

# **ATTACHMENT TO AGENDA ITEM**

**Ordinary Meeting**

**17 February 2015**

**Agenda Item 9.6      Amendment C112 (Infrastructure Design Manual) -  
Consideration of Submissions**

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**Planning and Environment Act 1987**  
**GREATER SHEPPARTON PLANNING SCHEME**  
**Notice of Preparation of Amendment**  
**Amendment C112**

Greater Shepparton City Council has prepared Amendment C112 to the Greater Shepparton Planning Scheme.

The amendment applies to all land within the municipality.

The amendment proposes to give formal recognition to the Infrastructure Design Manual in the Greater Shepparton Planning Scheme.

Specifically, the amendment proposes the following changes to the Greater Shepparton Planning Scheme:

- Amend Clause 21.07 to include references to the Infrastructure Design Manual; and
- Amend Clause 21.09 to include the revised Infrastructure Design Manual, Version 4.2 (2013) as a reference document.

You may inspect the amendment, any documents that support the amendment and the explanatory report about the amendment, free of charge, at the following locations:

- during office hours, at the office of the planning authority, Greater Shepparton City Council, 90 Welsford Street, Shepparton.
- at the Department of Transport, Planning and Local Infrastructure website [www.dtpi.vic.gov.au/publicinspection](http://www.dtpi.vic.gov.au/publicinspection).
- at the Greater Shepparton City Council website [www.greatershepparton.vic.gov.au](http://www.greatershepparton.vic.gov.au).

Any person who may be affected by the amendment may make a submission to the planning authority. Submissions must be made in writing giving the submitter's name and contact address, clearly stating the grounds on which the Amendment is supported or opposed and indicating what changes (if any) the submitter wishes to make.

Name and contact details of submitters are required for Council to consider submissions and to notify such persons of the opportunity to attend Council meetings and any public hearing held to consider submissions. In accordance with the Planning and Environment Act 1987, Council must make available for inspection a copy of any submissions made.

The closing date for submissions is Monday 8 December 2014. A submission must be sent to the Greater Shepparton City Council, Locked Bag 1000, SHEPPARTON VIC 3632.

**Colin Kalms**  
**MANAGER PLANNING**







*Planning and Environment Act 1987*

## **GREATER SHEPPARTON PLANNING SCHEME**

### **AMENDMENT C112**

#### **EXPLANATORY REPORT**

##### **Who is the planning authority?**

This amendment has been prepared by Greater Shepparton City Council, which is the planning authority for this amendment.

The amendment has been made at the request of Greater Shepparton City Council.

##### **Land affected by the amendment**

The amendment applies to all land within the municipality.

##### **What the amendment does**

The proposed amendment gives formal recognition to the Infrastructure Design Manual in the Greater Shepparton Planning Scheme.

Specifically, the amendment proposes the following changes to the Greater Shepparton Planning Scheme:

- Amend Clause 21.07 to include references to the Infrastructure Design Manual; and
- Amend Clause 21.09 to include the revised Infrastructure Design Manual, Version 4.2 (2013) as a reference document.

While this amendment is proposed only for the Greater Shepparton Planning Scheme, the impacts of this amendment are considered to have greater implications on other planning schemes throughout the state. This proposed amendment to implement the Infrastructure Design Manual into the Greater Shepparton Planning Scheme will be the basis for other planning authorities throughout the state to implement the IDM into their respective planning schemes.

##### **Strategic assessment of the amendment**

##### **Why is the amendment required?**

The amendment is required to provide formal recognition of the Infrastructure Design Manual (IDM) in the Greater Shepparton Planning Scheme. This will be done by including a revised version of the IDM as a reference document at Clause 21.09 of the Greater Shepparton Planning Scheme and including references to the document at Clause 21.07 (Infrastructure) of the planning scheme.

The IDM is currently utilised by almost 40 Councils across Victoria, despite not being included in the planning scheme of most Councils.



The IDM is designed to clearly document and standardise Councils' requirements for the design and development of municipal infrastructure. It also aims to expedite Councils' engineering approvals and ensure that minimum design criteria are met in regard to the design and construction of municipal infrastructure regardless of whether it is constructed by a Council or a developer.

Incorporating the revised IDM into the planning scheme will enable a more consistent approach to the provision of infrastructure throughout all areas of the municipality.

### **How does the amendment implement the objectives of planning in Victoria?**

The proposed amendment will implement objectives (a) and (e) of planning in Victoria by providing comprehensive infrastructure design criteria that will ensure that development occurs in a fair, orderly, economic and sustainable way. It will also ensure appropriate infrastructure is provided to future development to the benefit of the community.

### **How does the amendment address any environmental, social and economic effects?**

#### *Environmental effects*

The amendment will have positive environmental effects. The IDM provides design criteria for future development to ensure that development does not impact negatively on the environment and is undertaken in an environmentally sustainable manner.

