

24/10/2019
C103well**SCHEDULE 12 TO CLAUSE 43.04 DEVELOPMENT PLAN OVERLAY**

Shown on the planning scheme map as **DPO12**.

WEST SALE AERODROME INDUSTRIAL PRECINCT**1.0**24/10/2019
C103well**Objectives**

To facilitate the coordinated development of the West Sale Aerodrome Industrial Precinct.

To implement the strategies of the *West Sale and Wurruk Industrial Land Supply Strategy* (2018).

To ensure development does not prejudice or conflict with the ongoing operation of the West Sale Aerodrome, Gippsland rail line, Princes Highway or Sale alternate truck route.

To ensure that the standard of development, design and built form is of high quality.

To ensure the layout and built form minimises the potential for negative off-site impacts.

2.024/10/2019
C103well**Requirement before a permit is granted**

A permit may be granted before a development plan has been approved for the following:

- A minor extension, minor addition or minor modification to an existing development that does not prejudice the future, orderly use and development of the area affected by the Development Plan Overlay.

S173 Agreement

Before any permit is issued for subdivision or development, the owner must enter into an agreement(s) with Council pursuant to Section 173 of the *Planning and Environment Act 1987* in relation to contributions (including works in kind) towards shared infrastructure such as major roads, intersections and shared drainage works and associated land.

3.024/10/2019
C103well**Conditions and requirements for permits**

A planning permit application for the use or development of land must be accompanied by reports and plans prepared by suitably qualified professionals that address the following matters to the satisfaction of the responsible authority.

Layout and Staging

- Ensure consistency of the proposed development with the approved development plan.
- Responds to how the development of the land will occur in an orderly manner having regard to the purpose of the Industrial Zone; the purpose of adjoining zones; essential services; community facilities; and roads.
- Responds to the relationship of proposed and existing nearby use and development, to reduce the chance of conflict.
- Loading and service functions must be sited to the side or rear of premises and appropriately screened to address any visual amenity issues.
- Car parking must be provided to the front of the site (not within landscape setback areas) and centrally to encourage their use.
- Buildings must be setback at least 19 metres from the northern and western site boundaries.
- Details of all proposed landscaping.

Built form response

- The design of any proposed buildings should enhance and reinforce the character of the area including the amenity and streetscape, having particular regard to the proximity of Princes Highway, Gippsland rail line and Sale alternate truck route.

- Contemporary and creative architecture is encouraged in the design, built form, style and finishes. The façade of all buildings must be treated to the satisfaction of the Responsible Authority.
- Buildings should address the street frontage by including the following elements of design:
 - Front facades that include design elements that add visual interest.
 - Locating office components in a visible location at the front of the building.
- Buildings and works must include suitable measures to minimise any building design or material impacts on the operation of the Gippsland Rail Line.

Airport specific considerations

- Buildings and works must be consistent with the National Airports Safeguarding Framework (NASF) and the West Sale Airport Master Plan Update 2017 (or any superseding documents).
- Buildings and works must not create an unacceptable risk of building generated windshear or turbulence for aircraft using West Sale Aerodrome, having regard to NASF Guideline B – Managing the Risk of Building Generated Windshear and Turbulence at Airports.
- The maximum height of all buildings and structures must comply with West Sale Aerodrome’s Obstacle Limitation Surfaces (OLS).
- Lighting should be provided to car parking where required, and all lighting must comply with NASF Guideline E – Managing the Risk of Distractions to Pilots from Lighting in the Vicinity of Airports.

Infrastructure

- Physical infrastructure such as water, power, reticulated sewage and constructed sealed roads should be available to new buildings.
- All vehicle crossings, accessways and parking areas should be sealed with an all-weather surface.

Acoustics

- Building design and layout should have regard to the impact of noise from surrounding uses such as the Aerodrome.
- Building design and layout should incorporate techniques to reduce noise emissions to acceptable standards, when the associated use may have adverse off-site noise impacts, particularly on nearby sensitive uses.

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Requirements for development plan

The Responsible Authority must be satisfied that the prepared development plan:

- Achieves the objectives as set out in relevant structure plans, policy, strategy or guidelines relating to the development area.
- Meets any requirements of any relevant service and determining authorities.
- Is developed with the appropriate level of stakeholder participation.
- Accords with any relevant Agreement prepared under Section 173 of the *Planning and Environment Act 1987*.
- Implements the requirements of the Infrastructure Design Manual (IDM), relevant Austroads publications, Australian Standards.
- Supports design and development principles as set out in Supportive Environments for Physical Activity (SEPA) principles of healthy urban design - refer to Healthy by Design guidelines; Water Sensitive Urban Design (WSUD), including recycling infrastructure and use of treated

water; Best Practice Environmental Management Guidelines; and Crime Prevention Through Environmental Design (CPTED).

- Implements transition agreements if part of the Precinct is developed while residences remain in others.

The development plan must include the following:

Site Analysis

The site analysis must show:

- The topography of the land,
- The location of any existing vegetation,
- Drainage lines,
- Sites of conservation, heritage or archaeological significance,
- Nearby aerodrome infrastructure, airspace protection surfaces, aircraft noise contours and other features,
- The Gippsland Rail corridor and level crossing(s).

