SCHEDULE 34 TO CLAUSE 43.04 DEVELOPMENT PLAN OVERLAY

ProposedC296gben

Shown on the planning scheme map as **DPO34**

BENDIGO REGIONAL EMPLOYMENT PRECINCT

Objectives

1.0
--/--/20— C296gben

To facilitate coordinated development and delivery of consolidated shared infrastructure within the Bendigo Regional Employment Precinct to maximise developable land and support current and future industrial and employment needs.

To enable staged development which is supported by the required infrastructure capacity including a freight movement network that meets the needs of the broader region.

~~To identify sensitive interfaces and encourage compatible land uses and development that enhance the built form for an employment precinct.~~

To design and locate development to allow for adequate separation distances to minimise land use conflicts, with setbacks from water bodies, and frontages to major roads and open space to provide passive surveillance and attractive interface.

To facilitate environmentally sustainable development and integrated water management outcomes that achieve climate resilience, water security, energy security and enhance local circular economy opportunities.

To recognise, celebrate, protect and appropriately interpret the Aboriginal cultural values of the Marong area and the cultural landscape of Bullock Creek to the east of the precinct, including their tangible and intangible significance to Dja Dja Wurrung People.

2.0
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Requirement before a permit is granted

A permit may be granted to subdivide land or construct a building or carry out works before a development plan has been prepared to the satisfaction of the responsible authority, for the following:

- Subdivision of the land into super lots or to realign property boundaries, or create a road, or create or remove easements
- Works required for physical infrastructure or utilities to service the land
- Extensions or alterations to an existing building or works associated with an existing residential use
- Extensions or alterations to an existing building or works associated with an existing industrial use.

Before granting a permit, the responsible authority must be satisfied that the permit will not prejudice the preparation of a development plan and the future use and development of the land in an integrated and orderly manner as an employment precinct, and:

- The use and development of land as an employment precinct will not be compromised.
- The permit will not cause offence or unacceptable risk to the existing sensitive land uses or prejudice the future new development precincts listed in the Marong Framework Plan.
- The development meets any applicable utility service requirements.

3.0
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Conditions and requirements for permits

Requirements:

The following requirements apply to permits:

Preliminary Risk Screen Assessment

A proposal to subdivide land or to use land for a sensitive use (child care centre, caretakers house), or to construct or carry out buildings and works associated with these

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uses, where the land is identified as having a potential risk for contamination in **Table 1** must demonstrate the ~~site~~ land is suitable by providing:

- A preliminary risk screen assessment statement, which has been issued in accordance with the Environment Protection Act 2017 stating that an environmental audit is not required for the proposal; or
- An environmental audit statement, which has been issued under Part 8.3 of the Environment Protection Act 2017 stating that the land is suitable for the proposal; or
- A certificate of environmental audit for the land, which has been issued in accordance with Part IXD of the Environment Protection Act 1970; or
- A statement of environmental audit for the land, which has been issued in accordance with Part IXD of the Environment Protection Act 1970 stating that the environmental conditions of the land are suitable for the proposal.

The responsible authority may waive the requirement for a further preliminary risk screen assessment (or environment audit) where it has already been undertaken for the land, and where it is satisfied that the previous preliminary risk screen assessment (or environment audit) considered the relevant land uses.

This requirement does not apply to the construction or carrying out of buildings and works if:

- ~~The buildings and works are associated with an existing sensitive use (residential) included in Clause 62.02-1 or 62.02-2 and the soil is not disturbed.~~
- The buildings and works are required by the Environment Protection Authority Victoria or an environmental auditor appointed under the Environment Protection Act 2017 to make the land suitable for use; or
- The buildings and works are reasonably required by the environmental auditor appointed under the Environment Protection Act 2017 or the Environment Protection Act 1970 to undertake a preliminary risk screen assessment or environmental audit.

This application requirement does not apply to buildings and works associated with a residential use established before the approval date of Amendment C296gben.

