove requirement for double for access streets • Density require logical, however, 40 dw/ha more is more reasonable than 20

	<ul style="list-style-type: none"> o every street within 200 metres distance of local shops /services/ facilities (e.g. 2 minute walk) o every street where the net residential density is greater than 20 dwellings/hectare 	
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Element 3 - Each created lot is 400 metres from the nearest boundary of an existing or committed local, district or regional park or other open space area (for example, linear park, esplanade, forest reserve, watercourse, coastal foreshore, habitat and wildlife corridors).	<p>Provision Have parks and open spaces within comfortable walking distance of every dwelling</p> <p>Proposal</p> <ul style="list-style-type: none"> • Local recreation parks are provided at a maximum distance of 400 metres from the residents they serve (e.g. 5 minute walk). 	<ul style="list-style-type: none"> • Development constraints such as topography should be acknowledged, where it is impractical to provide usable open space within 400m of dwellings • Review the definition of local recreation parks to include a wider range of passive open spaces • Consider only 75% of lots should need to be within 400m of a local recreation park • Require acknowledgement of drainage spaces in open space calculations • Re-evaluate park categorisation, to reflect that the traditional requirement of local parks within 400 metres of each home is not meeting residents' requirements.
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Element 4 – Street block length is a maximum of 250 metres: <ul style="list-style-type: none"> • from the centerline to centerline of intersecting roads; or • from the centerline of the intersecting road to the furthest lot boundary of the block, where there is only one intersecting road. 	<p>Provision Have blocks no longer than 130 metres with longer blocks having mid-block pedestrian links</p> <p>Proposal</p> <ul style="list-style-type: none"> • No street blocks are to be longer than 200 metres. • Any block greater than 130 metres shall incorporate a mid-block pedestrian link 	<ul style="list-style-type: none"> • There should be no restrictions on street block lengths, unless there is significant end of key destination trip benefit. • Delete the requirement for mid-block links unless there is significant key destination trip benefit
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<p>Element 5 - • The layout of the street network is a connected and legible grid-like pattern that is responsive to topography.</p> <ul style="list-style-type: none"> • The layout demonstrates pedestrian and cyclist connectivity. • The layout provides for connection to existing and future adjoining land development where relevant. 	<p>Provision The street network is based on a grid-like structure to encourage ease of movement and walkability</p> <p>Proposal</p> <ul style="list-style-type: none"> • Street blocks are provided as a grid pattern. 	<ul style="list-style-type: none"> • The code should ensure non grid-like layouts are permissible where topography or land uses constrain layout options • Permit more flexibility, for non-grid options as to ensure it is possible to tailor land division layout to the demands of the site and resident preferences.
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