

<p>PLANNING PERMIT</p> <p>GRANTED UNDER DIVISION 5 OF PART 4 OF THE PLANNING AND ENVIRONMENT ACT 1987</p>	<p>Permit No: 116/06</p> <p>Planning Scheme: CENTRAL GOLDFIELDS PLANNING SCHEME</p> <p>Responsible Authority: CENTRAL GOLDFIELDS SHIRE COUNCIL</p>
<p>ADDRESS OF THE LAND:</p>	<p>The former Maryborough Knitting Mills site and other land being:</p> <ul style="list-style-type: none"> • land on the south-west side of Tuaggra Street extending south-west between Burke Street (No's 92-96) • Burns Street including house No's 57 & 59 Burns Street, • Road reserves of Tuaggra, Burns and Burke Streets, and • Drainage Reserve.
<p>THE PERMIT ALLOWS:</p>	<p>Building and works for the purpose of a retail development comprising:</p> <ul style="list-style-type: none"> • Supermarket; • Department store; • Eight (8) specialty shops; • Associated road works, access drives, car parking, landscaping, loading & unloading facilities; and • Demolition of existing factory buildings (except the historic MKM chimney) and two (2) houses. <p>Building and works for the purpose of on-street car parking along the frontages of Burns Street and Burke Street as indicated on the endorsed plans.</p>

THE FOLLOWING CONDITIONS APPLY TO THIS PERMIT:

Council:

1. The use and/or development must be in accordance with the endorsed plan and information submitted with and forming part of this permit, and shall not be altered or modified without the further consent of the Responsible Authority.
2. Once the development has started it must be continued and completed to the satisfaction of the Responsible Authority.

This permit will expire if one of the following circumstances applies:

- a. The development is not started within one year of the date of the permit.
- b. The development is not completed within two years of the date of the permit.

The responsible authority may extend the periods referred to if a request is made in writing before the permit expires, or within three months afterwards.

Roadworks:

3. Pedestrian and road works as shown on the endorsed plans, are to be undertaken and completed to the requirements and specifications of the Responsible Authority and VicRoads (where applicable), at the cost of the permit holder before the retail development commences trading:
 - A roundabout at the Tuaggra Street and Burns Street intersection;
 - A pedestrian crossing in Burns Street, located immediately south of the vehicle entry crossover to Burns Street;
 - A pedestrian crossing in Tuaggra Street further west, towards Burke Street.

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- Two pedestrian crossings in Burke Street; one located opposite the entrance to Goldfields Employment and Learning and one immediately south of the vehicle entry crossover to Burke Street.

Car parking and Associated Facilities:

4. Car parking is to be provided in stages in response to demand.
5. Stage 1 will comprise 304 car-parking bays, 144 on-street and 160 on-site as shown in the endorsed indicative parking plan Stage 1 and shall be provided to the specification and approval of the Responsible Authority, at the permit holders cost. Such areas shall be sealed, constructed, line marked, including directional arrows and signage, all to the satisfaction of the Responsible Authority and be thereafter fully maintained by the permit holder.
6. Stage 2 will comprise on-street parking provision as shown on the endorsed indicative parking plan Stage 2 generally in the order detailed. Construction will be undertaken by the Responsible Authority at times determined by the Responsible Authority at the full cost of the permit holder.
7. If required, Stage 3 will comprise off-street parking provision as shown on the endorsed indicative parking plan Stage 3:
 - At the full cost of the permit holder;
 - on land acquired by the permit holder;
 - developed to the satisfaction of the Responsible Authority, including crossovers, car parking dimensions and landscaping;
 - in location or locations to the satisfaction of the Responsible Authority and accommodating at least 30 car parking spaces, unless otherwise agreed.
8. Timing of the implementation of Stages 2 and 3 will be determined by the Responsible Authority in response to demand.

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9. The Stage 3 requirement will lapse at the end of fifteen years of the date of the permit, if not deemed necessary prior to this time.

Provision shall be made for trolley collection bays on site and on-street, in appropriate numbers and locations in all car parking stages, to the approval of the Responsible Authority.

10. Mini-bus and taxi ranks, gopher parking, disabled-persons parking and, bicycle parking of appropriate design shall be included in all car parking stages, all to the satisfaction of the Responsible Authority. Such areas shall be regularly maintained, operated and serviced to the satisfaction of the Responsible Authority.

Urban Design Issues:

11. All car-park and landscaped areas are to meet the current best practice *Water Sensitive Urban Design* guidelines and be designed in consultation with the Responsible Authority. These treatments shall be maintained to the satisfaction of the Responsible Authority at all times.

12. A detailed site development plan, including both on and off-street areas, shall be submitted within three (3) months of the date of this permit including:

- a detailed street furniture design;
- paving system;
- promenade and entry features;
- planting and street tree design,
- fencing design;
- lighting addressing safety & security and spillage; and
- waste minimization and waste storage & collection facilities.

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13. Such areas and locations shall be constructed and landscaped with suitable trees, shrubs and other materials before the development commences trading. These areas shall be thereafter maintained in a sound and viable condition, with any non viable landscape immediately replaced, all to the satisfaction of the Responsible Authority.
14. A detailed signage plan shall be submitted within three (3) months of the date of this permit including:
 - total square metres of signage;
 - signage dimensions;
 - signs to be internally illuminated;
 - pole signs;
 - directional signage;
 - parking restrictions;
 - event signage, etc.
15. The existing signage on the historic MKM chimney is to be retained and maintained. No other signage shall be permitted, without the written consent of the Responsible Authority.

Amenity Issues:

16. An aesthetic noise attenuation wall, incorporating urban design principles, shall be provided along and within the southwest boundary of the retail development site, to mitigate noise emissions from the loading area/dock facilities to adjoining property to the southwest to the satisfaction of the Responsible Authority. The wall shall be installed before the retail development commences operations and shall be maintained to the satisfaction of the Responsible Authority.

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17. A fence and security light shall be provided along the south east boundary of the development site and the adjoining residence to the satisfaction of the Responsible Authority. The fence shall be design and installed prior to the development commencing operation, in accordance with the attached plans and shall be maintained to the satisfaction of the Responsible Authority.

18. Screening trees shall be provided on the adjoining land to the southwest and southeast of the site to the satisfaction of the Responsible Authority and maintained by the permit holder for a period of at least two summers.