TABLE 1: PRELIMINARY RISK SCREEN ASSESSMENT

Address	Lot Number
O'Sullivans Road Marong 3515	Lot 5 TP381572
O'Sullivans Road Marong 3515	Lot 6 TP381572
O'Sullivans Road Marong 3515	Lot 7 TP381572
O'Sullivans Road Marong 3515	Lot 8 TP381572
O'Sullivans Road Marong 3515	Lot 10 TP381572
O'Sullivans Road Marong 3515	Allot. 5C Sec. 5
O'Sullivans Road Marong 3515	Allot. 6A Sec. 5
Bendigo-St Arnaud Road Marong 3515	Allot. 7C Sec. 5
211 Bendigo-St Arnaud Road Marong 3515	Allot. 7A Sec. 5
106 O'Sullivans Road Marong 3515	Allot. 6B Sec. 5

Commented [Maddocks1]: This is covered by the final sentence to this clause

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***Note**: The lot numbers and particulars shown in Table 1 above are current as at the approval date of Amendment C296gben. The location of these properties are illustrated in Map 1 to this schedule as parcels with 'high' or 'medium' contamination potential and should also be referred to as the land to which this requirement applies, should the certificate of title or lot details change.*

Preliminary Site Investigations

A proposal to use or subdivide land (or, in the case of a staged subdivision, the plan of subdivision or masterplan which implements the first stage of the subdivision) or construct a building or construct or carry out works associated with the use of the land for a Minor sports and recreation facility, Retail premises, Office, Agriculture, Informal outdoor recreation, Industry or Warehouse on land described in **Table 2** must demonstrate the site is suitable for the proposed use by providing a Preliminary Site Investigation (PSI) prepared by a suitably qualified ~~and experienced~~ environmental professional in accordance with the National Environment Protection (Assessment of Site Contamination) Measure (National Environment Protection Council, 1999) ~~has been prepared~~ to the satisfaction of the Responsible authority.

The PSI must make a recommendation as to:

- The likelihood of contamination and its potential to affect the planning proposal.
- Whether a risk-based remediation or management strategy can be derived, or further investigation (such as an audit) is recommended.
- Whether the land can be remediated by a suitably qualified and experienced environmental professional.

TABLE 2: PRELIMINARY SITE INVESTIGATION

Address	
O'Sullivans Road Marong 3515	Lot 5 TP381572
O'Sullivans Road Marong 3515	Lot 6 TP381572
O'Sullivans Road Marong 3515	Lot 7 TP381572
O'Sullivans Road Marong 3515	Lot 10 TP381572
O'Sullivans Road Marong 3515	Allot. 5C Sec. 5
O'Sullivans Road Marong 3515	Allot. 6A Sec. 5
Bendigo-St Arnaud Road Marong 3515	Allot. 7C Sec. 5
211 Bendigo-St Arnaud Road Marong 3515	Allot. 7A Sec. 5

***Note**: The lot numbers and particulars shown in Table **2** above are current as at the approval date of Amendment C296gben. The location of these properties are illustrated in Map 1 to this schedule as parcels with 'high' contamination potential and should also be referred to as the land to which this requirement applies, should the certificate of title or lot details change.*

Conditions:

The following conditions must be included in permits to subdivide land, to carry out buildings or works ~~, undertake earthworks~~ or for the use of land, unless already addressed via an agreement under section 173 of the *Planning and Environment Act 1987* recorded over the title to the subject land:

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Shared i~~I~~nfrastructure ~~Plan~~ – s 173 agreement (excluding State intersections and access points)

Prior to the commencement of buildings and works, the certification of a plan of subdivision or the commencement of a use, an agreement under section 173 of the *Planning and Environment Act 1987* must be entered into between the owner of the land and the responsible authority, ~~which specifies the nature and amount of any financial contributions that are required to be made~~ with respect to shared infrastructure (excluding State intersections and access points) identified in the Shared Infrastructure Delivery and Funding Plan ~~identified in the infrastructure delivery and funding plan~~ prepared for the purposes of this schedule~~forming part of the approved Development Plan~~.

