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## **SCHEDULE 3 TO THE DEVELOPMENT PLAN OVERLAY**

Shown on the planning scheme map as **DPO 3**

### **RAILWAY STATION PRECINCT**

This schedule applies to the land east of Station Street within the Railway Station Precinct, comprising a former service station, TAFE Building and privately owned land.

The site is a prime development site on a key gateway entry for the township of Maryborough.

A Development Plan is required for all land affected by the overlay. Any Development Plan prepared under the provisions of this overlay must be prepared to the satisfaction of the responsible authority.

#### **1.0 Requirement before a permit is granted**

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A permit may be granted before a development plan has been approved by the responsible authority to carry out:

- Minor earthworks
- Demolition
- Minor alterations to existing buildings
- Display and erection of a sign
- The use of a portion of the land for the purpose of a temporary land sales office located on the land for sale.

#### **2.0 Conditions and requirements for permits**

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Any permit issued by the responsible authority prior to the settlement of the sale of land owned by Central Goldfields Shire from Central Goldfields Shire to a third party must include the following condition:

“Any buildings and works undertaken as part of the development of the site must be reinstated to the satisfaction of the responsible authority should settlement of the contract of sale with Central Goldfields Shire Council not occur”.

#### **3.0 Requirements for development plan**

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The development plan must show:

- A clear indication of all proposed land uses within the plan area.
- The proposed road layout pattern which:
  - Shows the required closing and opening of roads;
  - Provides safe and convenient access for residents;
  - Provides for an efficient use of existing roads; and
  - Provides convenient and safe pedestrian and cycle networks with adjoining development and major destinations such as schools, shops, sports and medical facilities.
- The proposed subdivision layout which:

- Provides a variety of lot sizes and densities across the development site allowing for a variety of housing types;
- Takes into consideration views into and out of the site; and
- Allows for passive solar development.
- The footprint of all proposed buildings.
- The proposed location and species type of all landscaping.
- The location of any major infrastructure easements.
- The staging of development.

The Development Plan must be informed by the following matters to the satisfaction of the responsible authority:

- A detailed site and context analysis prepared by a suitably qualified person that demonstrates consideration of:
  - Views into and out of the site;
  - Interface with adjoining commercial uses and the community common;
  - The significant heritage assets adjoining the site;
  - The neighbourhood character of the adjoining area; and
  - Recommendations made in the Maryborough Urban Design Framework.
- A vision and outcomes statement that describes the key planning and design principles and infrastructure components of the development.
- A stormwater management plan must be prepared by a suitably qualified person and submitted which provides for:
  - protection of natural systems;
  - integration of stormwater treatment into the landscape;
  - protection of water quality;
  - reduction of run-off and peak flows, including the removal of sediment litter and other urban wastes from stormwater prior to discharge; and
  - The location, life cycle and maintenance schedule for any water sensitive urban design features.
- A traffic management plan prepared by a suitably qualified person addressing:
  - the best use of the existing road network and potential to close any existing roads;
  - the impact of the development on the arterial and local road network, car parking and access to the adjoining commercial and community premises; and
  - mitigation works required on the road network including funding responsibilities.
- A functional road layout plan to provide a safe, pedestrian-orientated road network. The plan must be submitted showing typical road cross sections and integration with the existing and proposed road network. The plan should provide for a bicycle and pedestrian network which includes links to adjoining land and networks. The plan should demonstrate that the proposed road layout is suitable for emergency services vehicles and waste collection vehicles.

Any approved Development Plan may be amended to the satisfaction of the responsible authority. The responsible authority will seek the opinion of any relevant referral authority that may be affected by the proposed change.

#### **4.0**

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#### **Decision Guidelines**

Before deciding on any application, the responsible authority must consider:

- The State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- Response to the Maryborough Urban Design Framework.
- The density of the proposed development and its appropriateness having regard to the amenity and character of the surrounding area.
- The impact of the proposed development on the heritage character of the surrounding area.
- The impact of the proposed development on the adjoining commercial and community uses.
- The layout and design of roads, communal parking spaces and pedestrian and bicycle routes having regard to proper pedestrian and vehicular safety.
- The proposed landscaping of the development.
- The management and treatment of stormwater.