#### *Social effects*

The IDM is designed to clearly document and standardise Council's requirements for the design and development of municipal infrastructure. It also aims to expedite Council's engineering approvals and ensure that minimum design criteria are met in regard to the design and construction of municipal infrastructure. Furthermore, Councils and developers are able to more accurately determine feasibility of developments. The social effects of this amendment are considered to be beneficial to both Council and the community.

#### *Economic effects*

The inclusion of the revised IDM in the planning scheme will provide certainty around the requirements for the provision of infrastructure. This will improve efficiency in planning processes and lead to a reduction in financial implications and greater surety at development stage. The proposed amendment is considered to have significant economic benefit to Council and the community.

### **Does the amendment address relevant bushfire risk?**

The amendment meets the objectives, and gives effect to the strategies which address the risk to life as a priority, property, community infrastructure and the natural environment from bushfire in the State Planning Policy Framework (Clause 13.05-1) as the IDM seeks the implementation and construction of infrastructure appropriate to the development site.

During the exhibition period, the Country Fire Authority, as a relevant referral authority will be notified of the amendment.





**Does the amendment comply with the requirements of any Minister's Direction applicable to the amendment?**

The amendment complies with Ministerial Direction No 11 – Strategic Assessments of Amendments as detailed in this explanatory report.

The amendment is also consistent with the Ministerial Direction on the Form and Content of Planning Schemes under section 7(5) of the Act.

**How does the amendment support or implement the State Planning Policy Framework and any adopted State policy?**

The proposed amendment does not conflict with the *Hume Regional Growth Plan*. The objective of Clause 11.10-4 (*Infrastructure*) is 'to improve people and freight movements and plan strategically for future infrastructure needs'. Proposed Amendment C112 supports this clause by implementing the IDM, which is designed to clearly document and standardise Councils' requirements for the design and development of municipal infrastructure. It also aims to expedite Councils' engineering approvals and ensure that minimum design criteria are met in regard to the design and construction of municipal infrastructure regardless of whether it is constructed by a Council or a developer. Incorporating the revised IDM into the planning scheme will enable a more consistent approach to the provision of infrastructure throughout all areas of the municipality.

The Amendment will also support the following State Planning Policies:

*Clause 13.02-1 (Floodplain management)* contains the following objective:

- *To assist the protection of:*
  - *Life, property and community infrastructure from flood hazard.*
  - *The natural flood carrying capacity of rivers, streams and floodways.*
  - *The flood storage function of floodplains and waterways.*
  - *Floodplain areas of environmental significance or of importance to river health.*

This objective aims to avoid intensifying the impacts of flooding through inappropriately located uses and developments. The IDM provides design criteria for development within floodplains.

*Clause 15.01-03 (Neighbourhood and subdivision design)* contains the following objective:

- *To ensure the design of subdivisions achieves attractive, liveable, walkable, cyclable, diverse and sustainable neighbourhoods.*

The IDM provides a consistent approach to ensure the design of subdivisions achieves attractive, liveable, walkable, cyclable, diverse and sustainable neighbourhoods.

*Clause 16 (Housing)* states that:

- *Planning should provide for housing diversity, and ensure the efficient provision of supporting infrastructure.*



- *New housing should have access to services and be planned for long term sustainability, including walkability to activity centres, public transport, schools and open space.*
- *Planning for housing should include providing land for affordable housing which requires the efficient provision of supporting infrastructure associated with future housing.*

This clause includes objectives and strategies relating to the provision of housing. The IDM provides a useful policy for the provision of consistent housing infrastructure including access, walkability public transport and roads.

*Clause 18 (Transport) states that:*

- *Planning should ensure an integrated and sustainable transport system that provides access to social and economic opportunities, facilitates economic prosperity, contributes to environmental sustainability, coordinates reliable movements of people and goods, and is safe*

The amendment gives effect to long-term strategic direction for the transport and access network throughout new development within the municipality to require a consistent approach to the provision and development of new transport and access related infrastructure.

*Clause 19 (Infrastructure) states that:*

- *Planning for development of social and physical infrastructure should enable it to be provided in a way that is efficient, equitable, accessible and timely.*
- *Planning is to recognise social needs by providing land for a range of accessible community resources, such as education, cultural, health and community support (mental health, aged care, disability, youth and family services) facilities.*
- *Growth and redevelopment of settlements should be planned in a manner that allows for the logical and efficient provision and maintenance of infrastructure, including the setting aside of land for the construction of future transport routes.*
- *Strategic planning should facilitate efficient use of existing infrastructure and human services. Providers of infrastructure, whether public or private bodies, are to be guided by planning policies and should assist strategic land use planning.*
- *Planning authorities are to consider the use of development contributions (levies) in the funding of infrastructure.*

The amendment will give effect to these policies by providing a framework for future investigations into the consistent provision of infrastructure to be consistent with the requirements of this clause.