The agreement must implement the Shared Infrastructure Delivery and Funding Plan, or as otherwise adjusted and agreed by the responsible authority and ~~specify~~:

- ~~The scope of work and location of~~ Provide for financial contributions or works in kind for the delivery of shared infrastructure items set out in the Shared Infrastructure Delivery and Funding Plan (excluding State intersections and access points), as relevant to the development of the land subject to the agreement. ~~required for the development, including any land to be provided or acquired.~~
- Where relevant, provide for credit for over-provision when an infrastructure project is delivered as works in kind.
- The expected timing of provision of each infrastructure item and who is responsible for delivery, as relevant to the development of the land subject to the agreement.
- ~~The cost of any items that are the subject of financial contributions rather than direct delivery by the owner.~~
- ~~The equitable apportionment of costs between the owner and Council for any items which exceed the needs of the development.~~
- Identify ~~A~~any land to be vested in Council as required for shared infrastructure delivery, waterway corridor(s) and open space.
- Include ~~O~~operational and administrative provisions, including arrangements for the ending of the agreement ~~and/or contributions to be provided by any subsequent development of the subject land~~.

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~~**Access Points**~~

Commented [Maddocks2]: Please see comment below

~~Prior to the commencement of buildings and works, the certification of a plan of subdivision or the commencement of a use, an agreement(s) under Section 173 of the Planning and Environment Act 1987 must be entered into between the owner of the land, the responsible authority and the Head, Transport for Victoria, for the delivery, by the developer and/or landowner, at its cost of intersections between the Bendigo Regional Employment Precinct and the external road network servicing the use and development. The agreement must provide for:~~

- ~~The expected timing of provision of each access point below (as shown in Map 1) and who is responsible for delivery:~~
  - ~~AP1 Connection into the Marong Western Freight Corridor roundabout at the Wimmera Highway / Wilsons Hill Road / McCreddons Road intersection~~
  - ~~AP2 Left in access at Wimmera Highway and Landry Lane intersection.~~
  - ~~AP3 Left out access onto Calder Alternative Highway South of Wimmera Highway intersection.~~
  - ~~AP4 Left in and left out on Wimmera Highway with a right turn from Wimmera Highway, north of Cemetery Road into the Bendigo Regional Employment Precinct.~~
  - ~~AP5 Intersection with the Calder Alternative Highway.~~

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- ~~Design requirements to the satisfaction of the Head, Transport for Victoria for each item identified.~~
- ~~The cost of any items that are the subject of financial contributions rather than direct delivery by the owner.~~
- ~~The nature and amount of any financial contributions that are required to be made with respect to the intersections and the shared infrastructure identified in the Shared Infrastructure Plan forming part of the approved Development Plan, or as otherwise adjusted and agreed by the responsible authority and the Head, Transport for Victoria.~~
- ~~Any land to be vested in the relevant road authority as required for the upgrade of State infrastructure, including the planned Marong Western Freight Corridor.~~
- ~~Operational and administrative provisions, including arrangements for the ending of the agreement and/or contributions to be provided by any subsequent development of the subject land.~~

State ~~Infrastructure~~ intersections and access points - s 173 agreement

Prior to the commencement of buildings and works, the certification of a plan of subdivision or the commencement of a use, an agreement(s) under Section 173 of the Planning and Environment Act 1987 must be entered into between the owner of the land, the responsible authority and the Head, Transport for Victoria~~, for contributions (including any works in kind) towards State infrastructure such as arterial roads, intersections and associated land to the satisfaction of the Head, Transport for Victoria and the responsible authority~~ with respect to State infrastructure items identified in the Shared Infrastructure Delivery and Funding Plan prepared for the purposes of this schedule.

The agreement must implement the Shared Infrastructure Delivery and Funding Plan, or as otherwise adjusted and agreed by the responsible authority and the Head, Transport for Victoria -and~~provide for~~:

In relation to State intersections:

- Provide for ~~C~~financial contributions or works in kind ~~works~~ for the delivery of the following intersections identified in the *Bendigo Regional Employment Precinct Guideline: For Preparing Shared Infrastructure Plan for State Transport Infrastructure* (Victorian Planning Authority, November December 2025) ~~identified in the Marong Township Structure Plan 2024~~:
  - IT2 – Calder Alternative Highway / Wimmera Highway intersection (interim roundabout treatment)
  - IT3 – Calder Highway / Calder Alternative Highway intersection signalisation
  - IT5 – Calder Highway / Allies Road intersection signalisation
- Where relevant, provide for credit for over-provision when an intersection is delivered as works in kind. ~~The nature and amount of any financial contributions that are required to be made with respect to the intersections and the shared infrastructure identified~~
- ~~in the Shared Infrastructure Plan forming part of the approved Development Plan, or as otherwise adjusted and agreed by the responsible authority and the Head, Transport for Victoria.~~
- The expected timing of provision of each infrastructure item and who is responsible for delivery, as relevant to the development of the land subject to the agreement
- Identify any land to be vested in the relevant road authority, as required, for the upgrade of State infrastructure, including the planned Marong Western Freight Corridor.
- Include ~~O~~operational and administrative provisions, including arrangements for the ending of the agreement~~ and/or contributions to be provided by any subsequent development of the subject land~~.

