

03/03/2016
C162**SCHEDULE 5 TO CLAUSE 43.04 DEVELOPMENT PLAN OVERLAY**

Shown on the planning scheme map as **DPO5**.

GV LINK FREIGHT LOGISTICS CENTRE**1.0**03/03/2016
C162**Requirement before a permit is granted**

Before any use, development or subdivision commences the GV Link Development Plan (the Development Plan”) must be prepared and endorsed to the satisfaction of the Responsible Authority, the Roads Corporation and the relevant Floodplain Management Authority.

The Development Plan may be amended to the satisfaction of the Responsible Authority, and with agreement from VicRoads, and the relevant Floodplain Management Authority.

Prior to considering the Development Plan, the Responsible Authority must make the Development Plan available in the following manner:

- Publication of an advertisement in a local newspaper circulating in the area;
- Advice by mail to adjoining owners and occupiers
- Copies being available at the offices of the Responsible Authority and DSE Regional office for two weeks
- Notice to all relevant authorities

2.003/03/2016
C162**Requirements for development plan**

The Development Plan must show:

- Generally accordance with the GV Link Preliminary Concept Plan, prepared by Coomes Consulting., titled - Goulburn Valley Freight Logistics Centre Preliminary Concept Plan 130721 Diagram - 040305.cdr.
- An appropriate site layout that seeks to minimise any impacts on the surrounding area.
- Flood free internal site access adequate for anticipated vehicle size and resolving the access barrier provided by the Ardmona drainage channel;
- Provision for an at grade rail siding;
- The appropriate siting of various land uses to allow for suitable separation distances from surrounding land uses and development;
- The location and height of shipping container storage areas and the consistency of shipping container storage with the relevant Victorian Planning Provision Practice Note;
- Arrangements for the provision of all appropriate infrastructure and services to the site.

The Development Plan must incorporate the following plans:

A Design Framework Plan for the site which addresses:

- building height, bulk, materials and appearance that specify;
 - a maximum building height of 23m;
 - a maximum building floor area of 65ha for the site;
 - construction methods and materials
 - the use of muted tones and colours in buildings;
 - consistency in materials to be used throughout the site;
 - energy efficiency of buildings on the site;
 - the manner in which buildings on the site will complement the surrounding environs;

GREATER SHEPPARTON PLANNING SCHEME

- an appropriate building setback to all existing roads and the Goulburn Valley Highway Shepparton Bypass to the satisfaction of the Roads Corporation;
- the interface treatment of the GV Link with the proposed Goulburn Valley Highway Shepparton Bypass and Toolamba Road;
- the location of appropriate buffer areas (incorporating appropriate mounding) around the perimeter of the site including a 30 metre boundary buffer on the north, south and west boundaries;
- an appropriate amount of car parking to be provided;
- the screening of car parking, truck parking compounds, shipping containers and storage areas by landscaping;
- the provision of fencing which is both visually attractive and provides a secure environment;
- the location of advertising signs on the site showing all business identification signs including height, size and design.

A *Traffic Management and Impact Mitigation Plan* to the satisfaction of the Responsible Authority and Roads Corporation that includes the identification of;

- appropriate access, (including the possible closure of Toolamba Road), circulation, and loading facilities for both road and rail operations;
- the interaction of these arrangements with, and impact of the development on, the existing and future road network, including the proposed Goulburn Valley Highway Shepparton Bypass, and upgrade works necessary to accommodate traffic generated by the use of the development and to mitigate the impact of the development.

The Plan must also investigate redesigning the Pyke Road interchange with the proposed Goulburn Valley Shepparton Highway Bypass to provide truck access to the GV Link. Additionally the plan must include the establishment of costs and timelines for the development of temporary and permanent road and rail (including an at grade rail siding) infrastructure.

If Toolamba Road is to be closed, either entirely or only to heavy vehicles, such closure is conditional upon the availability and completion of alternate access to the satisfaction of the Responsible Authority and the Roads Corporation.

A *Landscape Plan* which addresses the internal environment and the surrounding environs of the site including:

- the provision of a landscaped boulevard entry to the site;
- the screening of railway lines into the site.