### **How does the amendment support or implement the Local Planning Policy Framework, and specifically the Municipal Strategic Statement?**

*Clause 21.03 (Vision, sustainability principles and strategic directions) contains the following principle:*

- *The provision and re-structure of urban and rural infrastructure to enhance the performance of the municipality and facilitate growth.*



The inclusion of the revised IDM at Clause 21.09 (Reference Documents) will ensure that the objectives and principles for the provision and restructure of urban and rural infrastructure can be undertaken in a manner that enhances the performance of the municipality and facilitates growth.

*Clause 21.05-2 (Floodplain and drainage management)* contains the following objective:

- *To recognise the constraints of the floodplain on the use and development of land*

The IDM recognises the constraints of floodplains and the impacts on development as well as the provision of infrastructure in these areas.

*Clause 21.07 (Infrastructure)*, states:

- *The Council encourages a high standard of infrastructure provision for new development in accordance with the Infrastructure Design Manual which in some cases requires a higher standard to be achieved outlines future planning for infrastructure in the municipality.*

It has been identified at Clause 21.07 (Infrastructure) that infrastructure works should be carried out in accordance with the IDM. Inclusion of the revised IDM as a reference document in the planning scheme will ensure that infrastructure requirements are consistent throughout the municipality.

#### **Does the amendment make proper use of the Victoria Planning Provisions?**

The amendment is consistent with the Victoria Planning Provisions. Amending Clause 21.07 (Infrastructure) is the most appropriate mechanism to implement the IDM. The amended clause will provide support for infrastructure design requirements for future developments.

The inclusion of the revised IDM as a reference document at Clause 21.09 will enable the manual to be monitored and reviewed to ensure the requirements of the IDM are meeting current practices/requirements.

It was the view of the former Department of Planning and Community Development (now Department of Transport, Planning and Local Infrastructure) that the inclusion of the IDM as a reference document in the planning scheme as well as some minor changes to local policy would be sufficient for the successful implementation of the manual.

#### **How does the amendment address the views of any relevant agency?**

Through the preparation and revisions of the IDM, extensive consultation has occurred with the relevant agencies. Furthermore, this amendment will be sent to the relevant referral authorities for their comment during the exhibition stage.

#### **Does the amendment address relevant requirements of the Transport Integration Act 2010?**

The purpose of the *Transport Integration Act 2010* is to create a new framework for the provision of an integrated and sustainable transport system in Victoria. The vision statement recognises the aspirations of Victorians for an integrated and sustainable transport system that contributes to an inclusive, prosperous and environmentally responsible state.



The objectives of the *Transport Integration Act 2010* relate to social and economic inclusion, economic prosperity, environmental sustainability, integration of transport and land use, efficiency, coordination and reliability, and safety and health and wellbeing.

The IDM provides for a consistent approach to the provision of infrastructure. While the increases in traffic volumes and the impact on the transport network are able to be assessed individually as part of the statutory planning process, it is considered that this amendment provides a useful consistent tool for the ongoing management of the transport network.

The Minister has not prepared any statements of policy principles under Section 22 of the *Transport Integration Act 2010*, therefore no such statements are applicable to this amendment.

### **Resource and administrative costs**

- **What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?**

The amendment is expected to have minimal impact on the resource and administrative costs of the responsible authority.

### **Where you may inspect this Amendment**

The amendment is available for public inspection, free of charge, during office hours at the Greater Shepparton City Council Offices, 90 Welsford Street, Shepparton.

The amendment can also be inspected free of charge at:

- the Department of Transport, Planning, and Local Infrastructure website at <http://www.dpcd.vic.gov.au/planning/publicinspection>; and
- the Greater Shepparton City Council website at [www.greatershepparton.com.au](http://www.greatershepparton.com.au).

### **Submissions**

Any person who may be affected by the amendment may make a submission to the planning authority. Submissions about the amendment must be received by 8 December 2014.

A submission must be sent to: Greater Shepparton City Council  
Locked Bag 1000  
SHEPPARTON VIC 3632

### **Panel hearing dates**

In accordance with clause 4(2) of Ministerial Direction No.15 the following panel hearing dates have been set for this amendment:

- directions hearing: 23 February 2015
- panel hearing: 16 March 2015





## GREATER SHEPPARTON PLANNING SCHEME

**21.07 INFRASTRUCTURE**23/07/2009  
C108Propos  
ed C112**21.07-1**23/07/2009  
C108Prop  
osed C112**Transport**

The development and maintenance of safe and efficient traffic and transport systems throughout the municipality is a priority. Key initiatives requiring implementation include:

- Provision of demand orientated public transport to remote locations, especially for community services;
- Fast train link to Melbourne;
- The development of a second river crossing;
- The development of the freight logistics centre (inland port) and associated freeway access;
- The potential relocation of the Shepparton aerodrome but only following detailed feasibility investigations in the demand for air services, the capacity of the existing facility, and potential locations for a new facility. This issue becomes more critical as the southern growth corridor develops, with implications for adjacent land use;
- The development of an integrated road network for general road users which seeks to minimise intrusion to the local road networks and the central Shepparton area;
- The development of the Goulburn Valley Highway-Shepparton Bypass;
- Linkages between the Goulburn Valley Highway-Shepparton Bypass and the surrounding arterial road network in order to reduce traffic intrusion to the central shopping areas; and
- An integrated transport network to better link road and rail freight which will work to reduce freight traffic intrusion to the central Shepparton and Mooroopna areas.
- The encouragement of bicycle facilities and infrastructure in accordance with the draft Greater Shepparton Bicycle Strategy.
- Road widening where required, particularly in areas where traffic is likely to increase as a result of the Goulburn Valley Highway-Shepparton Bypass.
- The planning of freeways and highways and the planning and control of land use and development in the areas through which they pass should be coordinated and integrated especially on the Goulburn Valley Highway.
- Planning for car parking is important for the continuing development of Shepparton's business and retail sector.
- In order to help facilitate public car parks, it is proposed to implement a cash-in-lieu contribution scheme whereby contributions for unmet parking requirements can be used to acquire land for car parking and to develop and improve car parks to support the consolidation and growth of the CBD.
- Council has prepared the Shepparton Central Business District Parking Precinct Plan 2003 to guide future decisions in relation to parking in the town centre, particularly in making provision for cash-in-lieu contributions.

**Objectives - Transport**

- To ensure the safety and efficient functioning of the roads for a variety of users.
- To maintain air services to and from Shepparton.
- To ensure new developments incorporate appropriate bicycle infrastructure.
- To ensure parking that meets the demand and supply requirements of the CBD.



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- To ensure that adequate parking is provided for all new uses and developments.
- To ensure that the use and development of land does not prejudice the levels of service, safety and amenity of the Goulburn Valley Highway.
  - To minimise any adverse effects of noise from traffic using the Goulburn Valley Highway.
- To ensure that new development complies with the Infrastructure Design Manual.

**Strategies - Transport**

- Encourage the early development of the Goulburn Valley Highway-Shepparton Bypass in particular the northern river crossing as a first stage.
- Promote integrated road network connections with the Goulburn Valley Highway-Shepparton Bypass to reduce intrusion of traffic to the central Shepparton and Mooroopna areas.
- Promote the freight logistics centre (inland port) to provide for the efficient handling and distribution of local produce via the rail and arterial road network.
- Investigate the feasibility of relocating the airport.
- If feasible, identify a possible new site outside the urban growth boundary for the Shepparton Aerodrome with the following attributes:
  - flight paths not to impact upon the future residential areas,
  - access to Shepparton city and the by-pass, flood free and on land with poorer soils, and
  - not constrained by overhead infrastructure.
- Provide for the continued operation of the airport facility while the feasibility of relocating to a new site is identified.
- Recognise that residential growth toward the current airfield may be constrained by the current location of the Aerodrome.
- Support the preferred uses of residential/commercial at the Aerodrome site, in the event of its relocation.
- Ensure road reservation widths accommodate bicycle lanes on appropriate routes.
- Support new facilities such as community centres, neighbourhood centres, sporting facilities, entertainment, and health services to be located in proximity to public transport routes and/or bicycle paths.
- Provide for efficient and safe pedestrian and cycle movements within existing and new developments and in the CBD area.
- Encourage the development of a ring road around the Shepparton-Mooroopna area to reduce traffic intrusion linking the Shepparton Alternate Route, the Midland Highway and the Goulburn Valley Highway-Shepparton Bypass.
- Ensure development contributions for new developments address transport infrastructure needs.
- Avoid new access to the Goulburn Valley highway and minimise direct access by providing access through the local road system or service road if possible (22.03).
- Require an application for a noise sensitive use and development (including subdivision) to be accompanied by a report by a qualified acoustic consultant outlining the necessary noise control measures which should be undertaken. (22.03)
- Ensure that parking associated with non-business uses in or adjacent to the CBD does not impact upon on-street parking related to business or for CBD activities.



## GREATER SHEPPARTON PLANNING SCHEME

**21.07-2**23/07/2009  
C10RProp  
osed C112**Urban And Rural Services**

The following is an overview of the key urban and rural infrastructure provision issues for communities throughout Greater Shepparton.

- The impact of growth and subsequent augmentation requirements of water supply infrastructure have been determined.
- Shepparton, Mooroopna, Tatura, Murchison and Merrigum all have reticulated sewerage services managed by Goulburn Valley Water and there are no proposals to provide this service to any other community within the next 10 years.
- Goulburn Valley Regional Waste Management anticipates that within the next 20 years technology may change the way we are currently treating and managing waste with government regulations expected to limit the amount of waste going to landfill with greater emphasis on recycling and green waste reuse.
- All new developments must incorporate water sensitive urban design principles and developers must consider stormwater quality, include erosion and sediment control plans in accordance with the Best Practice Environmental Management Guidelines for Urban Stormwater.
- Shepparton, Mooroopna, Tatura and Merrigum have natural gas reticulation supply and there are no plans for natural gas extension to other townships in the municipality.
- Goulburn Murray Water is responsible for the supply and distribution of irrigation water for rural use and the long term operational goal for the organisation is to continue to deliver water as efficiently as possible with the minimum amount of cost. Automation of channel structures has been introduced to the channel network system and replacement of open channels with pipelines will be ongoing.
- There is a need to ensure that new development provides physical and community infrastructure through development contributions plans or pre-development agreements as part of development plans.
- There is a need to implement the infrastructure and development contributions of the Greater Shepparton Bicycle Strategy.
- The Council encourages a high standard of infrastructure provision for new development in accordance with the Infrastructure Design Manual which in some cases requires a higher standard to be achieved.