19. All roof services, air-conditioning plant and equipment, ducting and any mezzanine storage areas are to be located and appropriately screened to the specification and satisfaction of the Responsible Authority.

20. The design of the development must adhere to all environmentally sustainable design principles and particularly in regard to stormwater collection and re-use.

Re-use of excess stormwater collected off-site is to be negotiated with the Responsible and other relevant Referral Authorities, with a legal point of discharge to be approved by the Responsible Authority.

21. The amenity of the area must not be detrimentally affected by the retail development business activities or operations through the:

- Transport of and use of plant equipment or vehicles, including delivery vehicles and loading and unloading operations;
- Appearance of any buildings, works or materials;
- Emission of noise, dust, fumes or waste products;
- Collection of or storage of waste or recycling materials.

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22. In the event of the retail development business activities causing or generating any nuisance or detriment whether direct or consequential to the locality in the opinion of the Responsible Authority, in consultation with appropriate Council or other officers, the Responsible Authority may serve written notice on the operator under this permit requiring such works (including noise mitigation measures, limitation on hours of operation, noise suppression, fumes containment and the like) to be undertaken as are deemed fit to endeavour to remedy any nuisance or detriment situation.

The operator shall comply with any written directions of the Responsible Authority received in such matters in the manner and time directed.

23. A detailed site evaluation of the adjoining residence, documenting the existing condition of the premises shall be prepared by the permit holder prior to the commencement of any demolition or buildings and works on the site.

The permit holder will repair any structural changes or damage to the adjoining residence as a result of the redevelopment of the site.

24. The permit holder shall clean the adjoining residence during the demolition and construction of the shopping centre, if required and at the completion of the redevelopment of the site to the satisfaction of the Responsible Authority in conjunction with the adjoining property owner.

Construction Site Management:

25. A plan shall be submitted to the Responsible Authority prior to the commencement of any demolition or building works on site demonstrating:

- proposed methods of minimising any potential adverse impacts on the environment, particularly sediment pollution of waterways during the demolition and construction of the retail development;

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- proposed methods of collecting, containing and recycling Demolition and Construction waste;
- the proposed methods of protection of the chimney during all works; and
- the proposed methods for informing adjoining property owners of the schedule for works.

Heritage Survey:

26. The permit holder will undertake a Heritage Survey as required under the Heritage Act, prior to and during any works on site.

Referral Authorities – Under s.52 Notice of Application:

VicRoads:

27. A roundabout must be installed at the intersection of the Pyrenees Highway and Burns Street. The roundabout must be designed in accordance with 'AustRoads' and VicRoads standards, and the road construction drawings must be certified by an independent approved consultant that the drawings are in accordance with 'AustRoads' and VicRoads standards.
28. The roundabout must include street lighting works in accordance with the 'Australian Standard Street Lighting Design AS/NZ S1158'; the street lighting must be a metered supply and the assets must vest in VicRoads.
29. The owner \ developer must pay for the ongoing operating and maintenance costs of the roundabout street lighting for a period of ten years or make a payment to VicRoads in lieu. This payment is based on an all-in amount for each luminaire per annum charge, calculated over a 10 year period, with an assumed annual inflation rate equivalent to the current rate of inflation pertaining at the time of payment. The amount of payment so calculated will be all-inclusive of

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operation, maintenance, repair, rehabilitation, electricity supply, network charges, and crash damage replacement.

30. Prior to the development coming into use, all works must be completed to the satisfaction of VicRoads including the payment of all fees and charges including street lighting charges to VicRoads.
31. All works must be at the developers cost.
32. The contractor undertaking road works on the arterial road must be VicRoads prequalified at R1 level.
33. The discharge of any concentrated drainage into the declared road drains or culverts is not allowed.
34. Any proposed advertising signs must satisfy the VicRoads' ten point road safety checklist for advertisements and hoardings.
35. Prior to commencing work within the declared road reserve the developer must:
 - (a) Meet the requirements of the Road Management Act 2004 with respect to notifying and seeking consent from VicRoads to undertake works in the road reserve. The Act requires the applicant to complete an 'application for consent' form and to pay VicRoads an application fee.
 - (b) Provide a minimum payment to VicRoads of \$8000.00 (GST inclusive) or 3% of the estimated cost of the road works, whichever is greater, to cover the cost of VicRoads' surveillance of the road works.
 - (c) Provide a security deposit of either \$1000.00 or 10% of the estimated cost of roadworks, whichever is greater, to VicRoads; the security deposit is refunded on satisfactory completion of the road works.

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- (d) Submit a 'road safety audit' of the roadworks concept plans for Vic Roads approval; the 'road safety audit' must be prepared by a VicRoads approved consultant.
- (e) Submit final detailed construction drawings (including line markings, signage, street lighting, and drainage requirements) to VicRoads; the detailed construction drawings must be certified by a VicRoads approved road design consultant that they are in accordance with VicRoads standards.
- (f) Prepare a specification for the works in accordance with the relevant sections of VicRoads' 'Standard Specification for Road Works'.
- (g) Provide a road pavement design by a VicRoads approved consultant.
- (h) Ensure that the roadworks specification requires that the works are guaranteed for a 'Defects Liability Period' of not less than 12 months.
- (i) Demonstrate that all works are quality assured.
- (j) Not proceed with the road works until the plans and specifications have been approved in writing by VicRoads.

North Central Catchment Management Authority:

36. The applicant is to provide construction drawings to the Authority for comment in regards to the proposed floor levels and to ensure that the car park over the drainage reserve protects the integrity of the drain and possible overland flows above it.

CFA:

Hydrants

37. Operable hydrants, above or below ground must be provided to the satisfaction of CFA.

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- The maximum distance between these hydrants and the rear of all building envelopes (or in the absence of the building envelope, the rear of all lots) must be 90m and hydrants must be no more than 120m apart.
- Hydrants must be identified as specified in 'Identification of Street Hydrants for Firefighting purposes' available under publications on the Country Fire Authority web site (www.cfa.vic.gov.au).

Roads

38. Roads must be constructed to a standard so that they are accessible in all weather conditions and capable of accommodating a vehicle of 15 tonnes for the trafficable road width.
39. The average grade must be no more than 1 in 7 (14.48%) (8.1 degree) with a maximum of no more than 1 in 5 (20%) (11.3 degrees) for no more than 50 metres. Dips must have no more than a 1 in 8 (12%) (7.1 degree) entry and exit angle.