An *Environmental Management Plan* which addresses (but is not limited to):

- noise emission from the site limited to meet the SEPP-NI limits;
- noise emission from the site including an assessment to be undertaken for properties in Toolamba Road north of the site as part of the development of the Management and Impact Mitigation Traffic Plan;
- stormwater and waste water management incorporating water sensitive design;
- underground and aboveground fuel storage facilities;
- building energy management;
- artificial light emission;
- potential contamination of the site;
- identify statutory obligations and document sustainability performance standards across the site;

- identify responsibilities and a schedule for implementation;
- demonstrate the means by which the agreed level of performance will be achieved.

A *Flood Management Plan* approved by the relevant Floodplain Management Authority and the Responsible Authority including:

- measures to minimise any adverse off site flooding;
- confirmation of the level of fill required for the land

An *Infrastructure Provision Plan* approved by the Responsible Authority and the Roads Corporation which makes arrangements for the owner or developer or both, to meet or contribute to the cost of infrastructure and utilities, both on and off the site, generally associated with, or relating to, the GV Link.

The Infrastructure Provision Plan must address:

- arrangements for provision of any necessary infrastructure or utilities referenced in the various plans otherwise required by this clause 2.0;
- the provision of drainage and earthworks;
- the provision of road works both internal and external;
- the provision of landscaping;
- the provision of any other incidental works;
- the staging and timing of works;
- the securing of infrastructure and utility provision requirements via a Section 173 Agreement or agreements or via other acceptable means;
- provision for delivered or future commitments to be made by early participants in the GV Link to infrastructure and utility provision as the development progresses; in order to ensure equitable sharing of responsibility by existing and future participants across the GV Link as it develops.
- any other matter reasonably required by the Responsible Authority associated with the GV Link.

Decision Guidelines

When considering the GV Link Development Plan, the Responsible Authority must consider,

- The outcomes of the consultation as specified above.
- Potential off-site effects including those associated with:
 - Lighting;
 - Noise;
 - Rail access;
 - Traffic access and parking generated by employees, visitors and service providers and any amelioration measures to be undertaken to reduce impacts;
 - Visual impact, including view corridors into the site;
 - Landscaping design and treatment; and
 - The effect of the GV Link on the use or development of nearby land to provide for suitable separation distances from surrounding use and development.

3.0

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Development permitted without a development plan

Works associated with infrastructure provision, site utilities and services, and drainage and flood compensation works for the GV Link and the Goulburn Valley Highway Shepparton Bypass are permitted prior to approval of the GV Link Development Plan provided:

- a permit is not otherwise required by another provision of this scheme;
- such Works have been approved by the Responsible Authority and the relevant Floodplain Management Authority; and
- the Responsible Authority is satisfied with arrangements for any appropriate contributions to infrastructure associated with the Works proposed.

4.0

18/06/2009
C109

Requirements for a Planning Application

An application for a Planning Permit for any development on lots created must include an assessment against the provisions and/or recommendations of the following documents which will form part of the development plan:

- Design Framework Plan
- Traffic Management & Impact Mitigation Plan
- Landscape Plan
- Environmental Management Plan
- Flood Management Plan
- Infrastructure Provision Plan

5.0

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Conditions and requirements for permits

Prior to the grant of a permit for any use, development or subdivision, the application must be referred to the Roads Corporation pursuant to Section 55 of the *Planning and Environment Act, 1987*.

All permits granted must include (as appropriate):

- Contributions to relevant infrastructure, in accordance with the approved Infrastructure Provision Plan and existing associated agreements devised for the GV Link Development Plan;
- A Section 173 agreement pursuant to the *Planning and Environment Act, 1987* entered into between the Responsible Authority and the owner of the site to control the future use of the approved development in a manner that is consistent with the purposes of the site as a freight logistics centre.
- A Section 173 agreement pursuant to the *Planning and Environment Act, 1987* entered into with parties including the Responsible Authority, the owner of the relevant parts of the site and the Roads Corporation to provide for improvements and impact mitigation works to the traffic networks (including the cost of any off site acoustic works required at the Toolamba Road properties) required as a result of the development, as identified by the Traffic Management and Impact Mitigation Plan, and a contribution to ongoing maintenance costs.