***Objectives - Urban and rural services***

- To ensure that waste management facilities are protected from the encroachment of unsuitable development.
- To ensure a continued supply of high quality water for urban and rural use.
- To protect irrigation infrastructure from urban development.
- To provide telecommunications facilities available to all areas of the municipality.
- To discourage the use of the rural drainage network to facilitate urban or industrial expansion.
- To ensure that new development complies with the Infrastructure Design Manual.

***Strategies - Urban and Rural Services***

- Ensure new developments are connected to reticulated services or have provision for adequate on-site disposal with no adverse impacts on nearby watercourses.
- Provide cost efficient physical and social infrastructure to support growth.



## GREATER SHEPPARTON PLANNING SCHEME

- Establish appropriate buffer distances around existing waste water facilities to protect them from encroachment of unsuitable uses.
- Protect the water supply catchment within the municipality.
- Protect landfill sites from encroachment by inappropriate development.
- Ensure that development contributions plans are prepared for all growth areas or that a 'pre-development' agreement for the provision of infrastructure and community services is in place.
- Support an efficient water supply and distribution system throughout the rural areas in accordance with the Regional Catchment Strategy.
- Require developers to provide a Land Capability Assessment where sewer is not available.

**21.07-3**

23/07/2009  
C106Prep  
oscd C112

**Urban Stormwater Management**

The following is an overview of the urban stormwater management issues for communities throughout Greater Shepparton.

- Council is committed to progressing principles of environmental sustainability, and effective stormwater management forms a key component of this objective.
- The *Greater Shepparton Stormwater Management Plan (2003) (GSSMP)* identified the municipality's waterways as being valuable assets, providing important ecological habitats, attractive recreational areas and in some instances contain sites of cultural significance and serve to enhance property values.
- However, urban areas within the municipality can have an impact on water quality and the values of the waterways. The *GSSMP* is relevant to the urban areas including residential areas, industrial and commercial land use activities, and open space areas.
- Utilising existing irrigation drainage infrastructure for urban development should be considered secondary to the implementation of urban stormwater drainage systems.

***Objectives - Urban stormwater management***

- To maintain and enhance stormwater quality throughout the municipality.
- To ensure that new development complies with the Infrastructure Design Manual, Version 4.2, 2013.

***Strategies - Urban Stormwater management***

- Incorporate best practice measures such as those contained in the Greater Shepparton Stormwater Management Plan and the Urban Stormwater Best Practice Management Guidelines into the design of new developments.
- Minimise off site discharge of stormwater through the use of porous pavements, on-site collection, water conservation and re-use.
- Provide stormwater management infrastructure at the time of development.

**21.07-4 Infrastructure Design**

The design, management and delivery of infrastructure is a key issue for Council. Standardised infrastructure design requirements provide the opportunity to significantly improve the efficiency of developing and assessing infrastructure design proposals. The Infrastructure Design Manual (IDM) has been developed by regional Councils and will be used to provide consultants and developers with Council preferred requirements in respect to planning and infrastructure needs.





## GREATER SHEPPARTON PLANNING SCHEME

The efficient delivery of infrastructure is a fundamental element in providing affordable and diverse housing, generating economic growth and ultimately in managing the Municipality in a sustainable manner.

The benefits of implementing the Infrastructure Design Manual include:

- Consistent requirements for consultants and developers who work across municipal boundaries.
- Clearer requirements which lead to applications of improved quality being received by Council
- A more efficient approval processes due to the completeness of information being submitted.
- A reduction in the likelihood of costly re designs at a later stage.
- The sharing of ideas and practices which will assist in a consistent and best practice approach.
- Potential costs savings for Councils', developers and industry.

Council encourages all new development to be supported by infrastructure of a high standard. As part of a consistent approach to standardise and improve infrastructure design and construction standards across regional Victoria, Council has adopted the IDM as its preferred engineering design standards.

The Manual specifies design criteria which should be considered in regard to the planning, design and construction of infrastructure with the Municipality. The 'Manual' includes engineering standards for the design and construction of (among other things) roads, drainage, stormwater, car parking, landscaping, mobility, access and intersection infrastructure.

The Manual should also be applied to the development of and assessment of Precinct Structure Plans and development plans.