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In relation to access points for the Bendigo Regional Employment Precinct from State arterial roads:

- Provide for financial contributions or works in kind for the delivery of the following access points, as relevant to the development of land subject to the agreement, as shown in Map 1:
  - AP1 Connection into the Marong Western Freight Corridor roundabout at the Wimmera Highway / Wilsons Hill Road / McCreddons Road intersection
  - AP2 Left in access at Wimmera Highway and Landry Lane intersection.
  - AP3 Left out access onto Calder Alternative Highway South of Wimmera Highway intersection.
  - AP4 Left in and left out on Wimmera Highway with a right turn from Wimmera Highway, north of Cemetery Road into the Bendigo Regional Employment Precinct.
  - AP5 Intersection with the Calder Alternative Highway.
- Where relevant, provide for credit for over-provision when an infrastructure project is delivered as works in kind.
- The expected timing of provision of each infrastructure item and who is responsible for delivery, as relevant to the development of the land subject to the agreement
- Include design requirements to the satisfaction of the Head, Transport for Victoria for each item identified to be delivered as works in kind.
- Include operational and administrative provisions, including arrangements for the ending of the agreement.

Commented [Maddocks3]: As set out in Council's submission, if access points are considered shared infrastructure, then it would be reasonable for them to be included in a s 173 agreement relating to cost sharing. However, there is no need for it to be a separate agreement and can be included with the same agreement relating to State infrastructure.

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Construction Environment Management Plan

Prior to the commencement of buildings and works or the certification of a plan of subdivision, a Construction Environment Management Plan must be prepared to the satisfaction of the responsible authority that:

- addresses construction methodology;
- ~~and~~ clearly outlines processes put into place to manage any impact on biodiversity from the approved works, including:
  - the use of micro-siting techniques, including fencing retained areas of native vegetation;
  - lopping and trimming of trees, if necessary, rather than removal;
  - best practice sedimentation and pollution control measures, in accordance with relevant EPA guidelines, to prevent offsite impacts to waterways and wetlands;
- ~~and~~ describes how biodiversity and the natural environment will be enhanced;
- includes a kangaroo management plan.

Preliminary Risk Screen Assessment

A permit to subdivide land, or to use land for a sensitive use (childcare centre or caretakers house), or to construct or carry out buildings and works associated with these uses where an environmental audit statement under Part 8.3 of the *Environment Protection Act 2017* has been issued stating that the land is suitable for the use or proposed use subject to recommendations must include the following conditions:

- The recommendations that relate to the use and development of the land must be complied with to the satisfaction of the responsible authority before the use or development commences; and
- Written confirmation of compliance with any recommendations in the environmental audit statement must be provided by a suitably qualified professional (with the costs borne by the applicant) to the satisfaction of the responsible authority. Compliance sign-off must be in accordance with any

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requirements in the environmental audit statement recommendations regarding verifications of works.

Where recommendations of the Environmental Audit Statement require significant ongoing maintenance and/or monitoring, the applicant must enter into an agreement with the responsible authority under section 173 of the *Planning and Environment Act 1987*. The section 173 agreement must be executed on the title of the relevant land prior to the grant of a permit to develop the land, unless otherwise agreed to by the responsible authority. The applicant must meet all costs associated with the drafting and execution of the agreement, including those incurred by the responsible authority.

Environmentally Sustainable Development

A permit to subdivide land must include a condition that provides that, prior to the certification of the plan of subdivision, it must be demonstrated to the satisfaction of the responsible authority how any relevant Environmentally Sustainable Development Assessment that is approved as part of any approved development plan for that land will be given effect.