Central Highlands Water:

40. The applicant shall provide reticulated water and sewer to the development to the satisfaction of Central Highlands Water.

Director of Public Transport:

41. Before the use and development commences, amended plans to the satisfaction of the Director of Public Transport must be submitted to and approved by the Director of Public Transport. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be generally in accordance with the plans submitted with the application but modified to show:
- The taxi rank/mini bus parking spaces relocated adjacent the entrance of the building.

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- A bus bay located within the development site within close proximity to the entrance of the building which will include the following:
- Bus stop post and flag
- Bus shelter
- Seating
- Access path and paved surfaces in line with the entrance and exit points of the bus with a minimum width of 1.2 metres
- Allocated space for a wheelchair within the bus shelter

42. Before the commencement of the use the bus bay must be constructed at a cost born by the permit holder and constructed to the satisfaction of Director of Public Transport and deemed compliant with the Disability Discrimination Act – Disability Standards for Accessible Public Transport 2002.

43. The taxi rank must be appropriately line marked and signed posted to the satisfaction of the Director of Public Transport.

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THE PERMIT ALLOWS:	<p>Building and works for the purpose of a retail development comprising:</p> <ul style="list-style-type: none"> Supermarket; Department store; Eight (8) specialty shops; Associated road works, access drives, car parking, landscaping, loading & unloading facilities; and Demolition of existing factory buildings (except the historic MKM chimney) and two (2) houses. <p>Building and works for the purpose of on-street car parking along the frontages of Burns Street and Burke Street as indicated on the endorsed plans.</p>	

- Two pedestrian crossings in Burke Street; one located opposite the entrance to Goldfields Employment and Learning and one immediately south of the vehicle entry crossover to Burke Street.

Car parking and Associated Facilities:

- Car parking is to be provided in stages in response to demand.
- Stage 1 will comprise 304 car-parking bays, 144 on-street and 160 on-site as shown in the endorsed indicative parking plan Stage 1 and shall be provided to the specification and approval of the Responsible Authority, at the permit holders cost. Such areas shall be sealed, constructed, line marked, including directional arrows and signage, all to the satisfaction of the Responsible Authority and be thereafter fully maintained by the permit holder.
- Stage 2 will comprise on-street parking provision as shown on the endorsed indicative parking plan Stage 2 generally in the order detailed. Construction will be undertaken by the Responsible Authority at times determined by the Responsible Authority at the full cost of the permit holder.
- If required, Stage 3 will comprise off-street parking provision as shown on the endorsed indicative parking plan Stage 3:
 - At the full cost of the permit holder;
 - on land acquired by the permit holder;
 - developed to the satisfaction of the Responsible Authority, including crossovers, car parking dimensions and landscaping;
 - in location or locations to the satisfaction of the Responsible Authority and accommodating at least 30 car parking spaces, unless otherwise agreed.
- Timing of the implementation of Stages 2 and 3 will be determined by the Responsible Authority in response to demand.

Signature for the Responsible Authority: _____ Date Issued: _____

<p>PLANNING PERMIT</p> <p>GRANTED UNDER DIVISION 5 OF PART 4 OF THE PLANNING AND ENVIRONMENT ACT 1987</p>	<p>Permit No: 116/06</p> <p>Planning Scheme: CENTRAL GOLDFIELDS PLANNING SCHEME</p> <p>Responsible Authority: CENTRAL GOLDFIELDS SHIRE COUNCIL</p>
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9. The Stage 3 requirement will lapse at the end of fifteen years of the date of the permit, if not deemed necessary prior to this time.

Provision shall be made for trolley collection bays on site and on-street, in appropriate numbers and locations in all car parking stages, to the approval of the Responsible Authority.

10. Mini-bus and taxi ranks, gopher parking, disabled-persons parking and, bicycle parking of appropriate design shall be included in all car parking stages, all to the satisfaction of the Responsible Authority. Such areas shall be regularly maintained, operated and serviced to the satisfaction of the Responsible Authority.

Urban Design Issues:

11. All car-park and landscaped areas are to meet the current best practice *Water Sensitive Urban Design* guidelines and be designed in consultation with the Responsible Authority. These treatments shall be maintained to the satisfaction of the Responsible Authority at all times.

12. A detailed site development plan, including both on and off-street areas, shall be submitted within three (3) months of the date of this permit including:

- a detailed street furniture design;
- paving system;
- promenade and entry features;
- planting and street tree design,
- fencing design;
- lighting addressing safety & security and spillage; and
- waste minimization and waste storage & collection facilities.

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13. Such areas and locations shall be constructed and landscaped with suitable trees, shrubs and other materials before the development commences trading. These areas shall be thereafter maintained in a sound and viable condition, with any non viable landscape immediately replaced, all to the satisfaction of the Responsible Authority.
14. A detailed signage plan shall be submitted within three (3) months of the date of this permit including:
 - total square metres of signage;
 - signage dimensions;
 - signs to be internally illuminated;
 - pole signs;
 - directional signage;
 - parking restrictions;
 - event signage, etc.
15. The existing signage on the historic MKM chimney is to be retained and maintained. No other signage shall be permitted, without the written consent of the Responsible Authority.

Amenity Issues:

16. An aesthetic noise attenuation wall, incorporating urban design principles, shall be provided along and within the southwest boundary of the retail development site, to mitigate noise emissions from the loading area/dock facilities to adjoining property to the southwest to the satisfaction of the Responsible Authority. The wall shall be installed before the retail development commences operations and shall be maintained to the satisfaction of the Responsible Authority.

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17. A fence and security light shall be provided along the south east boundary of the development site and the adjoining residence to the satisfaction of the Responsible Authority. The fence shall be design and installed prior to the development commencing operation, in accordance with the attached plans and shall be maintained to the satisfaction of the Responsible Authority.

18. Screening trees shall be provided on the adjoining land to the southwest and southeast of the site to the satisfaction of the Responsible Authority and maintained by the permit holder for a period of at least two summers.

19. All roof services, air-conditioning plant and equipment, ducting and any mezzanine storage areas are to be located and appropriately screened to the specification and satisfaction of the Responsible Authority.

20. The design of the development must adhere to all environmentally sustainable design principles and particularly in regard to stormwater collection and re-use.

Re-use of excess stormwater collected off-site is to be negotiated with the Responsible and other relevant Referral Authorities, with a legal point of discharge to be approved by the Responsible Authority.