Specifically, planning proposals which are subject to the provisions of Clause 56 of this Planning Scheme should have regard to the IDM. Council will use the IDM, including its standard conditions and standard drawings to assist in the assessment of residential subdivision proposals received under Clause 56 of this Planning Scheme.

**Objectives - Infrastructure Design**

- To provide clear and consistent guidelines in regional Victoria for developers regarding engineering standards for precinct structure plans, development plans, residential subdivision and development.
- To ensure that new development complies with the Infrastructure Design Manual, Version 4.2, 2013.

**Strategies - Infrastructure Design**

- Encourage new subdivision and development to be designed having regard to the objectives and requirements of the Infrastructure Design Manual.
- Encourage a consistent standard of construction of infrastructure across the Municipality.
- Encourage a consistent approach to the design of infrastructure across the Municipality.
- Encourage an integrated and streamlined approach to the planning and engineering assessment of new subdivision and development.
- **Encourage new subdivision and development to be responsive to township character.**
- **Encourage a diversity of streetscape outcomes and successful street tree planting.**



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*Policy Guidelines – Infrastructure Design*

When considering a precinct structure plan, development plan or an application for development or subdivision Council will be guided by the following:

**General**

- Ensure new development is in accordance with the Infrastructure Design Manual, approved Precinct Structure Plan or Development Plan.
- Apply the standard conditions specified in the Infrastructure Design Manual where no other standards are proposed within a Precinct Structure Plan or Development Plan.
- Ensure new development considers existing township character and supports or improves this through the design of infrastructure, particularly in the layout and form of roads and streets.

**Roads and Access**

- Ensure that the design and construction of roads meets or exceeds the requirements of VicRoads, Rescode and Australian Standards.
- Discourage access lanes as defined by Rescode.
- Identify provision for buses, bicycles and pedestrians at the design stage.
- Ensure that all collector roads include dedicated or shared bike paths and are designed as bus routes.
- Ensure pedestrian and bike paths are located along streets fronted by dwellings.
- Ensure design makes provision for emergency service vehicles, waste and recycling collection vehicles.
- Ensure that car parking is provided of sufficient number and standard that services residents, visitors, staff, customers, service vehicles and other users.
- Ensure landscape treatments and surface materials enhance the neighbourhood character of the development and integrate with adjoining areas.
- Ensure the design of new streets considers the design and layout of existing streets that provide character to existing township areas.
- Ensure a diversity of streetscape outcomes is achieved.
- Ensure the design of streets includes regular street tree planting wherever possible.

**Drainage and Stormwater**

- Identify the manner in which the quantity and quality of stormwater is managed for any catchment in which the development occurs or drainage infrastructure works take place.
- Ensure that staged construction methods are planned to meet the immediate, medium term and ultimate pavement and drainage design requirements.
- Require a Drainage Strategy Plan as part of the subdivision application process.
- Ensure that development does not cause or aggravate flooding of other properties by filling land or undertaking other flood diversion works.
- Ensure that buildings are located on a natural surface above the 1% flood level or on
- Ensure that earthworks and lot filling works do not result in erosion, dust, mud or debris
- Limit the number of retardation basins servicing an area to reduce Council's future



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- Ensure that the design and management of stormwater run off is consistent with the local adopted Stormwater Management Plan.
- Collect and control all storm waters generated within the subdivision or development.
- Provide an effective outlet for all collect storm waters, from the subdivision or development to a natural watercourse, water authority drain or approved outfall.
- Incorporate stormwater treatment and litter traps into the retardation basin design where practical.

Health and Wellbeing

- Ensure that adequate and useable open space is provided in all precinct structure plans, development plans or subdivision.
- Ensure that open space areas and facilities are provided in locations that maximise accessibility for all users.
- Ensure that open space provision is in accordance with an approved open space strategy and forms part of an integrated open space network.

Where a Precinct Structure Plan (PSP) has been approved, the design of streets and other infrastructure is to be informed by any guidance provided by the PSP.

The Infrastructure Design Manual is used extensively throughout the municipality and provides a number of benefits to Council and developers in terms of infrastructure requirements throughout the municipality.

**21.07-45**

23/07/2009  
C108

**Strategic Work Program***Undertaking further strategic work - Infrastructure*

- Develop a statutory plan for the Shepparton Alternate Route.
- Develop a parking precinct plan for the CBD to establish a set of appropriate rates for the future provision of parking in the CBD, including cash-in-lieu contributions as part of major developments where there is an identified need.
- Prepare a strategy for future use of remnant parcels of land created by the construction of the Goulburn Valley Highway-Shepparton Bypass.
- Undertake a traffic study investigating the options for the development of a north-south arterial road network to comprise Archer Street, Lockwood Road, Andrew Fairly Avenue, Hawdon Street and Verney Road to complement the current north-south arterial road network.
- Provide for the future expansions of the Cosgrove landfill site by identifying a Public Acquisition Overlay.
- Provide for a Murchison waste transfer station site north of Murchison by identifying a Public Acquisition Overlay.
- Prepare stormwater management plans all major subdivisions and building construction sites of greater than 1,000 sqm.
- Develop a Transport Strategy for the Shepparton CBD to allow safe and efficient movement for all users, including pedestrians.
- Investigate the feasibility of, and the site and location requirements for, a relocated regional airfield.
- Undertake a feasibility analysis of a rail link to the freight centre (inland port).
- Investigation of a rail bypass around the Shepparton town centre, along a similar route to the Goulburn Valley Highway-Shepparton Bypass.