4.0 Requirements for development plan

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~~The~~ A ~~D~~development p~~P~~lan must be generally in accordance with the concept plan provided at Map 1 of this schedule. A d~~D~~evelopment p~~P~~lan may be considered generally in accordance, despite variations from the layout shown in Map 1 to this Schedule, where that variation is necessary to protect or respond to Aboriginal cultural heritage.

If a development plan is prepared for part of the land in the precinct, it must be demonstrated that the absence of a development plan for the whole of the precinct does not prejudice the orderly and proper development of the precinct to the satisfaction of the responsible authority.

Before a development plan can be approved to the satisfaction of the responsible authority, a precinct wide Shared Infrastructure Delivery and Funding Plan must be prepared to the satisfaction of the responsible authority. The Shared Infrastructure Delivery and Funding Plan must:

- Be prepared in accordance with the *Bendigo Regional Employment Precinct Guideline For Preparing Shared Infrastructure Plan for State Transport Infrastructure* (Victorian Planning Authority) and Greater Bendigo Development Contributions Governance Framework;
- Outline the shared infrastructure required to service the precinct including:
  - utilities, drainage (including in accordance with any Drainage / Stormwater Management Scheme), roadworks and other incidental works, both internal and external to the Bendigo Regional Employment Precinct;
  - the following the intersections identified in the *Bendigo Regional Employment Precinct Guideline For Preparing Shared Infrastructure Plan for State Transport Infrastructure* (Victorian Planning Authority:
    - IT2 Calder Alternative / Wimmera Highway intersection (interim roundabout treatment)
    - IT3 Calder Highway / Calder Alternative Highway intersection signalisation
    - IT5 Calder Highway / Allies Road intersection signalisation
  - the following access points, as shown in Map 1:
    - AP1 Connection into the Marong Western Freight Corridor roundabout at the Wimmera Highway / Wilsons Hill Road / McCreddons Road intersection
    - AP2 Left in access at Wimmera Highway and Landry Lane intersection
    - AP3 Left out access onto Calder Alternative Highway South of Wimmera Highway intersection

Commented [Maddocks4]: Consistent with Council's position that one Shared Infrastructure Delivery and Funding Plan should be prepared for the whole precinct, amendments have been made to this clause to require it to be prepared before a development plan can be approved by Council. The drafting has utilised the exhibited clause below, with some adjustments.

Alternatively, if the SIP is to be prepared as part of a development plan, it would necessitate the first development plan to include a Shared Infrastructure Delivery and Funding Plan for the whole precinct.

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- AP4 Left in and left out on Wimmera Highway with a right turn from Wimmera Highway, north of Cemetery Road into the Bendigo Regional Employment Precinct.
- AP5 Intersection with the Calder Alternative Highway.

- Provide arrangements for the delivery of the shared infrastructure, including arrangements for coordination between landowners and relevant authorities outlines cost sharing and equitable apportionment of contributions towards the infrastructure, and provides the following details:
  - the scope, location and staging of the shared infrastructure
  - any land to be provided or acquired to facilitate the delivery of the shared infrastructure, waterway corridor(s) and open space
  - the expected timing of provision of each infrastructure item and who is responsible for delivery
  - the location of infrastructure easements or installations, including the identification of alignments required to make allowance for sufficient space for utility service assets within the respective areas

Only one Shared Infrastructure Delivery and Funding Plan can be prepared for the Bendigo Regional Employment Precinct.

A development plan must be in accordance with the approved Shared Infrastructure Delivery and Funding Plan.

A development plan must be prepared by a suitably qualified professional and include the following to the satisfaction of the responsible authority:

- A detailed site analysis of the natural, cultural and strategic context of the site.
- A site master plan that includes:
  - A detailed plan that includes all features of Map 1, and the indicative locations of all key roads including the areas for the future Marong Western Freight Corridor, drainage reserves, habitat conservation areas, nearby sensitive uses, open space, shade ways, land uses and interface treatments.
  - Identification of bushfire hazard areas and relevant setbacks.
  - An indicative movement network that is consistent with the Traffic Impact Assessment~~,~~ and includes~~ing~~:
    - public and active transport~~,~~
    - road layouts which include~~ing~~ the areas for the future Marong Western Freight Corridor, and depict O'Sullivan's Road and Cemetery Road for local access only (avoiding industrial traffic);
    - any intersection treatments and connections to the surrounding existing and planned transport network~~, consistent with the Traffic Impact Assessment.~~.
  - Provision for stormwater and drainage management, consistent with the Drainage and Stormwater Management Strategy and any necessary infrastructure required to service the development, including any water sensitive urban design measures.
  - Identification of land shown as having a potential risk for contamination as described in Table 1 and 2 and ~~displayed~~ shown on Map 1.
- A bushfire management plan to specify how bushfire protection measures will be applied and how they will be met and implemented on an ongoing basis for lots outside of the Bushfire Management Overlay. The plan is to identify and confirm:
  - The design and layout of the subdivision, including lot layout, road design and access points, both pedestrian and vehicular.
  - The staging of development.

