

31/08/2017
C161(Part 1)**SCHEDULE 29 TO CLAUSE 43.04 DEVELOPMENT PLAN OVERLAY**

Shown on the planning scheme map as **DPO29**.

MARONG BUSINESS PARK

This schedule applies to land generally bounded by the Calder Highway to the north, the unmade vegetated road reserve to the west (Carters Lane), and the Sandhurst and Inglewood Railway Line and Yorkshire Road to the south as shown in the *Marong Business Park Comprehensive Development Plan*, November 2016.

1.0 Requirement before a permit is granted31/08/2017
C161(Part 1)

A permit may be granted before a development plan has been prepared to the satisfaction of the responsible authority to:

- Subdivide land to create a super lot.
- Construct or carry out works required for physical infrastructure to service the land.

See 43.04-1 for relevant provisions.

2.0 Conditions and requirements for permits31/08/2017
C161(Part 1)

None specified.

See 43.04-1 for relevant provisions.

3.0 Requirements for development plan31/08/2017
C161(Part 1)

A development plan must be generally in accordance with the *Marong Business Park Comprehensive Development Plan*, November 2016 and must be prepared to the satisfaction of the responsible authority. A development plan may be prepared for all of the land, or for each precinct, in accordance with the precinct boundaries as shown on the *Marong Business Park Comprehensive Development Plan*, November 2016 to the satisfaction of the responsible authority.

An approved development plan(s) may be amended to the satisfaction of the responsible authority.

Content of the development plan(s)

A development plan must include the following requirements to the satisfaction of the responsible authority the following, where applicable:

- Consistency with the Marong Business Park Comprehensive Development Plan.
- The relationship of the proposed development of the land to existing and proposed land uses on adjoining sites, including any approved development plan(s) for other precincts within the Marong Business Park.
- The location of open space, recreation facilities/functions, community facilities and landscape proposals for the development of the land, including private land and the public realm.
- The indicative staging for the development of the precinct(s).
- The manner in which industrial land use buffers will be addressed. Buffers within Area A and the service centre must be wholly contained within the business park.
- The management of sites on the edge of the Marong Business Park, at a width of not less than 50 metres, including appropriate land uses and buffer treatments, and showing landscaping and built form features.

- An integrated transport plan prepared in consultation with the Roads Corporation, Rail Corporation and Public Transport Victoria, to the satisfaction of the responsible authority incorporating:
 - A traffic impact assessment which must include the following:
 - A traffic capacity assessment, covering the year of commencement of the use and 10 years post commencement of the use, adopting arterial road network growth rates (as agreed) between the Roads Corporation and the responsible authority.
 - An assessment of the impacts on the adjoining road network and the access points to the abutting land, taking into account existing and forecast growth rates for the precinct(s).
 - A reassessment of the traffic impacts and remedial actions required for the following intersections:
 - Allies Road/Calder Highway.
 - Calder Highway/Calder Alternative Highway/High Street.
 - Wimmera Highway/Calder Alternative Highway.
 - The proposed access points into the land from the Calder Highway and other existing or proposed transport infrastructure including the proposed Marong bypass (where relevant).
 - The proposed arterial and neighbourhood connector street network, including proposed linking points to the surrounding land.
 - Road layout and design, including cross sections showing road reserve widths.
 - Pedestrian and cycle path network within the site and connection to the Marong township.
 - Parking provision for the proposed land uses.
 - The relationship of the precinct to existing public transport facilities, and how provision will be made for access to existing or proposed public transport facilities.
 - The potential for a connection with the abutting railway line to service the business park both for freight and passenger services.
 - A green travel plan that can be developed as precincts become operational. The plan should include features included within the design of the precinct and/or sites that will promote sustainable travel modes; potential operational practices that can encourage green travel behaviours; and mechanisms to develop and monitor travel mode targets throughout the lifetime of the site.
 - An assessment against the *Public Transport Guidelines for Use and Development* 2008.
- An environmental management plan incorporating:
 - Any sites of environmental, cultural or heritage significance and the means by which they will be managed.
 - Proposed retarding basins, lakes, water features, water courses and drainage lines and the means by which they will be managed and water quality maintained.
 - An assessment against the *Urban Stormwater Best Practice Environmental Management Guidelines CSIRO* May 2006.
 - The location of vegetation, including remnant native indigenous trees to be removed or retained and, where possible, included in public open space.
 - The management of bushfire risk.

- An urban design framework incorporating detailed design parameters for the precinct(s) to guide integrated use and development within the Marong Business Park, including:
 - Site layout patterns including building setbacks, landscape character and location of car parking areas.
 - High quality and contemporary built form.
 - Environmentally sustainable design principles to be employed.
 - Landscape character.
 - Corporate signage.
 - Building setbacks to the Calder Highway in consultation with the Roads Corporation.
 - Building setbacks at all boundaries acting to facilitate drainage and buffer function.
 - A mix of industrial lots to accommodate a range of industrial land uses, including more intensive urban form together with more traditional larger industrial development parcels and industrial building footprints, with significant spacing between larger buildings.
- The arrangements for the provision of reticulated infrastructure.
- Arrangements for the provision of the alternate water supply to land adjacent to the relevant precinct, across the Calder Highway or abutting the site to the west.
- Any other matters that relate to the development of the land.

See 43.04-3 for relevant provisions.