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- Support and encourage the investigation of a fast train link.
- Facilitate the extension of natural gas to remote townships, through continued liaison with power servicing authorities.
- Ensure new developments cater for telecommunications infrastructure.





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**21.09 REFERENCE DOCUMENTS**03/10/2013  
Proposed C112**SETTLEMENT**

*Encouraging Arts in the Community*, City of Greater Shepparton  
*Greater Shepparton 2030 Strategic Report Strategy Plan 2005*  
*Greater Shepparton Housing Strategy*, David Lock Associates, 2011  
*Infrastructure Design Manual*, Shire of Campaspe, City of Greater Bendigo, Greater Shepparton City Council  
*Mooroopna West Growth Corridor Structure Plan*, Maunsell Australia, January 2013  
*Recreation and Open Space Strategy*, City of Greater Shepparton, 1998  
*Shepparton Tertiary Education Precinct*, 2004  
*South Shepparton Community Infrastructure Needs Assessment 2011*  
*Technical Notes – Urban Design Specifications*, City of Greater Shepparton  
*Urban Design Framework*, City of Greater Shepparton, March 1999  
*Urban Design Framework – Shepparton North and South Business Areas*

**ENVIRONMENT**

*Best Policy and Practice Guidelines for Dryland Irrigation in Dryland Catchments*, Goulburn Broken Catchment Management Authority, 2001  
*Biodiversity Map*, Department of Natural Resources and Environment  
*Catchment and Land Protection Act*, 1994  
*'City of Greater Shepparton Heritage Study Stage Two'*, Allom Lovell and Associates, 2003  
*Crown Land Standard Planning Permit Conditions*, DSE 2003  
*Draft Goulburn Broken Catchment Water Quality Strategy*, Goulburn Broken Catchment Management Authority, 2003  
*Floodplain Management Guidelines for Whole Farm Plans*, Goulburn Broken CMA  
*Goulburn Broken Catchment Management Authority By Law 1 Waterways Protection*  
*Goulburn Broken Catchment Strategy*, Goulburn Broken CMA, 2003  
*Goulburn Broken Catchment Vegetation Management Strategy*, Goulburn Broken CMA  
*Goulburn Broken Nutrient Management Strategy*, Goulburn Broken CMA  
*Goulburn Broken Regional Floodplain Management Strategy*, Goulburn Broken CMA 2002  
*Heritage Rivers Act 1992*  
*Greater Shepparton Heritage Study Stage IIB*, Heritage Concepts, May 2013  
*Land Capability Assessment for Onsite Domestic Wastewater Management*, EPA Publication 746.1, 2003  
*Protection of Water Quality Guidelines*, North East Planning Referral Group, 2001  
*Review of Buffer Distances Surrounding Wastewater Management Facilities*, 2002, undertaken by Urban and Regional Planning for Goulburn Valley Water  
*Septic Tanks Code of Practice*, EPA publication 891, 2003  
*Shepparton Floodplain Management Plan*, Greater Shepparton City Council, 2002  
*Shepparton Irrigation Region Land and Water Salinity Management Plan*, Department of Natural Resources and Environment, 1989 and 1995 review  
*Shepparton Irrigation Region Surface Drainage Strategy*, Goulburn Murray Water, June 1995  
*Victoria's Biodiversity – Directions in Management*, DNRE 1997  
*Victoria River Health Strategy*, DNRE, 2002



## GREATER SHEPPARTON PLANNING SCHEME

*Water (Irrigation Farm Dams) Act, 2002*

**ECONOMIC DEVELOPMENT**

*Campaspe, Greater Shepparton and Moira Regional Rural Land Use Strategy, 2008*

*Earthworks Controls in the Shepparton Irrigation Region – Discussion and Options Paper, August 2010*

*Goulburn Murray Waters Regional Tourism Plan, Tourism Victoria, 1997*

*Goulburn Valley Freight Logistics Centre Study, Freight Logistics Bureau*

*Greater Shepparton - Australia's Taste Sensation, Shepparton Tourism Plan, City of Greater Shepparton, July 1997*

*Greater Shepparton Planning Scheme Strategic Review of Tatura Industrial Land, Keaney Planning, June 2011*

*Greater Shepparton Regional Rural Land Use Strategy Issues Paper, 2009*

*Industrial Development Guidelines, City of Greater Shepparton, December 1998*

*Interim Guidelines for Irrigation Development in the Goulburn Murray Region (Version 4), Goulburn Murray Water, 17 November 1998*

*Shepparton Landscape and Urban Design Framework, City of Greater Shepparton, March 1997*