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- Management of interim bushfire hazards that occur between completed stages and land that has yet to be developed.
- The identification of any areas to form the setback between a bushfire hazard and built form.
- Notation that indicates which authority is responsible for managing vegetation within open space areas and public realms.
- The details of any bushfire protection measures for individual lots.
- Multiple points of access and egress for occupants and emergency services at all stages of construction and after completion.

- Bushfire protection measures to be considered include:
  - The provision of perimeter roads along the interface with areas of enduring bushfire hazard.
  - Vegetation on private property to be maintained to a low threat condition.

- An Integrated Water Management Assessment prepared in collaboration with the relevant water supply authority that demonstrates the land use, development and servicing implications.
- ~~A layout plan that supports a variety of different uses, and demonstrating:~~
  - ~~Consideration of the topography, provision of passive open space and site features such as vegetation and waterways; and~~
  - ~~Physical infrastructure such as roads including the areas reserved for the future Marong Western Freight Corridor and reticulated services (water, sewer and drainage)~~
- A design response that supports a variety of different uses and:
  - Demonstrates consideration of the topography, provision of passive open space and site features such as vegetation and waterways
  - Includes physical infrastructure such as roads including the areas reserved for the future Marong Western Freight Corridor and reticulated services (water, sewer and drainage)
  - D~~d~~etails~~ing~~ the layout, built form, and interface treatments including with Marong Cemetery, Wilsons Hill Bushland Reserve and Dry Creek and surrounding road and internal waterways, –consistent with the *Greater Bendigo Industrial Development Guidelines ~~2024~~2025*.
- A landscape concept plan that:
  - Includes a landscape design response to the site analysis plan.
  - Demonstrates how views and vegetation have been considered.
  - Identifies significant or native vegetation to be protected and retained in the public and/or private realm, including in adjoining road reserves.
  - Shows how hollow bearing trees and fauna habitats will be protected and retained.
  - Shows how public open space landscaping, including landscaping of roads, streets, walking and cycling tracks, waterways and retarding basins will be planned to create landscape and habitat corridors to transition to the rural setting.
  - Identifies any necessary arrangements for the preservation or regeneration of native vegetation including a tree protection strategy to protect retained trees during subdivision and / or development and after the subdivision and development is completed.
  - Identifies areas of new planting and planting themes, including the size of plants, ~~whether exotic, native or~~ which should be indigenous to the area, and how they will provide shade or screening.
  - Demonstrates an overall landscaping scheme that complements the setting of the surrounding area.
  - Includes interconnected open space links that support shade ways and integration of the open space network across the precinct
  - Identifies details of staging and timing of all landscape works.

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- Identifies areas of biodiversity values consistent with Map 1 to demonstrate how these areas will be retained and enhanced and how impacts on fauna habitat will be avoided.
- Demonstrates how options have been investigated to seek to achieve tree canopy coverage of 40 to 50 % on public and private land.