Land Use, Development and Subdivision

- A detailed description of the proposed use and activities.
- The proposed overall subdivision layout including lots, roads, public open space and other features of the subdivision in a manner which is responsive to the features identified in the Site Analysis. The layout must:
 - Have regard to the needs of a variety of industry types, the adjacent aerodrome and to any nearby sensitive uses.
 - Respond to the natural features of and near the site (including native vegetation and wetlands).
 - Provide for a range of lot sizes to cater for a variety of uses and building floor spaces that are adequate to meet local industry needs.
 - Integrate natural systems (stormwater drainage reserves and overland flow paths) into usable open spaces.
 - Include the provision of active transport and local open space connections (such as footpaths and shared paths), in accordance with any relevant Council strategy or policy.
 - Include the provision of safe, segregated pedestrian routes around and between sites.
 - Ensure no direct drainage into the rail corridor and include fencing of the adjoining Gippsland Rail line in accordance with the requirement of VicTrack.
- Details of how development of the site will respond to the objectives of the West Sale and Wurruk Industrial Land Supply Strategy (2018).
- Details of how development of the site will respond to the objectives of the National Airports Safeguarding Framework, and associated guidelines, and the West Sale Airport Master Plan Update 2017 (or any superseding documents).
- Details of required buffer treatments where necessary to protect the amenity of surrounding properties and the safety of the public, including consideration of runway end Public Safety Zones.
- Details about the staging of the development.
- Details of how the layout will address the setbacks required to mitigate bushfire risk.

- Access to the existing road network and provision for future access to adjoining properties.
- The location of vehicle crossings.

Infrastructure Services

- A preliminary survey and Stormwater Management Plan must be prepared to the satisfaction of the Responsible Authority and the West Gippsland Catchment Management Authority, including the analysis of the drainage catchment within the site and drainage requirements having regard to opportunities to maximise the drainage catchment to the north and minimise stormwater flow to the south.
- Findings and options must also consider methods to integrate proposed works associated with any expansion to the Aerodrome.

Traffic Management Plan

The Traffic Management Plan must:

- Provide a convenient, sealed and safe road network design that:
 - Is based on a safe and practical hierarchy of roads including safe intersections and pedestrian and bicycle connections.
 - Uses existing roads or road reserves where available.
 - Conforms with the Infrastructure Design Manual, relevant Austroads publications and Australian Standards.
 - Supports buildings which front onto the road.
 - Provides appropriate freight vehicle access recognising larger vehicles and waste management vehicles.
- Identify and responds to the need for Category 1 or 2 roads to the satisfaction of the relevant road authorities where access to the development is:
 - Obtained directly from the Category 1 or 2 Road;
 - Obtained from a road other than Category 1 and 2 within close proximity to a Category 1 or 2 road that is considered as a main access link to the development.
- Provide details of any required upgrades to the road network being road widening, sealing, intersections, access points and other upgrades.
- Provide details of timing and developer provision of required upgrades.
- Include an Australian Level Crossing Assessment Model (ALCAM) report based on the full development potential of the Development Plan Area and a Traffic and Rail Risk Assessment to the satisfaction of the Responsible Authority, VicTrack and the Road Authority. The assessment must:
 - Consider the impact of proposed development on the Sale-Heyfield Road, Sale Cowwarr Road, Williams Drive and the Princes Highway.
 - Identify any risks associated with the increased use of the level crossings located at Sale-Heyfield Road, Sale Cowwarr Road and Williams Drive and;
 - Recommend appropriate measures to address identified risks and upgrade the level crossing in accordance with AS 1742.7 Manual of Uniform Traffic Control Devices - Railway Crossings.

The costs of any risk mitigation or level crossing upgrades identified are to be provided at no cost to VicTrack or V/Line.

- Provide details of access arrangements to Sale-Heyfield Road including the consideration of

- Minimising the frequency of access points; and
- the strategic nature and status of the Sale Alternative Truck Route
- Consider the opportunity to establish a broader functional road network which connects Sale-Cowwarr Road to Sale-Heyfield Road, north of the railway line, including a review of rail connections.

Landscape Plan

A landscape plan must be provided and include the following:

- A full vegetation survey and condition statement; and
- A landscape design and theme for the site, including public open space, buffer areas and road reserves taking into account existing vegetation and the desire to develop high quality industrial areas. The landscape plan must address the following requirements:
 - Native vegetation should be retained where possible.
 - Land within 5 metres of a road, a residential zone, or another sensitive use should be predominately landscaped.
 - Landscaping at the front of lots and nature strips should involve the planting of trees, whilst landscaping near residential or sensitive uses should achieve a screening effect.
 - The interface with the railway line should be setback at least 5 metres and landscaped in order to screen views from the highway.
 - Car parking must not be provided within the landscape setback areas.
 - Landscaping must not be bird attracting and should be consistent with NASF Guideline C – Managing the Risk of Wildlife Strikes in the Vicinity of Airports.

Ecological Assessment

A preliminary Ecological Assessment must be undertaken to identify the potential presence of protected species. Further Ecological Assessments may be required if the presence of protected species is identified.

The preliminary assessment and any further assessments must be prepared to the satisfaction of the Responsible Authority.

Preliminary Cultural Heritage Survey

A preliminary Cultural Heritage Survey is to be prepared to identify the presence of any cultural heritage within the site. If areas of cultural heritage are found on the site a detailed Cultural Heritage Management Plan must be prepared to the satisfaction of the Responsible Authority.

Aviation Impact Assessment

An Aviation Impact Assessment is to be prepared to the satisfaction of the Responsible Authority having regard to the National Airports Safeguarding Framework, and associated guidelines, and the West Sale Airport Master Plan Update 2017 (or any superseding documents). Any recommendations or requirements of this assessment must be incorporated into the development plan.

Fences

- Fencing should be visually permeable and should be constructed of materials other than unpainted galvanised steel and wire.
- Fencing should be constructed of materials that complement the building and surrounding area and should be painted a muted colour.

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- Where possible, fencing should be softened and screened by vegetation planting.
- Fencing adjoining the Gippsland Rail Line must comply with the requirements of the Responsible Rail Authority.