*Shepparton North and South Growth Corridors, Outline Development Plan, Coomes Consulting Group P/L, July 2003*

*Shepparton Region Industrial Development Strategy, Shepparton-Kyabram-Rodney Development Corporation, December 1994*

**INFRASTRUCTURE**

*Community Surface Drainage Schemes – Guidelines for Design, Community Surface Drainage Co-ordinating Committee, March 1997*

*Greater Shepparton Bicycle Strategy Review, PBAI Australia, 2006*

*Infrastructure Design Manual, Version 4.2, IDMI Board, 2013*

*Municipal Transport Plan, City of Greater Shepparton, December 1998*

*Regional Waste Management Plan, Goulburn Valley Regional Waste Management Group, July 1998*

*Roadside Management Plan, City of Greater Shepparton, 1999*

*Shepparton Bypass Planning Study Report, Ove Arup & Partners, 1998*

*Significant Drainage Lines Map series, Goulburn Murray Water and Goulburn Broken Catchment Management Authority, July 1998*

*Surface Drainage Feasibility Study, Guilfus Congupna Community Drainage Group, December 1992*



*Planning and Environment Act 1987*

**GREATER SHEPPARTON PLANNING SCHEME**

**AMENDMENT C112**

**INSTRUCTION SHEET**

The planning authority for this amendment is Greater Shepparton City Council.

The Greater Shepparton Planning Scheme is amended as follows:

**Planning Scheme Ordinance**

The Planning Scheme Ordinance is amended as follows:

1. In Local Planning Policy Framework – replace Clause 21.07 with a new Clause 21.07 in the form of the attached document.
2. In Local Planning Policy Framework – replace Clause 21.09 with a new Clause 21.09 in the form of the attached document.

End of document







### Amendment C112 (IDM) Submissions Recorder

Sub No.	Title	First Name	Last Name	Organisation	Content of Submission	Recommendation
1	Ms	Clare	Kiehy	EPA Victoria	No objection	No action required
2	Mr	Nick	Vlahandreas	Alpine Shire Council	No objection	No action required
3	Mr	Guy	Tierney	GBCMA	No objection	No action required
4	Ms	Natalie	Reiter	City of Ballarat	No objection	No action required
5	Mr	Neil	Repacholi	GM Water	No objection	No action required
6	Mr	James	McNully	Shire of Campaspe	No objection	No action required
7	Mr	David	Payes	Urban Development Institute of Australia (Victoria)	<b>OBJECTION</b>	Refer to Panel/Advisory Committee
8	Mr	Jonathan	Griffin	Local Government Infrastructure Design Assoc	No Objection	No action required
9	Mr	Stuart	Redman	VicRoads	<b>OBJECTION</b>	Make changes
10	Mr	Adam	Dunn	East Gippsland Catchment Management Authority	No objection	No action required
11	Mr	Adam	Dunn	West Gippsland Catchment Management Authority	No objection	No action required
12	Mr	Matt	Berry	Glenside Shire Council	No objection	No action required
13	Mr	Gareth	Halely	Municipal Association of Victoria	No objection but with recommendations	Make changes/consider recommendations
14	Mr	Mike	Herron	Housing Industry Association Ltd	<b>OBJECTION</b>	Refer to Panel/Advisory Committee
15	Ms	Carmel	ODwyer	Department of Environment & Primary Industries - Hume Region	No objection	No action required
16	Mr	Tim	Peggie	Metropolitan Planning Authority	No objection but with recommendations	Make changes/consider recommendations
17	Mr	Blaithin	Butler	Colac Otway Shire	No objection but with recommendations	Make changes/consider recommendations
18	Ms	Kate	Nelson	East Gippsland Shire Council	No objection but with recommendations	Make changes/consider recommendations
19	Mr	Scott	Sibly	Baw Baw Shire Council	No objection	No action required
20	late	Ms	Shannon	Bass Coast Shire Council	No objection but with recommendations	Make changes/consider recommendations
21	late	Mr	Barry	Rural City of Wangaratta	No objection but with recommendations	Make changes/consider recommendations
22	late	Mr	Jeremy	Spire	No objection but with recommendations	Make changes/consider recommendations
23	late	Ms	Emma	City of Greater Bendigo	No objection but with recommendations	Make changes/consider recommendations
24	late	Ms	Lisa	Moorabool Shire Council	No objection	No action required
25	late	Mr	Barry	Wellington Shire Council	No objection	No action required
26	late	Mr	Darren	CFA North East Region	No objection but with recommendations	Make changes/consider recommendations
27	late	Ms	Amanda	Department of Environment & Primary Industries - Bendigo	No objections but with recommendations	Make changes/consider recommendations
28	late	Ms	Emma	Shire of Strathbogie	No objection	No action required
29	late	Mr	Richard	Public Transport Victoria	No objections but with recommendations	Make changes/consider recommendations
30	late	Mr	Peter	City of Greater Geelong	No objections	No action required