21. The amenity of the area must not be detrimentally affected by the retail development business activities or operations through the:

- Transport of and use of plant equipment or vehicles, including delivery vehicles and loading and unloading operations;
- Appearance of any buildings, works or materials;
- Emission of noise, dust, fumes or waste products;
- Collection of or storage of waste or recycling materials.

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22. In the event of the retail development business activities causing or generating any nuisance or detriment whether direct or consequential to the locality in the opinion of the Responsible Authority, in consultation with appropriate Council or other officers, the Responsible Authority may serve written notice on the operator under this permit requiring such works (including noise mitigation measures, limitation on hours of operation, noise suppression, fumes containment and the like) to be undertaken as are deemed fit to endeavour to remedy any nuisance or detriment situation.

The operator shall comply with any written directions of the Responsible Authority received in such matters in the manner and time directed.

23. A detailed site evaluation of the adjoining residence, documenting the existing condition of the premises shall be prepared by the permit holder prior to the commencement of any demolition or buildings and works on the site.

The permit holder will repair any structural changes or damage to the adjoining residence as a result of the redevelopment of the site.

24. The permit holder shall clean the adjoining residence during the demolition and construction of the shopping centre, if required and at the completion of the redevelopment of the site to the satisfaction of the Responsible Authority in conjunction with the adjoining property owner.

Construction Site Management:

25. A plan shall be submitted to the Responsible Authority prior to the commencement of any demolition or building works on site demonstrating:

- proposed methods of minimising any potential adverse impacts on the environment, particularly sediment pollution of waterways during the demolition and construction of the retail development;

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- proposed methods of collecting, containing and recycling Demolition and Construction waste;
- the proposed methods of protection of the chimney during all works; and
- the proposed methods for informing adjoining property owners of the schedule for works.

Heritage Survey:

26. The permit holder will undertake a Heritage Survey as required under the Heritage Act, prior to and during any works on site.

Referral Authorities – Under s.52 Notice of Application:

VicRoads:

27. A roundabout must be installed at the intersection of the Pyrenees Highway and Burns Street. The roundabout must be designed in accordance with 'AustRoads' and VicRoads standards, and the road construction drawings must be certified by an independent approved consultant that the drawings are in accordance with 'AustRoads' and VicRoads standards.
28. The roundabout must include street lighting works in accordance with the 'Australian Standard Street Lighting Design AS/NZ S1158'; the street lighting must be a metered supply and the assets must vest in VicRoads.
29. The owner \ developer must pay for the ongoing operating and maintenance costs of the roundabout street lighting for a period of ten years or make a payment to VicRoads in lieu. This payment is based on an all-in amount for each luminaire per annum charge, calculated over a 10 year period, with an assumed annual inflation rate equivalent to the current rate of inflation pertaining at the time of payment. The amount of payment so calculated will be all-inclusive of

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operation, maintenance, repair, rehabilitation, electricity supply, network charges, and crash damage replacement.

30. Prior to the development coming into use, all works must be completed to the satisfaction of VicRoads including the payment of all fees and charges including street lighting charges to VicRoads.
31. All works must be at the developers cost.
32. The contractor undertaking road works on the arterial road must be VicRoads prequalified at R1 level.
33. The discharge of any concentrated drainage into the declared road drains or culverts is not allowed.
34. Any proposed advertising signs must satisfy the VicRoads' ten point road safety checklist for advertisements and hoardings.
35. Prior to commencing work within the declared road reserve the developer must:
 - (a) Meet the requirements of the Road Management Act 2004 with respect to notifying and seeking consent from VicRoads to undertake works in the road reserve. The Act requires the applicant to complete an 'application for consent' form and to pay VicRoads an application fee.
 - (b) Provide a minimum payment to VicRoads of \$8000.00 (GST inclusive) or 3% of the estimated cost of the road works, whichever is greater, to cover the cost of VicRoads' surveillance of the road works.
 - (c) Provide a security deposit of either \$1000.00 or 10% of the estimated cost of roadworks, whichever is greater, to VicRoads; the security deposit is refunded on satisfactory completion of the road works.

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- (d) Submit a 'road safety audit' of the roadworks concept plans for Vic Roads approval; the 'road safety audit' must be prepared by a VicRoads approved consultant.
- (e) Submit final detailed construction drawings (including line markings, signage, street lighting, and drainage requirements) to VicRoads; the detailed construction drawings must be certified by a VicRoads approved road design consultant that they are in accordance with VicRoads standards.
- (f) Prepare a specification for the works in accordance with the relevant sections of VicRoads' 'Standard Specification for Road Works'.
- (g) Provide a road pavement design by a VicRoads approved consultant.
- (h) Ensure that the roadworks specification requires that the works are guaranteed for a 'Defects Liability Period' of not less than 12 months.
- (i) Demonstrate that all works are quality assured.
- (j) Not proceed with the road works until the plans and specifications have been approved in writing by VicRoads.

North Central Catchment Management Authority:

36. The applicant is to provide construction drawings to the Authority for comment in regards to the proposed floor levels and to ensure that the car park over the drainage reserve protects the integrity of the drain and possible overland flows above it.

CFA:

Hydrants

37. Operable hydrants, above or below ground must be provided to the satisfaction of CFA.

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- The maximum distance between these hydrants and the rear of all building envelopes (or in the absence of the building envelope, the rear of all lots) must be 90m and hydrants must be no more than 120m apart.
- Hydrants must be identified as specified in 'Identification of Street Hydrants for Firefighting purposes' available under publications on the Country Fire Authority web site (www.cfa.vic.gov.au).

Roads

38. Roads must be constructed to a standard so that they are accessible in all weather conditions and capable of accommodating a vehicle of 15 tonnes for the trafficable road width.
39. The average grade must be no more than 1 in 7 (14.48%) (8.1 degree) with a maximum of no more than 1 in 5 (20%) (11.3 degrees) for no more than 50 metres. Dips must have no more than a 1 in 8 (12%) (7.1 degree) entry and exit angle.

Central Highlands Water:

40. The applicant shall provide reticulated water and sewer to the development to the satisfaction of Central Highlands Water.

Director of Public Transport:

41. Before the use and development commences, amended plans to the satisfaction of the Director of Public Transport must be submitted to and approved by the Director of Public Transport. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be generally in accordance with the plans submitted with the application but modified to show:
- The taxi rank/mini bus parking spaces relocated adjacent the entrance of the building.

