

06/10/2026
C296gben**SCHEDULE 34 TO CLAUSE 43.04 DEVELOPMENT PLAN OVERLAY**Shown on the planning scheme map as **DPO34****BENDIGO REGIONAL EMPLOYMENT PRECINCT****1.0**06/10/2026
C296gben**Objectives**

To ensure the delivery of essential infrastructure internally and externally to the Bendigo Regional Employment Precinct, maximise developable land, and support current and future industrial and employment needs.

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

To design and locate development, waterways, roads and infrastructure to manage land use compatibility with sensitive interfaces.

To provide active frontages to roads and open space to provide for passive surveillance and an attractive interface.

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

2.006/10/2026
C296gben**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 to create a road, or create or remove easements.
- Works required for physical infrastructure or utilities to service the precinct.
- 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(s) and a shared infrastructure plan for the precinct and the future use and development of the land in an integrated and orderly manner as an employment precinct, and that:

- where a Shared Infrastructure Plan has not been approved by the Greater Bendigo City Council, the landowner has entered into an agreement under section 173 of the *Planning and Environment Act 1987* providing for development contributions or has provided an alternative option to secure the provision of the required shared infrastructure, to the satisfaction of the relevant authorities.
- the permit will not cause adverse amenity impacts or unacceptable risk to existing sensitive land uses or prejudice the future new residential development precincts in the Marong Framework Plan.
- the development meets any applicable utility servicing requirements.

3.006/10/2026
C296gben**Conditions and requirements for permits**

Except for a permit granted before a development plan has been approved in accordance with Section 2.0, a permit must contain conditions to give effect to the provisions and requirements of the approved development plan.

Except for a permit granted before a development plan has been approved, a permit must contain the following conditions and requirements:

Requirements

The following requirements apply to permits:

Acoustic Assessment Report

A proposal for the use or development of land for a sensitive use (Child care centre, Employment training centre, Tertiary institution or Caretaker's house), must demonstrate the site is suitable by providing an acoustic assessment report prepared by a qualified acoustic engineer or other suitably skilled person to the satisfaction of the responsible authority which:

- Assesses noise levels:
 - Considering the cumulative noise from all sources impacting on the proposal including existing road traffic noise, agriculture and industry noise, as well as other potential noise sources.
 - In unfurnished rooms with a finished floor and the windows closed based on average external noise levels measured as part of a noise level assessment.
- Identifies buildings requiring mitigation from noise sources impacting on the proposal, including road traffic noise and industry noise.
- If buildings requiring acoustic mitigation are identified, the report must identify noise attenuation measures required to meet the applicable noise level objectives including in Clause 13.05-1S (Noise management) and the applicable Environment Reference Standard (Gazette No. S 245, 26 May 2021 as amended from time to time). These noise attenuation measures should prioritise measures that benefit both outdoor and indoor spaces, and must address:
 - Noise compatible design for buildings, with siting, orientation, and internal layout.
 - Potential noise character (tonality, impulsiveness or intermittency).
 - Noise with high energy in the low frequency range.
 - Transient or variable noise.
 - Vibration.

Any noise attenuation measures identified in the acoustic assessment report must be implemented to the satisfaction of the responsible authority.

Preliminary Risk Screen Assessment

An application to subdivide land or to use land for a sensitive use (Child care centre or Caretaker's house), or to construct or carry out buildings and works associated with these uses where the land is a lot identified as having a potential risk for contamination in **Table 1** (or any subsequent lot created by subdivision of a lot identified in **Table 1**), must demonstrate the site 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 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), are 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.
- 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.

TABLE 1: PRELIMINARY RISK SCREEN ASSESSMENT

Address	Lot Number
Osullivans Road, Marong	Lot 5 TP381572
Osullivans Road, Marong	Lot 6 TP381572
Osullivans Road, Marong	Lot 7 TP381572
Osullivans Road, Marong	Lot 8 TP381572
Osullivans Road, Marong	Lot 10 TP381572
Osullivans Road, Marong	Allot. 5C Sec. 5
Osullivans Road, Marong	Allot. 6A Sec. 5
Bendigo-St Arnaud Road, Marong	Allot. 7C Sec. 5
11 Bendigo-St Arnaud Road. Marong 3515	Allot. 7A Sec. 5
106 Osullivans Road, Marong 3515	Allot. 6B Sec. 5

Note: The lot numbers in this table identify the parent title to which this requirement applies. The requirement applies to the parent title and to any lot created through the subdivision of the parent title.

