

03/03/2016  
C46**SCHEDULE 5 TO THE DEVELOPMENT PLAN OVERLAY**Shown on the planning scheme map as **DPO5****COMMERCIAL 1 ZONE****1.0 Requirement before a permit is granted**03/03/2016  
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Before any new use, development or subdivision commences, a development plan must be prepared and approved by the responsible authority.

A permit may be granted before a development plan has been prepared for:

- Subdivision of the land into two allotments or re-subdivision of existing allotments;
- A single building on a lot; or
- Any buildings and works associated with any existing use or development of the land.

Before any planning permit is granted for any subdivision, use or development of land that the Development Plan Overlay 5 applies to, the responsible authority must consider the:

- Consistency of any proposal with any approved development plan.
- Design and provision of roads and road infrastructure in accordance with the *Infrastructure Design Manual*, in conjunction with VicRoads on VicRoads arterial roads.
- Provision of servicing, including water, sewerage, drainage and stormwater, electricity and telecommunications to meet the standards of the relevant service authority.
- Need for a land or monetary contribution for open space in accordance with the *Subdivision Act 1988*.

**2.0 Conditions and requirements for permits**03/03/2016  
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A permit for subdivision, use or development must include conditions, as appropriate, to give effect to the provisions and requirements of an approved development plan and any specialist report prepared to support the development plan.

A permit for subdivision, use or development may include a condition that requires the owner of the land to enter into an agreement with the responsible authority pursuant to Section 173 of the *Planning and Environment Act 1987* to address any matter arising from the proposal, including a contribution towards infrastructure or environmental management.

**3.0 Requirements for development plan**03/03/2016  
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Any proposed development plan must outline and assess:

- Site assessment and response, including buildings and works on adjoining land, slope and orientation, drainage lines, heritage and archaeological significance, natural features and view lines.
- Proposed subdivision and building layout, indicating internal roads, car parking and loading areas, external road linkages, pedestrian linkages and if appropriate, building envelopes identifying the location of future buildings.
- All servicing, including roads, water, sewerage, drainage and stormwater, electricity and telecommunications to meet the standards of the relevant service authority.

- Existing and future open space, including linkages to and between areas of open space.
- Proposed landscaping and streetscape treatment.
- The stages, if any, in which the land is to be subdivided and developed.
- Potential impact of the proposed development plan on neighbouring and nearby land.
- Compliance with any adopted urban design framework or structure plan.
- Compliance with the Murrindindi Planning Scheme, including strategic directions for the relevant location, the Commercial 1 Zone and this overlay schedule.
- Compliance with any adopted structure plan, urban design framework or strategy relevant to the area.

In the preparation of any development plan, consideration must be given, in conjunction with VicRoads, to the need for a Transport Impact Assessment Report when it is considered likely that there will be an effect on any declared arterial road. Any required Transport Impact Assessment Report will have regard to VicRoads Access Management Policies and determine the extent of mitigating works required on declared arterial roads in consultation with VicRoads.

Any development plan proposal at the following locations must address and provide:

*Darwin Street, Marysville:*

- Opportunities for commercial, cultural, tourism, civic and community activities with potential for compatible residential use.
- Opportunities and certainty for new and expanding activities to locate nearby the Marysville township's most populated areas and main commercial area.
- Maintenance of the existing grid pattern of existing subdivision in the Marysville township.
- Strengthening of the Marysville township's urban design, built form, landscape, scenic views and townscape character.
- Pedestrian linkages between private land in the area with the Steavenson River to the north and east, Lyell Street to the west and Darwin Street to the south.
- A recreational, open space, ecological, civic and pedestrian corridor along Steavenson River to form part of a new riverside and wetlands park that links the northern and southern end of the Marysville township and extends the pedestrian trail adjacent to the Steavenson River on private land to the north.
- Open space to protect the Steavenson river frontage and ecological values, establish ecological corridors and native vegetation buffers, provide continuous pedestrian linkages, maintain township character and views, and provide recreation land and opportunities.
- Waterway setbacks and landscape qualities along the Steavenson River.

*High Street, Yea:*

- Maximisation of internal road and pedestrian linkages in north – south and east – west directions, including pedestrian linkages between High and Snodgrass Streets.
- Layout that allows for safe and efficient access to existing land and buildings, including frontage and rear access for a range of customer, staff, loading / unloading and servicing purposes.

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