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- A bus bay located within the development site within close proximity to the entrance of the building which will include the following:
 - Bus stop post and flag
 - Bus shelter
 - Seating
 - Access path and paved surfaces in line with the entrance and exit points of the bus with a minimum width of 1.2 metres
 - Allocated space for a wheelchair within the bus shelter
- 42. Before the commencement of the use the bus bay must be constructed at a cost born by the permit holder and constructed to the satisfaction of Director of Public Transport and deemed compliant with the Disability Discrimination Act – Disability Standards for Accessible Public Transport 2002.
- 43. The taxi rank must be appropriately line marked and signed posted to the satisfaction of the Director of Public Transport.

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THE FOLLOWING CONDITIONS APPLY TO THIS PERMIT:

Council:

1. The use and/or development must be in accordance with the endorsed plan and information submitted with and forming part of this permit, and shall not be altered or modified without the further consent of the Responsible Authority.
2. Once the development has started it must be continued and completed to the satisfaction of the Responsible Authority.

This permit will expire if one of the following circumstances applies:

- a. The development is not started within one year of the date of the permit.
- b. The development is not completed within two years of the date of the permit.

The responsible authority may extend the periods referred to if a request is made in writing before the permit expires, or within three months afterwards.

Roadworks:

3. Pedestrian and road works as shown on the endorsed plans, are to be undertaken and completed to the requirements and specifications of the Responsible Authority and VicRoads (where applicable), at the cost of the permit holder before the retail development commences trading:
 - A roundabout at the Tuaggra Street and Burns Street intersection;
 - A pedestrian crossing in Burns Street, located immediately south of the vehicle entry crossover to Burns Street;
 - A pedestrian crossing in Tuaggra Street further west, towards Burke Street.

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<p>THE PERMIT ALLOWS:</p>	<p>Building and works for the purpose of a retail development comprising:</p> <ul style="list-style-type: none"> • Supermarket; • Department store; • Eight (8) specialty shops; • Associated road works, access drives, car parking, landscaping, loading & unloading facilities; and • Demolition of existing factory buildings (except the historic MKM chimney) and two (2) houses. <p>Building and works for the purpose of on-street car parking along the frontages of Burns Street and Burke Street as indicated on the endorsed plans.</p>

9. The Stage 3 requirement will lapse at the end of fifteen years of the date of the permit, if not deemed necessary prior to this time.

Provision shall be made for trolley collection bays on site and on-street, in appropriate numbers and locations in all car parking stages, to the approval of the Responsible Authority.

10. Mini-bus and taxi ranks, gopher parking, disabled-persons parking and, bicycle parking of appropriate design shall be included in all car parking stages, all to the satisfaction of the Responsible Authority. Such areas shall be regularly maintained, operated and serviced to the satisfaction of the Responsible Authority.

Urban Design Issues:

11. All car-park and landscaped areas are to meet the current best practice *Water Sensitive Urban Design* guidelines and be designed in consultation with the Responsible Authority. These treatments shall be maintained to the satisfaction of the Responsible Authority at all times.

12. A detailed site development plan, including both on and off-street areas, shall be submitted within three (3) months of the date of this permit including:

- a detailed street furniture design;
- paving system;
- promenade and entry features;
- planting and street tree design,
- fencing design;
- lighting addressing safety & security and spillage; and
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13. Such areas and locations shall be constructed and landscaped with suitable trees, shrubs and other materials before the development commences trading. These areas shall be thereafter maintained in a sound and viable condition, with any non viable landscape immediately replaced, all to the satisfaction of the Responsible Authority.
14. A detailed signage plan shall be submitted within three (3) months of the date of this permit including:
 - total square metres of signage;
 - signage dimensions;
 - signs to be internally illuminated;
 - pole signs;
 - directional signage;
 - parking restrictions;
 - event signage, etc.
15. The existing signage on the historic MKM chimney is to be retained and maintained. No other signage shall be permitted, without the written consent of the Responsible Authority.

Amenity Issues:

16. An aesthetic noise attenuation wall, incorporating urban design principles, shall be provided along and within the southwest boundary of the retail development site, to mitigate noise emissions from the loading area/dock facilities to adjoining property to the southwest to the satisfaction of the Responsible Authority. The wall shall be installed before the retail development commences operations and shall be maintained to the satisfaction of the Responsible Authority.

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17. A fence and security light shall be provided along the south east boundary of the development site and the adjoining residence to the satisfaction of the Responsible Authority. The fence shall be design and installed prior to the development commencing operation, in accordance with the attached plans and shall be maintained to the satisfaction of the Responsible Authority.

18. Screening trees shall be provided on the adjoining land to the southwest and southeast of the site to the satisfaction of the Responsible Authority and maintained by the permit holder for a period of at least two summers.

19. All roof services, air-conditioning plant and equipment, ducting and any mezzanine storage areas are to be located and appropriately screened to the specification and satisfaction of the Responsible Authority.

20. The design of the development must adhere to all environmentally sustainable design principles and particularly in regard to stormwater collection and re-use.

Re-use of excess stormwater collected off-site is to be negotiated with the Responsible and other relevant Referral Authorities, with a legal point of discharge to be approved by the Responsible Authority.

21. The amenity of the area must not be detrimentally affected by the retail development business activities or operations through the:

- Transport of and use of plant equipment or vehicles, including delivery vehicles and loading and unloading operations;
- Appearance of any buildings, works or materials;
- Emission of noise, dust, fumes or waste products;
- Collection of or storage of waste or recycling materials.

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22. In the event of the retail development business activities causing or generating any nuisance or detriment whether direct or consequential to the locality in the opinion of the Responsible Authority, in consultation with appropriate Council or other officers, the Responsible Authority may serve written notice on the operator under this permit requiring such works (including noise mitigation measures, limitation on hours of operation, noise suppression, fumes containment and the like) to be undertaken as are deemed fit to endeavour to remedy any nuisance or detriment situation.

The operator shall comply with any written directions of the Responsible Authority received in such matters in the manner and time directed.

23. A detailed site evaluation of the adjoining residence, documenting the existing condition of the premises shall be prepared by the permit holder prior to the commencement of any demolition or buildings and works on the site.

The permit holder will repair any structural changes or damage to the adjoining residence as a result of the redevelopment of the site.