Preliminary Site Investigations

An application to use or subdivide land or to construct a building or construct or carry out works associated with the use of the land for Agriculture, Industry, Informal outdoor recreation, Minor sports and recreation facility, Office, Place of assembly, Retail premises, or Warehouse on land described in **Table 2** must demonstrate that the land is suitable for the proposed use or development by providing a Preliminary Site Investigation (PSI) prepared by a suitably qualified environmental

professional in accordance with the National Environment Protection (Assessment of Site Contamination) Measure (National Environment Protection Council, 1999) to the satisfaction of the responsible authority.

Any requirements of the PSI must be implemented to the satisfaction of the responsible authority before the use or development commences.

Table 2: PRELIMINARY SITE INVESTIGATION

Address	Lot Number
Osullivans Road, Marong	Lot 5 TP381572
Osullivans Road, Marong	Lot 6 TP381572
Osullivans Road, Marong	Lot 7 TP381572
Osullivans Road, Marong	Lot 10 TP381572
Osullivans Road, Marong	Allot. 5C Sec. 5
Osullivans Road, Marong	Allot. 6A Sec. 5
Bendigo-St Arnaud Road, Marong	Allot. 7C Sec. 5
211 Bendigo-St Arnaud Road, Marong	Allot. 7A Sec. 5

Note: The lot numbers in this table identify the parent title to which this requirement applies. The requirement applies to the parent title and to any lot created through the subdivision of the parent title.

Sodic and dispersive soil management plan

A proposal to use or subdivide land or construct or carry out earthworks, must demonstrate that the site is suitable by providing a sodic and dispersive soils management plan prepared by a suitably qualified professional, that describes the following, as appropriate:

- How the recommendations of the Sodic and Dispersive Soils Assessment under Section 4.0 of this schedule will be implemented.
- The extent of any proposed earthworks.
- Soil management practices (including fill) with consideration of anticipated sodic and dispersive soil exposure.
- The management of drainage, including run-off, during all stages of development.
- The staging of development.
- Any training and supervision processes proposed for construction contractors to ensure compliance with the sodic and dispersive soils management plan.
- Proposed document monitoring and reporting processes that ensure works are undertaken in accordance with the sodic and dispersive soils management plan.
- Any treatment of soil proposed to be removed from the site.
- Any post-construction monitoring and/or management requirements.
- Requirements for a site management plan including the following:
 - The management, volume and location of any stockpiles.
 - Vehicle access and movement within the site area.
 - Any treatment to manage the soil while works are undertaken.

- Treatments to rehabilitate areas that are disturbed during site works.
- Any soil treatment to manage the soil to reduce risk to existing infrastructure and dwellings.

Conditions

The following conditions must be included in permits to subdivide land, to construct a building or construct or carry out works, or for the use of land, unless already addressed through an agreement under section 173 of the *Planning and Environment Act 1987* recorded on the title to the subject land:

Shared Infrastructure (Excluding State Arterial Road 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, with respect to shared infrastructure (excluding State Arterial Road Intersections and Access Points) identified in the Shared Infrastructure Plan approved for the precinct.

The agreement must implement the Shared Infrastructure Plan and the Public Infrastructure Plan approved under a development plan, or as otherwise adjusted and agreed by the responsible authority, and:

- provide for financial contributions or works in lieu of the delivery of shared infrastructure items set out in the Shared Infrastructure Plan (excluding State Arterial Road Intersections and Access Points) and the Public Infrastructure Plan, as relevant to the development of the land subject to agreement.
- where relevant, provide for credit for over-provision when an infrastructure project is delivered as works in lieu.
- identify 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 Greater Bendigo City Council or managed under private land ownership as required for shared infrastructure delivery, waterway corridor(s) and open space.
- include operational and administrative provisions, including arrangements for the ending of the agreement.

