

07/06/2018
C197**SCHEDULE 1 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY**

Shown on the planning scheme map as **DDO1**.

EAST SHEPPARTON INDUSTRIAL AREA (FLORENCE STREET)**1.0****Design objectives**07/06/2018
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- To ensure that the standard of development and infrastructure design (including urban stormwater management to encourage drainage permeability) in the East Shepparton Industrial Area is of a high quality given its strategic location and high exposure in relation to Doyles Road. Doyles Road currently acts as the Shepparton Alternative Route and will be a major perimeter road for Shepparton following the construction of the Goulburn Valley Highway Shepparton Bypass.
- To ensure development acknowledges the role of Doyles Road as the Shepparton Alternative Route by avoiding the construction of buildings and ancillary facilities within the designated future alignment of Doyles Road.
- To provide a high standard of road design and construction for transport vehicles to up to B-Double size.
- To provide for a range of lot sizes, including industrial lots exceeding 4,000 square metres.
- To provide a permeable and interconnected street network in the East Shepparton Industrial Area.

2.0**Buildings and works**07/06/2018
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The following buildings and works requirements apply to an application to construct a building or construct or carry out works, unless it can be demonstrated that an alternative approach achieves the design objectives of this overlay control:

- That all buildings and ancillary facilities be set back a minimum of 40 metres from the alignment of Doyles Road at 1 October 2001. Applications for the location of buildings and ancillary facilities within the setback shall only be considered where consent of the Road Corporation is granted.
- The facade of all buildings facing Doyles Road must be constructed of brick or concrete. All other facades must be constructed with brick or concrete to a minimum height of 2 metres above ground level. The facades of concrete tilt slab buildings must be painted or treated to the satisfaction of the responsible authority.
- Open storage areas and garbage receptacles must not be visible from any road, reserve or other public land.
- All other buildings (that is those not adjacent to Doyles Road) must be set back at least 12 metres from the frontage. For corner lots, buildings must be set back at least 6 metres from the side street boundary.
- A landscaping strip of at least 6 metres wide must be provided along and within the frontage of all lots in areas not occupied by sealed driveways. For all corner lots, a landscaping strip of at least 3 metres wide must be provided along the side boundary facing a road.
- A landscaping strip of at least 1.5 metres width from the front of the property to the building line shall be provided along side boundaries that abut a road.
- All driveways and car parking in the setback area between a road frontage and the building line must be constructed of an impervious all-weather seal coat such as concrete or bitumen. Pervious surfaces that reduce the rate of rainfall run-off

and have a structural standard comparable to concrete or bitumen will be accepted for all other driveway, parking and loading areas.

- Site coverage should not exceed 50% of the overall site area.

For practical reasons, landscaping within industrial areas needs to be hardy and low maintenance. There are advantages in minimising water usage, particularly over the longer term. This trend is becoming increasingly apparent in new industrial areas, where the technology of applying “waterwise” principles can result in landscaping that is low cost, low maintenance and visually attractive.

The following waterwise landscape design principles are offered as an alternative to conventional landscape treatment, but are not a mandatory requirement. Council recommends that owners and developers of industrial sites seek further information or visit “waterwise” demonstration sites.

- Use of indigenous plants.
- Use of local natural materials (e.g. stone)
- Incorporated gypsum and mounded soil to aid drainage.
- Use of garden mulch using recycled timber.
- Mulch spread to 75mm depth to avoid drying and associated cracking.
- Mulch used to suppress weeds and seeds in soil, reducing spray treatment of weeds.
- Use of pathway paving rather than concrete to allow water permeability.
- Use of plantation grown timber for seating.
- Storage of roof run-off to supplement irrigation.

The above measures should aim to reduce maintenance and annual water use to the extent that only periodic irrigation will be required for plant growth.

3.0

Subdivision

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A permit to subdivide land must meet the following requirements, unless it can be demonstrated that an alternative approach achieves the design objectives of this overlay control:

The layout of the lot boundaries and internal roads must be substantially in accordance with an endorsed development plan. Through connecting streets consistent with an approved development plan will be encouraged. Applications to vary the development plan to accommodate for example, smaller lots (less than 4,000 square metres), may be considered provided such variations do not adversely affect the design objectives of the development plan. Small lot development or further subdivision beyond the approved development plan which is proposed to be serviced by a single court or ‘T’-head should be avoided.

- All internal roads must be constructed to the following standards:
 - Minimum road reserve width of 23 metres.
 - Minimum seal pavement width of 13.8 metres and minimum shoulder width of 4.5 metres.
 - Minimum pavement depth of 400 millimetres or to an approved pavement design.
 - Reduction in sealed pavement width and depth may be possible depending on traffic volumes.
 - Internal road cross sections shall be generally in accordance with Figure 1 (Doyles Road) and Figure 2 (Florence Street).

All development must be designed and sited to the satisfaction of the responsible authority and in accordance with the industrial development objective to ‘improve the design and appearance of new industrial areas and buildings’ (Greater Shepparton Planning Scheme, Clause 21.05-3).

An application to subdivide land is exempt from the notice requirements of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and the review requirements of section 82(1) of the Act if substantially in accordance with an endorsed development plan.