24. The permit holder shall clean the adjoining residence during the demolition and construction of the shopping centre, if required and at the completion of the redevelopment of the site to the satisfaction of the Responsible Authority in conjunction with the adjoining property owner.

Construction Site Management:

25. A plan shall be submitted to the Responsible Authority prior to the commencement of any demolition or building works on site demonstrating:

- proposed methods of minimising any potential adverse impacts on the environment, particularly sediment pollution of waterways during the demolition and construction of the retail development;

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- proposed methods of collecting, containing and recycling Demolition and Construction waste;
- the proposed methods of protection of the chimney during all works; and
- the proposed methods for informing adjoining property owners of the schedule for works.

Heritage Survey:

26. The permit holder will undertake a Heritage Survey as required under the Heritage Act, prior to and during any works on site.

Referral Authorities – Under s.52 Notice of Application:

VicRoads:

27. A roundabout must be installed at the intersection of the Pyrenees Highway and Burns Street. The roundabout must be designed in accordance with 'AustRoads' and VicRoads standards, and the road construction drawings must be certified by an independent approved consultant that the drawings are in accordance with 'AustRoads' and VicRoads standards.
28. The roundabout must include street lighting works in accordance with the 'Australian Standard Street Lighting Design AS/NZ S1158'; the street lighting must be a metered supply and the assets must vest in VicRoads.
29. The owner \ developer must pay for the ongoing operating and maintenance costs of the roundabout street lighting for a period of ten years or make a payment to VicRoads in lieu. This payment is based on an all-in amount for each luminaire per annum charge, calculated over a 10 year period, with an assumed annual inflation rate equivalent to the current rate of inflation pertaining at the time of payment. The amount of payment so calculated will be all-inclusive of

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operation, maintenance, repair, rehabilitation, electricity supply, network charges, and crash damage replacement.

30. Prior to the development coming into use, all works must be completed to the satisfaction of VicRoads including the payment of all fees and charges including street lighting charges to VicRoads.
31. All works must be at the developers cost.
32. The contractor undertaking road works on the arterial road must be VicRoads prequalified at R1 level.
33. The discharge of any concentrated drainage into the declared road drains or culverts is not allowed.
34. Any proposed advertising signs must satisfy the VicRoads' ten point road safety checklist for advertisements and hoardings.
35. Prior to commencing work within the declared road reserve the developer must:
 - (a) Meet the requirements of the Road Management Act 2004 with respect to notifying and seeking consent from VicRoads to undertake works in the road reserve. The Act requires the applicant to complete an 'application for consent' form and to pay VicRoads an application fee.
 - (b) Provide a minimum payment to VicRoads of \$8000.00 (GST inclusive) or 3% of the estimated cost of the road works, whichever is greater, to cover the cost of VicRoads' surveillance of the road works.
 - (c) Provide a security deposit of either \$1000.00 or 10% of the estimated cost of roadworks, whichever is greater, to VicRoads; the security deposit is refunded on satisfactory completion of the road works.

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- (d) Submit a 'road safety audit' of the roadworks concept plans for Vic Roads approval; the 'road safety audit' must be prepared by a VicRoads approved consultant.
- (e) Submit final detailed construction drawings (including line markings, signage, street lighting, and drainage requirements) to VicRoads; the detailed construction drawings must be certified by a VicRoads approved road design consultant that they are in accordance with VicRoads standards.
- (f) Prepare a specification for the works in accordance with the relevant sections of VicRoads' 'Standard Specification for Road Works'.
- (g) Provide a road pavement design by a VicRoads approved consultant.
- (h) Ensure that the roadworks specification requires that the works are guaranteed for a 'Defects Liability Period' of not less than 12 months.
- (i) Demonstrate that all works are quality assured.
- (j) Not proceed with the road works until the plans and specifications have been approved in writing by VicRoads.

North Central Catchment Management Authority:

36. The applicant is to provide construction drawings to the Authority for comment in regards to the proposed floor levels and to ensure that the car park over the drainage reserve protects the integrity of the drain and possible overland flows above it.

CFA:

Hydrants

37. Operable hydrants, above or below ground must be provided to the satisfaction of CFA.

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- The maximum distance between these hydrants and the rear of all building envelopes (or in the absence of the building envelope, the rear of all lots) must be 90m and hydrants must be no more than 120m apart.
- Hydrants must be identified as specified in 'Identification of Street Hydrants for Firefighting purposes' available under publications on the Country Fire Authority web site (www.cfa.vic.gov.au).

Roads

38. Roads must be constructed to a standard so that they are accessible in all weather conditions and capable of accommodating a vehicle of 15 tonnes for the trafficable road width.
39. The average grade must be no more than 1 in 7 (14.48%) (8.1 degree) with a maximum of no more than 1 in 5 (20%) (11.3 degrees) for no more than 50 metres. Dips must have no more than a 1 in 8 (12%) (7.1 degree) entry and exit angle.

Central Highlands Water:

40. The applicant shall provide reticulated water and sewer to the development to the satisfaction of Central Highlands Water.

Director of Public Transport:

41. Before the use and development commences, amended plans to the satisfaction of the Director of Public Transport must be submitted to and approved by the Director of Public Transport. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be generally in accordance with the plans submitted with the application but modified to show:
- The taxi rank/mini bus parking spaces relocated adjacent the entrance of the building.

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- A bus bay located within the development site within close proximity to the entrance of the building which will include the following:
 - Bus stop post and flag
 - Bus shelter
 - Seating
 - Access path and paved surfaces in line with the entrance and exit points of the bus with a minimum width of 1.2 metres
 - Allocated space for a wheelchair within the bus shelter
- 42. Before the commencement of the use the bus bay must be constructed at a cost born by the permit holder and constructed to the satisfaction of Director of Public Transport and deemed compliant with the Disability Discrimination Act – Disability Standards for Accessible Public Transport 2002.
- 43. The taxi rank must be appropriately line marked and signed posted to the satisfaction of the Director of Public Transport.

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THE FOLLOWING CONDITIONS APPLY TO THIS PERMIT:

Council:

1. The use and/or development must be in accordance with the endorsed plan and information submitted with and forming part of this permit, and shall not be altered or modified without the further consent of the Responsible Authority.
2. Once the development has started it must be continued and completed to the satisfaction of the Responsible Authority.

This permit will expire if one of the following circumstances applies:

- a. The development is not started within one year of the date of the permit.
- b. The development is not completed within two years of the date of the permit.