State Arterial Road 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(s) under section 173 of the *Planning and Environment Act 1987* must be entered into between the land owner, the responsible authority, and the Head, Transport for Victoria, with respect to State Arterial Road Intersections and Access Points identified in the Shared Infrastructure Plan approved for the precinct.

The agreement must implement the Shared Infrastructure Plan and the Public Infrastructure Plan approved under a development plan, or as otherwise adjusted and agreed by the responsible authority and to the satisfaction of the Head, Transport for Victoria, and:

- provide for financial contributions or works in lieu for the delivery of the works identified in the Shared Infrastructure Plan approved for the precinct and the Public Infrastructure Plan, which must be designed and costed in consultation with and to the satisfaction of the Head, Transport for Victoria.
- identify 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, and any land to be protected for the planned Marong Western Freight Corridor.

- include design requirements to the satisfaction of the Head, Transport for Victoria for each infrastructure item identified to be delivered as works in lieu.
- include operational and administrative provisions, including arrangements for the ending of the agreement.

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, which must:

- address construction methodology.
- outline processes put into place to manage any impact on biodiversity during construction, including the following:
 - The use of micro-siting techniques, including fencing of retained areas of native vegetation.
 - Lopping and trimming of trees, if necessary, rather than removal.
 - Best practice sedimentation and pollution control measures to prevent offsite impacts.
 - A kangaroo management plan.
 - A description of how the impact on biodiversity and the natural environment will be managed and minimised.

Environmental Audit

Any permit to subdivide land, or to use land for a sensitive use (Child care centre or Caretaker's 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 for the relevant stage.
- Any recommendations that relate to the use of the land must be complied with to the satisfaction of the responsible authority before the use commences for the relevant stage.
- Written confirmation of compliance with any recommendations in the environmental audit statement must be provided by a suitably qualified professional to the satisfaction of the responsible authority, with the costs to be borne by the applicant. Compliance sign-off must be in accordance with any requirements in the environmental audit statement recommendations regarding verification of works.

Environmental Audit Agreement

Any permit to subdivide land, construct a building or construct or carry out works, or to use land 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 ongoing maintenance and/or monitoring, must contain the following condition:

- The landowner must enter into an agreement with the responsible authority under section 173 of the *Planning and Environment Act 1987* requiring the landowner to meet any ongoing maintenance and/or monitoring requirements identified in the environmental audit statement issued under Part 8.3 of the *Environment Protection Act 2017*, to the satisfaction of the responsible authority. The agreement must be executed and recorded on the title of the land prior to the commencement of works, unless otherwise agreed to by the responsible authority.

The landowner must meet all costs associated with the drafting, execution and registration of the agreement, including those incurred by the responsible authority.

4.0

06/10/2026
C296gben

Requirements for development plan

A development plan must be generally in accordance with the Concept Plan at Map 1 of this schedule.

A development plan may vary from the layout shown in Map 1 where that variation is necessary to protect or respond to the requirements of this schedule and the responsible authority is satisfied that the alternative layout is an acceptable outcome.

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.

A development plan must include the following requirements to the satisfaction of the responsible authority:

Section 1 - Precinct wide infrastructure requirements

The precinct wide infrastructure requirements of this schedule may be prepared as a first stage of the development plan ahead of the requirements under Section 2, with the agreement of the responsible authority.

The first development plan prepared under this schedule must include the following documents prepared on a precinct wide basis to inform the preparation of a shared infrastructure plan for the precinct:

- A precinct wide Drainage / Stormwater Management Strategy, which must:
 - be prepared in consultation with the North Central Catchment Management Authority, the relevant drainage authority and affected landowners.
 - demonstrate how the strategy has been informed by, and taken into consideration, consultation with affected landowners.
 - identify the existing and ultimate drainage conditions across the precinct.
 - define the drainage catchment and sub-catchments.
 - identify any drainage infrastructure that serves only the development of a single property, such as on-site detention, water quality treatment, and local reticulation.
 - identify any shared drainage infrastructure that serves more than one property, within the catchment for that drainage infrastructure.
 - demonstrate how continued reasonable flows of water to adjacent properties will be maintained or appropriately managed.
 - identify land required for drainage infrastructure.
 - demonstrate integration with the broader drainage network and downstream systems.
 - address the staging and delivery of drainage infrastructure, including any interim arrangements.
 - be accompanied by an Integrated Water Management Assessment that must:
 - be prepared in collaboration with the relevant water supply authority.
 - demonstrate the land use, development and servicing implications of integrated water management.