4.0 Advertising signs

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Advertising sign requirements are at Clause 52.05. All land within this overlay is in the Category for its zone. In addition to any requirement in the zone, the following requirements must be met:

- Signs are permitted on the facades of buildings, but must not extend above the roofline.
- Signs should not unreasonably obscure the identity of adjoining businesses.
- Freestanding signs are permitted within the landscaped area provided they do not exceed 1 metre in height and 1.5 square metres in area. The use of natural materials is preferred in the construction of freestanding signs.
- Signs at the entrance to an industrial area may display the name of that area, but not individual businesses.

Refer to:

East Shepparton Industrial Development Plan (Florence Street), 25 April, 2001.

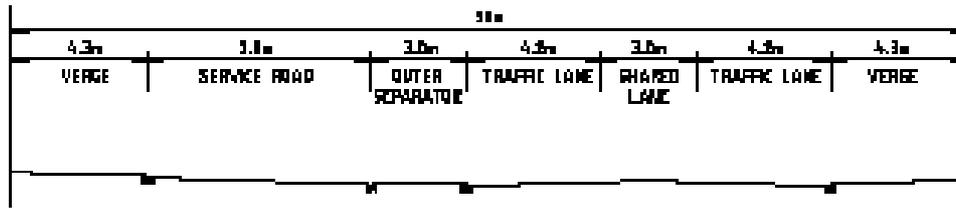
5.0 Decision guidelines

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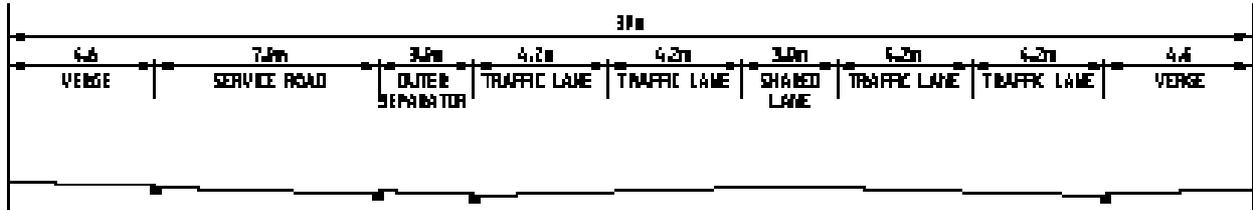
The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- The Greater Shepparton Planning Scheme Municipal Strategic Statement.
- The City of Greater Shepparton Industrial Development Guidelines, included as a reference document in the Greater Shepparton Planning Scheme.
- The appearance of the proposed development and the impact on surrounding land.
- The provision for a range of lot sizes, including large industrial lots greater than 4,000 square metres.
- The impact of the development on the amenity and streetscape of the area particularly having regard to the rural land east of Doyles Road and the function of Old Dookie Road and Florence Street as significant industrial access roads.
- The Road Corporation's comments on the impact of buildings and works within 40 metres of the alignment of Doyles Road at 1 October 2001 on:
 - their ability to undertake a widening of Doyles Road in a timely and cost efficient manner,
 - future road safety, amenity and visibility,
 - functioning of any internal roads, access/egress points, loading facilities and parking bays.
- The effective incorporation of waterwise urban design elements into site development, buildings and works.
- The design and layout of the proposed development including setbacks from property boundaries.

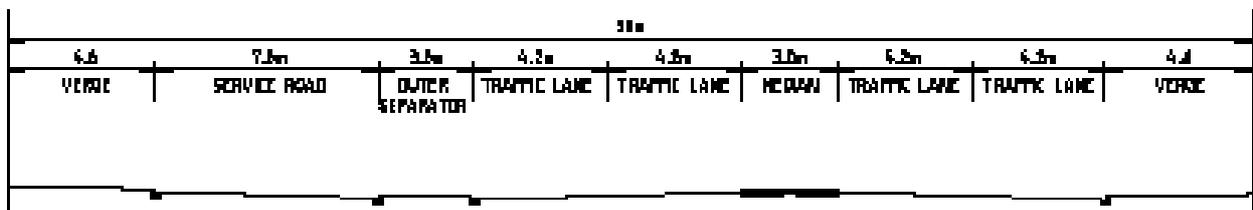
Figure 1



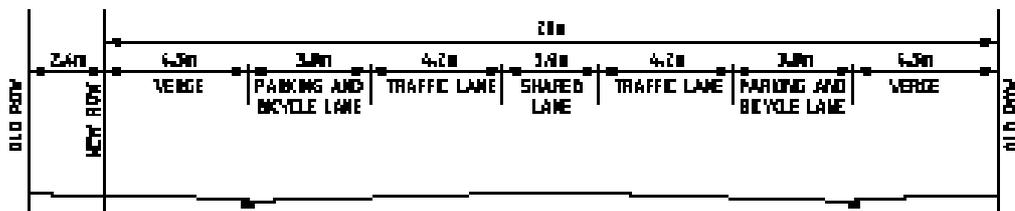
DOYLES ROAD - OPTION 1



DOYLES ROAD - OPTION 2



DOYLES ROAD - OPTION 3



OLD DOOKIF ROAD

Figure 2