The responsible authority may extend the periods referred to if a request is made in writing before the permit expires, or within three months afterwards.

Roadworks:

3. Pedestrian and road works as shown on the endorsed plans, are to be undertaken and completed to the requirements and specifications of the Responsible Authority and VicRoads (where applicable), at the cost of the permit holder before the retail development commences trading:
 - A roundabout at the Tuaggra Street and Burns Street intersection;
 - A pedestrian crossing in Burns Street, located immediately south of the vehicle entry crossover to Burns Street;
 - A pedestrian crossing in Tuaggra Street further west, towards Burke Street.

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- Two pedestrian crossings in Burke Street; one located opposite the entrance to Goldfields Employment and Learning and one immediately south of the vehicle entry crossover to Burke Street.

Car parking and Associated Facilities:

4. Car parking is to be provided in stages in response to demand.
5. Stage 1 will comprise 304 car-parking bays, 144 on-street and 160 on-site as shown in the endorsed indicative parking plan Stage 1 and shall be provided to the specification and approval of the Responsible Authority, at the permit holders cost. Such areas shall be sealed, constructed, line marked, including directional arrows and signage, all to the satisfaction of the Responsible Authority and be thereafter fully maintained by the permit holder.
6. Stage 2 will comprise on-street parking provision as shown on the endorsed indicative parking plan Stage 2 generally in the order detailed. Construction will be undertaken by the Responsible Authority at times determined by the Responsible Authority at the full cost of the permit holder.
7. If required, Stage 3 will comprise off-street parking provision as shown on the endorsed indicative parking plan Stage 3:
 - At the full cost of the permit holder;
 - on land acquired by the permit holder;
 - developed to the satisfaction of the Responsible Authority, including crossovers, car parking dimensions and landscaping;
 - in location or locations to the satisfaction of the Responsible Authority and accommodating at least 30 car parking spaces, unless otherwise agreed.
8. Timing of the implementation of Stages 2 and 3 will be determined by the Responsible Authority in response to demand.

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9. The Stage 3 requirement will lapse at the end of fifteen years of the date of the permit, if not deemed necessary prior to this time.

Provision shall be made for trolley collection bays on site and on-street, in appropriate numbers and locations in all car parking stages, to the approval of the Responsible Authority.

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Urban Design Issues:

11. All car-park and landscaped areas are to meet the current best practice *Water Sensitive Urban Design* guidelines and be designed in consultation with the Responsible Authority. These treatments shall be maintained to the satisfaction of the Responsible Authority at all times.

12. A detailed site development plan, including both on and off-street areas, shall be submitted within three (3) months of the date of this permit including:

- a detailed street furniture design;
- paving system;
- promenade and entry features;
- planting and street tree design,
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<p>ADDRESS OF THE LAND:</p>	<p>The former Maryborough Knitting Mills site and other land being:</p> <ul style="list-style-type: none"> • land on the south-west side of Tuaggra Street extending south-west between Burke Street (No's 92-96) • Burns Street including house No's 57 & 59 Burns Street, • Road reserves of Tuaggra, Burns and Burke Streets, and • Drainage Reserve.
<p>THE PERMIT ALLOWS:</p>	<p>Building and works for the purpose of a retail development comprising:</p> <ul style="list-style-type: none"> • Supermarket; • Department store; • Eight (8) specialty shops; • Associated road works, access drives, car parking, landscaping, loading & unloading facilities; and • Demolition of existing factory buildings (except the historic MKM chimney) and two (2) houses. <p>Building and works for the purpose of on-street car parking along the frontages of Burns Street and Burke Street as indicated on the endorsed plans.</p>

13. Such areas and locations shall be constructed and landscaped with suitable trees, shrubs and other materials before the development commences trading. These areas shall be thereafter maintained in a sound and viable condition, with any non viable landscape immediately replaced, all to the satisfaction of the Responsible Authority.
14. A detailed signage plan shall be submitted within three (3) months of the date of this permit including:
 - total square metres of signage;
 - signage dimensions;
 - signs to be internally illuminated;
 - pole signs;
 - directional signage;
 - parking restrictions;
 - event signage, etc.
15. The existing signage on the historic MKM chimney is to be retained and maintained. No other signage shall be permitted, without the written consent of the Responsible Authority.

Amenity Issues:

16. An aesthetic noise attenuation wall, incorporating urban design principles, shall be provided along and within the southwest boundary of the retail development site, to mitigate noise emissions from the loading area/dock facilities to adjoining property to the southwest to the satisfaction of the Responsible Authority. The wall shall be installed before the retail development commences operations and shall be maintained to the satisfaction of the Responsible Authority.

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	Planning Scheme:	CENTRAL GOLDFIELDS PLANNING SCHEME
	Responsible Authority:	CENTRAL GOLDFIELDS SHIRE COUNCIL
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17. A fence and security light shall be provided along the south east boundary of the development site and the adjoining residence to the satisfaction of the Responsible Authority. The fence shall be design and installed prior to the development commencing operation, in accordance with the attached plans and shall be maintained to the satisfaction of the Responsible Authority.

18. Screening trees shall be provided on the adjoining land to the southwest and southeast of the site to the satisfaction of the Responsible Authority and maintained by the permit holder for a period of at least two summers.

19. All roof services, air-conditioning plant and equipment, ducting and any mezzanine storage areas are to be located and appropriately screened to the specification and satisfaction of the Responsible Authority.

20. The design of the development must adhere to all environmentally sustainable design principles and particularly in regard to stormwater collection and re-use.

Re-use of excess stormwater collected off-site is to be negotiated with the Responsible and other relevant Referral Authorities, with a legal point of discharge to be approved by the Responsible Authority.

21. The amenity of the area must not be detrimentally affected by the retail development business activities or operations through the:

- Transport of and use of plant equipment or vehicles, including delivery vehicles and loading and unloading operations;
- Appearance of any buildings, works or materials;
- Emission of noise, dust, fumes or waste products;
- Collection of or storage of waste or recycling materials.

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22. In the event of the retail development business activities causing or generating any nuisance or detriment whether direct or consequential to the locality in the opinion of the Responsible Authority, in consultation with appropriate Council or other officers, the Responsible Authority may serve written notice on the operator under this permit requiring such works (including noise mitigation measures, limitation on hours of operation, noise suppression, fumes containment and the like) to be undertaken as are deemed fit to endeavour to remedy any nuisance or detriment situation.