- identify opportunities for water efficiency, alternative water supply and reuse, and integrated management of potable water, wastewater and stormwater.
- identify opportunities for off-site water reuse, including reuse by adjacent agricultural activities, where appropriate.
- be accompanied by 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
 - 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.
- Identify the contributions of each catchment and sub-catchments for the provision of shared drainage infrastructure
- Identify the provision of site-specific infrastructure items that are funded by developers.
- Identify any land required to facilitate the provision of the shared drainage infrastructure.
- A precinct wide Intersection and Access Strategy, which must:
 - be prepared in consultation with the Head, Transport for Victoria and affected landowners.
 - demonstrate how the strategy has been informed by, and taken into consideration, consultation with affected landowners.
 - include the following intersections and access points, which must be designed and costed in consultation with and to the satisfaction of the Head, Transport for Victoria:
 - IT2 Calder Alternative Highway / Wimmera Highway intersection (single lane roundabout treatment).
 - IT3 Calder Highway / Calder Alternative Highway intersection (signalisation).
 - IT5 Calder Highway / Allies Road intersection (signalisation).
 - AP1 Connection into the Marong Western Freight Corridor roundabout at the Wimmera Highway / Wilsons Hill Road / McCreddons Road intersection, or if the connection is required prior to the delivery of the Marong Western Freight Corridor an unsignalised intersection.
 - AP4 Connection into the Wimmera Highway unsignalised T-intersection.
 - AP5 Roundabout intersection with the Calder Alternative Highway.
 - include concept designs and costings for each intersection and access point, prepared to the satisfaction of the Head, Transport for Victoria.
 - specify the trigger point for the delivery of each intersection or access point.
 - outline any staged delivery or configuration of precinct access points.

- confirm how each property within the precinct contributes to the demand for precinct access points AP1, AP4 and AP5.
- apportion the cost of access points AP1, AP4 and AP5 100 per cent to the precinct, allocated to each property within the precinct on a share of usage basis.

Section 2 - Requirements that may be addressed on either a site specific or precinct wide basis

A development plan must include the following:

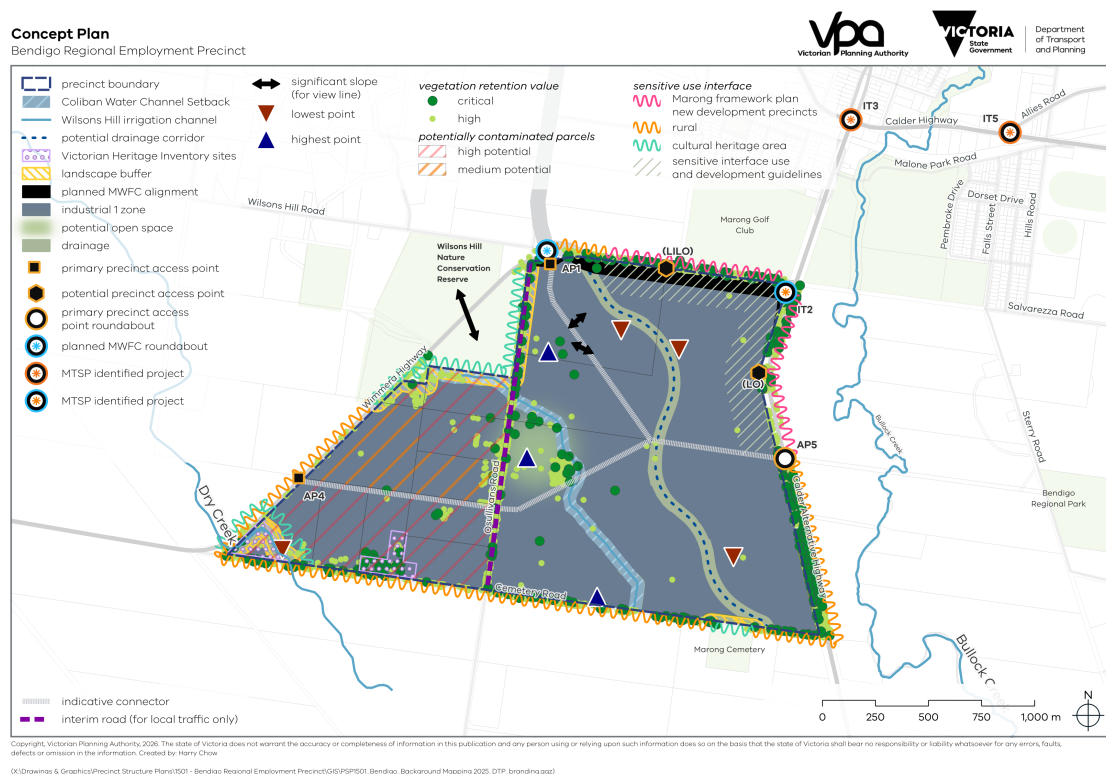
- A **Site Analysis** of the natural, cultural and strategic context of the site.
- A **Site Master Plan** that includes:
 - a plan that considers all features of Map 1, and the indicative locations of all key roads including the areas for the planned Marong Western Freight Corridor, drainage reserves, 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 Transport Impact Assessment, including:
 - public and active transport.
 - road layouts, including areas for the planned Marong Western Freight Corridor.
 - depict Osullivans Road and Cemetery Road for local access only (avoiding industrial traffic).
 - any intersection treatments and connections to the surrounding existing and planned transport network.
 - identification of land shown as having a potential risk for contamination as described in Tables 1 and 2 and 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 must identify and confirm:
 - the design and layout of any subdivision, including lot layout, road design and pedestrian and vehicular access points.
 - the staging of development.
 - management of interim bushfire hazards that occur between completed stages and land that is yet to be developed.
 - the identification of any areas to form the setback between a bushfire hazard and built form.
 - a notation that indicates which authority is responsible for managing vegetation within open space and the public realm.
 - 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, including:
 - 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.

- 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 planned Marong Western Freight Corridor and reticulated services (urban and rural water, sewerage and drainage).
 - details the layout, built form, and interface treatments including with Marong Cemetery, Wilsons Hill Bushland and Nature Conservation Reserve and Dry Creek and surrounding road and internal waterways consistent with the *Greater Bendigo Industrial Development Guidelines* (2024).
- 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/or development is completed.
 - identifies areas of new planting and planting themes, including the size of plants, 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.
 - promotes the planting of canopy trees and shading within the public realm and open space.
 - identifies details of staging and timing of all landscape works.
 - 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.
- Details of **Landscape Protection Measures**, which should include the following:
 - a landscape buffer and development setback of at least 50 metres from the Marong Cemetery, Wilsons Hill Bushland and Nature Conservation Reserve and Dry Creek. No loading bays, service yards, heavy vehicle docks or external mechanical plant may be located within this buffer.
 - where development is visible from the Marong Cemetery, a design response to identify appropriate building envelopes to ensure that the tallest building element will minimise visual impact and overshadowing and ensure a respectful interface with the Aboriginal significance of the Marong Cemetery.
 - alignment of the urban design layout to establish and provide view lines in areas shown as “significant slope (for view line)” shown on Map 1.
 - retention and protection of identified critical and high value trees shown on Map 1 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 development setbacks from existing mature vegetation on roadsides, with indigenous species to be incorporated into the landscaping of front setbacks, in accordance with the tree protection measures set out in AS 4970-2009 (Protection of Trees on Development Sites).
 - 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 and Nature Conservation Reserve that incorporates the Wilsons Hill Channel.
 - a design response to identify the opportunities for environmentally and ecological restoration within the buffer from the Wilsons Hill Bushland and Nature Conservation Reserve and Dry Creek.
 - a design response to demonstrate how potential light spill, emission, noise and waste impacts on surrounding Aboriginal and environmental sensitive places and rural living interfaces will be minimised, through measures such as building orientation, setbacks, landscaping, acoustic treatments, screening and lighting design.
 - provision of vegetation screening along the Calder Alternative Highway and northern Wimmera Highway interfaces (not within the planned 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 dominant characteristic of mature trees.
 - proposed ecological corridors.
- An **Aboriginal Cultural Heritage Strategy**, which must:
 - recognise and map Aboriginal cultural values, including any existing and potential Aboriginal cultural heritage places within the development plan area and its connection to wider cultural heritage landscapes.
 - provide recommendations for how development can respond to the recommendations of the most recent versions of any Cultural Heritage Management Plan and Cultural Values Assessment recommendations and include design responses such as interpretive signage, landscape buffer distances and interface treatments.
 - be prepared in consultation with the Dja Dja Wurrung Clans Aboriginal Corporation (DJAARA).
 - be accompanied by an assessment of impacts on tangible and intangible Aboriginal cultural heritage values, prepared by a suitably qualified heritage advisor that:
 - covers the development plan area, adjoining land and its connection to the wider cultural heritage landscape.
 - includes consultation with DJAARA.
 - records findings of ground surface surveys and site walkovers.
 - identifies cultural heritage values (including landscape cultural values of landforms, waterways and vegetation systems) for registration or further investigation.
 - is to the satisfaction of the Dja Dja Wurrung Clans Aboriginal Corporation.
 - A **Transport Impact Assessment** that includes:

- confirmation of the location, form, control mechanisms and delivery trigger for the precinct access points having regard to Map 1 and in accordance with the approved Shared Infrastructure 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 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 having regard to the engineering standards of the relevant road authority.
- 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 the precinct on the existing and future arterial road network.
- **A 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.
 - 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).
 - recommended approaches to minimise disturbance and or risks from sodic soils at the precinct scale, with consideration of:
 - proposed staging of the precinct.
 - soil management practices (including fill) with consideration of anticipated sodic and dispersive soil exposure/disturbance.
 - potential need for baseline assessment (i.e. baseline turbidity) of surface water features (where risk assessment indicates potential for impact to surface water features).
 - potential need for further soil assessment.

- A **Sensitive Use Interface and Development Guideline** to guide the preferred interface and building form for areas identified as ‘Marong framework plan new development precincts’ sensitive use interface in Map 1. Interface treatments to be considered should have regard to the *Greater Bendigo Industrial Development Guidelines* (2024).
- A **Public Infrastructure Plan** which addresses the following:
 - The findings of the shared infrastructure plan and what land may be affected or required for the provision of infrastructure works.
 - The provision, staging and timing of road works internal and external to the land consistent with the transport impact assessment and any relevant traffic report or assessment prepared in support of a permit application.
 - The detail of any infrastructure set out in the shared infrastructure plan applying to the land which is sought to be provided as “works in lieu” subject to the consent of the collecting agency.
 - The details of any interim drainage infrastructure.
 - The details of any public open space and land for waterways or drainage.
 - Any other matter relevant to the provision of public infrastructure required by the responsible authority.



Map 1 – Bendigo Regional Employment Precinct – Concept plan

Note 1: IT2 Intersection Interim Upgrade (Calder Alternative Highway / Wimmera Highway) will construct a single-lane roundabout. Marong Township Structure Plan identifies IT2 for upgrade to a four-way intersection (ultimate standard) where the delivery of the planned Marong Western Freight Corridor will construct a dual-lane roundabout.

Note 2: Drainage corridors and basins are to be determined by the precinct-wide drainage / stormwater management strategy.

GREATER BENDIGO PLANNING SCHEME

Note 3: Access Point AP1 (Wimmera Highway / Wilsons Hill Road / McCreddons Road) required prior to the delivery of the planned Marong Western Freight Corridor to be determined in consultation with and to the satisfaction of the Head, Transport for Victoria. The planned Marong Western Freight Corridor will include the construction of a five-leg roundabout at AP1 and close the existing Osullivans Road connection to the Wimmera Highway.