- Details of landscape protection measures, which should also include the following:
  - A landscape buffer and development setback of a minimum of 50 metres from the Marong Cemetery, Wilsons Hill Bushland Reserve and Dry Creek, with
    - no loading bays, service yards, heavy vehicle docks, or external mechanical plant zones allowed within this buffer.
  - An interface treatment to the Marong Cemetery where building envelopes does not exceed 10 metres in height and the landscape buffer includes tree planting capable of reaching a minimum mature height of 12 metres to provide effective visual screening.
  - Alignment of the urban design layout to establish and protect view lines.
  - Retention and protection of mature trees throughout the site, including those within existing and proposed road reserves, in the cluster to the immediate east of O'Sullivans Road, and in clusters in the west of the site, through the application of appropriate buffer zones.
  - Retention and protection of identified critical and high value trees shown on Map 1 along the roadsides and the patches within the site, especially mature roadside vegetation in the eastern portion of the site and two high value vegetation patches within the western portion of the site, to form an ecological corridor linking both sides of the site.
  - Provision of adequate setbacks for new roads and buildings from existing mature vegetation on roadsides with indigenous species for to be incorporated into landscaping of front landscape plantingsetbacks.
  - Implementation of bushfire protection measures as identified in the relevant bushfire management plan.
  - Retention and improvement of water assets within the site, especially around existing high value vegetation patches.
  - Provision of habitat for significant flora and fauna in any stormwater treatment infrastructure.
  - Creation of a landscape buffer or waterway corridor to the south of the Wilsons Hill Bushland Reserve that incorporates the Wilsons Hill Channel.
  - Provision of vegetation screening along the Calder Alternative Highway and northern Wimmera Highway interfaces (not within the future Marong Western Freight Corridor) to mitigate views into any larger industrial lots.
  - Adoption of building heights for new buildings in proximity to mature vegetation that maintain the characteristic dominance of mature trees.
  - Proposed ecological corridors.
- A plan prepared in collaboration with the Dja Dja Wurrung Clans Aboriginal Corporation that:
  - Identifieseation of any tangible and intangible Aboriginal heritage values and the works required to improve the land for its intended purpose, including interpretive signage, landscape buffer distances, and interface treatments.
  - Responds to the recommendations of any Cultural Heritage Management Plans and Cultural Values Assessments, prepared for the precinct land.
  - Is accompanied by an Aboriginal Cultural Heritage Assessment prepared by a suitably qualified heritage advisor to the satisfaction of Dja Dja Wurrung Clans Aboriginal Corporation.
- An Environmentally Sustainable Development (ESD) Assessment that includes:

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- An assessment of the nature of the proposed development, and the site conditions which present opportunities or constraints for achieving sustainable design outcomes.
- A framework which identifies how the subdivision, use and development of the land can achieve ESD outcomes in accordance with any relevant policies and strategies developed by the City of Greater Bendigo and the Victorian Government, including but not limited to:
- Opportunities for the subdivision and infrastructure to minimise greenhouse gas emissions and encourage renewable energy generation.
- Opportunities to reduce greenhouse gas emission from the construction and ongoing operation of any buildings toward net zero.
- Opportunities for renewable energy and battery energy storage systems (BESS) to be maximised at precinct and lot scale.
- ~~Encourage~~ Opportunities for tree canopy coverage in the public realm, including streets.

 A ~~Transport~~ Traffic Impact Assessment that includes:

- Identification of the location, form, control mechanisms and delivery trigger for intersections providing access to the Bendigo Regional Employment Precinct from the external road network in accordance with the approved Shared Infrastructure Delivery and Funding Plan.
- An assessment of the impact of traffic generated by the use and development of the land on the existing and future arterial road network, the Bendigo Regional Employment Precinct internal road network, and existing non-arterial road network in Marong, including traffic volumes, appropriate access and circulation of vehicles.
- Identification of necessary mitigating works on the existing and future arterial and non-arterial road networks.
- Identification of any existing and proposed public transport routes, bus stops and associated infrastructure with appropriately dimensioned roads within the subject site.
- An integrated pedestrian and bicycle path network, incorporated into the road and public open space system.
- The proposed internal road layout, including all vehicular and pedestrian access points and connections.
- Dimensions and typical cross sections of the proposed road network, with connector roads shown as 26m wide and local roads shown as 22m wide.
- ~~Consideration of infrastructure upgrades and delivery, apportionments and proposed staging plan (if required) to the existing and future arterial road network, the Bendigo Regional Employment Precinct internal road network, and existing non-arterial road network in Marong.~~
- Identification of any access provision, land reservation and upgrade works required on the arterial road network
- The cumulative impacts of traffic generated by previous stages of development of Bendigo Regional Employment Precinct on the existing and future arterial road network.