The operator shall comply with any written directions of the Responsible Authority received in such matters in the manner and time directed.

23. A detailed site evaluation of the adjoining residence, documenting the existing condition of the premises shall be prepared by the permit holder prior to the commencement of any demolition or buildings and works on the site.

The permit holder will repair any structural changes or damage to the adjoining residence as a result of the redevelopment of the site.

24. The permit holder shall clean the adjoining residence during the demolition and construction of the shopping centre, if required and at the completion of the redevelopment of the site to the satisfaction of the Responsible Authority in conjunction with the adjoining property owner.

Construction Site Management:

25. A plan shall be submitted to the Responsible Authority prior to the commencement of any demolition or building works on site demonstrating:

- proposed methods of minimising any potential adverse impacts on the environment, particularly sediment pollution of waterways during the demolition and construction of the retail development;

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- proposed methods of collecting, containing and recycling Demolition and Construction waste;
- the proposed methods of protection of the chimney during all works; and
- the proposed methods for informing adjoining property owners of the schedule for works.

Heritage Survey:

26. The permit holder will undertake a Heritage Survey as required under the Heritage Act, prior to and during any works on site.

Referral Authorities – Under s.52 Notice of Application:

VicRoads:

27. A roundabout must be installed at the intersection of the Pyrenees Highway and Burns Street. The roundabout must be designed in accordance with 'AustRoads' and VicRoads standards, and the road construction drawings must be certified by an independent approved consultant that the drawings are in accordance with 'AustRoads' and VicRoads standards.
28. The roundabout must include street lighting works in accordance with the 'Australian Standard Street Lighting Design AS/NZ S1158'; the street lighting must be a metered supply and the assets must vest in VicRoads.
29. The owner \ developer must pay for the ongoing operating and maintenance costs of the roundabout street lighting for a period of ten years or make a payment to VicRoads in lieu. This payment is based on an all-in amount for each luminaire per annum charge, calculated over a 10 year period, with an assumed annual inflation rate equivalent to the current rate of inflation pertaining at the time of payment. The amount of payment so calculated will be all-inclusive of

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operation, maintenance, repair, rehabilitation, electricity supply, network charges, and crash damage replacement.

30. Prior to the development coming into use, all works must be completed to the satisfaction of VicRoads including the payment of all fees and charges including street lighting charges to VicRoads.
31. All works must be at the developers cost.
32. The contractor undertaking road works on the arterial road must be VicRoads prequalified at R1 level.
33. The discharge of any concentrated drainage into the declared road drains or culverts is not allowed.
34. Any proposed advertising signs must satisfy the VicRoads' ten point road safety checklist for advertisements and hoardings.
35. Prior to commencing work within the declared road reserve the developer must:
 - (a) Meet the requirements of the Road Management Act 2004 with respect to notifying and seeking consent from VicRoads to undertake works in the road reserve. The Act requires the applicant to complete an 'application for consent' form and to pay VicRoads an application fee.
 - (b) Provide a minimum payment to VicRoads of \$8000.00 (GST inclusive) or 3% of the estimated cost of the road works, whichever is greater, to cover the cost of VicRoads' surveillance of the road works.
 - (c) Provide a security deposit of either \$1000.00 or 10% of the estimated cost of roadworks, whichever is greater, to VicRoads; the security deposit is refunded on satisfactory completion of the road works.

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- (d) Submit a 'road safety audit' of the roadworks concept plans for Vic Roads approval; the 'road safety audit' must be prepared by a VicRoads approved consultant.
- (e) Submit final detailed construction drawings (including line markings, signage, street lighting, and drainage requirements) to VicRoads; the detailed construction drawings must be certified by a VicRoads approved road design consultant that they are in accordance with VicRoads standards.
- (f) Prepare a specification for the works in accordance with the relevant sections of VicRoads' 'Standard Specification for Road Works'.
- (g) Provide a road pavement design by a VicRoads approved consultant.
- (h) Ensure that the roadworks specification requires that the works are guaranteed for a 'Defects Liability Period' of not less than 12 months.
- (i) Demonstrate that all works are quality assured.
- (j) Not proceed with the road works until the plans and specifications have been approved in writing by VicRoads.

North Central Catchment Management Authority:

36. The applicant is to provide construction drawings to the Authority for comment in regards to the proposed floor levels and to ensure that the car park over the drainage reserve protects the integrity of the drain and possible overland flows above it.

CFA:

Hydrants

37. Operable hydrants, above or below ground must be provided to the satisfaction of CFA.

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- The maximum distance between these hydrants and the rear of all building envelopes (or in the absence of the building envelope, the rear of all lots) must be 90m and hydrants must be no more than 120m apart.
- Hydrants must be identified as specified in 'Identification of Street Hydrants for Firefighting purposes' available under publications on the Country Fire Authority web site (www.cfa.vic.gov.au).

Roads

38. Roads must be constructed to a standard so that they are accessible in all weather conditions and capable of accommodating a vehicle of 15 tonnes for the trafficable road width.
39. The average grade must be no more than 1 in 7 (14.48%) (8.1 degree) with a maximum of no more than 1 in 5 (20%) (11.3 degrees) for no more than 50 metres. Dips must have no more than a 1 in 8 (12%) (7.1 degree) entry and exit angle.

Central Highlands Water:

40. The applicant shall provide reticulated water and sewer to the development to the satisfaction of Central Highlands Water.

Director of Public Transport:

41. Before the use and development commences, amended plans to the satisfaction of the Director of Public Transport must be submitted to and approved by the Director of Public Transport. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be generally in accordance with the plans submitted with the application but modified to show:
- The taxi rank/mini bus parking spaces relocated adjacent the entrance of the building.

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- A bus bay located within the development site within close proximity to the entrance of the building which will include the following:
 - Bus stop post and flag
 - Bus shelter
 - Seating
 - Access path and paved surfaces in line with the entrance and exit points of the bus with a minimum width of 1.2 metres
 - Allocated space for a wheelchair within the bus shelter
42. Before the commencement of the use the bus bay must be constructed at a cost born by the permit holder and constructed to the satisfaction of Director of Public Transport and deemed compliant with the Disability Discrimination Act – Disability Standards for Accessible Public Transport 2002.
43. The taxi rank must be appropriately line marked and signed posted to the satisfaction of the Director of Public Transport.

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