~~A Shared Infrastructure Plan that:~~

- ~~Is prepared in accordance with the *Bendigo Regional Employment Precinct Guideline: For Preparing Shared Infrastructure Plan for State Transport Infrastructure* (Victorian Planning Authority, November December 2025);~~
- ~~Provides arrangements for the provision and staging of infrastructure including utilities, drainage, roadworks and other incidental works, both internal and external to the development plan area, including the following the intersections identified in the Marong Township Structure Plan 2024:~~
  - ~~o IT2 Calder Alternative / Wimmera Highway intersection~~

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~~(interim roundabout treatment)~~

~~o o IT3 Calder Highway / Calder Alternative Highway intersection signalisation~~

~~o IT5 Calder Highway / Allies Road intersection signalisation~~

~~Details:~~

~~o The scope of work and location of infrastructure items required for the development, including any land to be provided or acquired.~~

~~o The expected timing of provision of each infrastructure item and who is responsible for delivery.~~

~~o The cost of any items that are the subject of financial contributions rather than direct delivery by the owner.~~

~~- The equitable apportionment of costs between the owner and Council for any items which exceed the needs of the development.~~

~~Any land to be vested in Council as required for shared infrastructure delivery, waterway corridor(s) and open space.~~

~~Sets out the location of infrastructure easements or installations, including the identification of alignments required to make allowance for sufficient space for utility service assets within the respective areas.~~

~~Provides arrangements for the provision and staging of wastewater servicing.~~

~~Provides arrangements for coordination between landowners and relevant authorities outlining cost sharing and trigger of infrastructure provision such as preparing Shared Infrastructure Funding Plan(s) and Drainage/Stormwater Management Schemes in accordance with the Greater Bendigo Development Contributions Governance Framework. The Shared Infrastructure Plan may:~~

~~o Directly set out these arrangements; and/or o identify arrangements that have been or will be set out in:~~

~~other Shared Infrastructure Funding Plan(s) applying to a different stage of the Bendigo Regional Employment Precinct and/or land outside the Bendigo Regional Employment Precinct; or~~

~~Drainage/Stormwater Management Schemes,~~

~~In accordance with the Greater Bendigo Development Contributions Governance Framework.~~

- A ~~precinct wide~~ Sodic and Dispersive Soils Assessment prepared by a suitably qualified ~~and experienced~~ professional, that includes:
  - Assessment of existing site conditions (topsoils and sub-soils), including assessment of the extent of sodic and dispersive soils (including laboratory analysis of Exchangeable Sodium Percentage and soil dispersion). Sample locations should consider land gradient, erosion risk mapping, the extent of any existing erosion, landslip or other land degradation, potential surface water receptors and the proposed locations of surface water and stormwater features.
  - Assessment of soils collected from the soil profile, including from the anticipated depth of excavations/land disturbance.

Commented [Maddocks5]: The Sodic and Dispersive Soils Assessment should relate to the development plan area. It does not need to be precinct wide if the development plan only applies to part of the precinct.

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- Soil assessment at a sufficient frequency to distinguish areas of low sodicity risk (if any) from areas that will require sodicity management and or further assessment.
- Presentation of site-specific data which links soil and landscape characteristics to the sodic soil risks and the potential for sub-surface erosion (sub-surface structure decline).
- Risk Assessment with identification and assessment of risks of sodic and dispersive soils to the environment from proposed development activities
  (including but not limited to surface water and buildings and structures).

If there is a recommendation from this report for a sodic and dispersive soils management plan, a permit to subdivide land or to undertake earthworks must include a condition that requires a site management plan be prepared that implements the recommendations identified in the sodic and dispersive soil management plan~~, to the satisfaction of the responsible authority~~.

- A Flood Risk and Waterway Management Report, which addresses the following:
  - Identification of areas subject to flooding from designated waterways in a 1 per cent Annual Exceedance Probability flood event, including consideration of the impacts of climate change on flooding, including depths, levels, velocity and flood hazard.
  - A minimum 30-metre setback of development from the top of bank of designated waterways.
  - Improvements to waterway health
  - Flood risk management of flood risk of development on land subject to inundation.
  - Management of waterways, including but not limited to the construction of any access crossings and/or stormwater outlets.

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Map 1 – Bendigo Regional Employment Precinct – Concept plan

Commented [Maddocks6]: Update map to extend the open space further to the north, over the second historic mining area.

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