

# **ATTACHMENT TO AGENDA ITEM**

**Ordinary Meeting**

**21 April 2015**

**Agenda Item 10.1      Unilever Masterplan and Planning Scheme Amendment  
- Consideration of Submissions**

<b>Attachment 1</b>	<b>C170 Amendment Documentation .....</b>	<b>296</b>
<b>Attachment 2</b>	<b>C170 Background Reports .....</b>	<b>320</b>
<b>Attachment 3</b>	<b>C170 Unilever Master Plan.....</b>	<b>368</b>
<b>Attachment 4</b>	<b>C170 Submissions Recorder.....</b>	<b>374</b>

**Planning and Environment Act 1987**  
**GREATER SHEPPARTON PLANNING SCHEME**  
**Notice of Preparation of Amendment**  
**Amendment C170**

Greater Shepparton City Council has prepared Amendment C170 to the Greater Shepparton Planning Scheme.

The amendment applies to land referred to as 55 Park Street, Tatura, which is developed by Unilever Australasia Pty Ltd.

The amendment proposes to implement the findings of the *Greater Shepparton Planning Scheme Strategic Review of Tatura Industrial Land, June 2011*, particularly in relation to the Unilever site in Tatura.

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.dtpli.vic.gov.au/publicinspection](http://www.dtpli.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, 17 November 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**

**PROPOSED AMENDMENT C170**

**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 land referred to as 55 Park Street, Tatura, which is developed by Unilever Australasia Pty Ltd (Unilever). The site has an overall area of approximately 10.14ha and is generally bounded by William Street to the north, a bicycle track and existing drainage easement to the east and southeast, the Echuca – Melbourne Railway Line to the south, and Park Street to the west (see *Figure 1 - Unilever land (extract from proposed zone map)*).

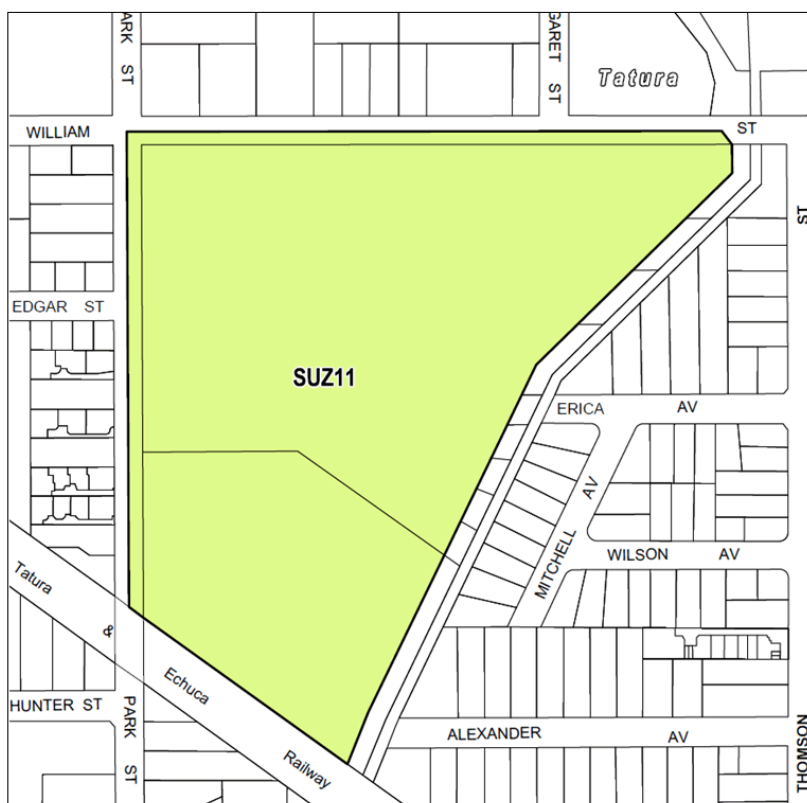


Figure 1 - Unilever land (extract from proposed zone map)

The subject site is situated amongst established industrial and residential land, with industrial uses normally taking the form of self-storage, sheet metal and related light manufacturing uses.

The site is currently within the Industrial 1 Zone and is partially affected by the Land Subject to Inundation Overlay and the Floodway Overlay.

### **What the amendment does**

The amendment implements the findings of the *Greater Shepparton Planning Scheme Strategic Review of Tatura Industrial Land, June 2011*, particularly in relation to the Unilever site in Tatura.

Specifically, the amendment:

- Amends Clause 21.08 General Implementation by inserting changes to the General Implementation of Zones and Overlays – Economic Development;
- Rezones the Unilever land to the Special Use Zone;
- Amends Planning Scheme Map No. 7;
- Inserts a new Schedule to the Special Use Zone (SUZ11) at Clause 37.01 Special Use Zone; and
- Amends Clause 81.01 Incorporated Documents to include the *Greater Shepparton Planning Scheme Unilever Tatura Master Plan 2014* as an incorporated document.

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

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

Greater Shepparton City Council completed a *Strategic Review of Tatura Industrial Land, June 2011* (the Strategic Review), specifically for the major industrial sites being:

- Tatura Abattoirs Pty Ltd;
- Tatura Milk Industries Pty Ltd; and
- Unilever Australasia Pty Ltd.

Council implemented the findings of the Strategic Review in relation to the Tatura Milk Industries Pty Ltd (TMI) site into the Greater Shepparton Planning Scheme via Amendment C151 in 2012.

Council is now seeking to implement (as appropriate) the recommendations into the planning scheme as they apply to the Unilever site. The Strategic Review included:

- Consideration of all relevant strategic planning issues;
- An analysis of the relevance of the existing Municipal Strategic Statement (MSS) and local policies;
- A commentary on the adequacy of existing zones, overlays and schedules (as appropriate) for the three sites;
- An analysis of options for alternative zones, overlays and schedules to reflect the Master Plan and other adopted strategic work; and
- Provision of a suite of modified (draft) planning controls for the three sites.



The Strategic Review supports the continued growth and development of Unilever on the existing site. It recommends the application of the Special Use Zone to the site, which is linked to a site master plan that improves the efficiency of the plant and provides the opportunity for its expansion.

The application of the Special Use Zone will assist in safeguarding the Unilever manufacturing facility by providing a streamlined planning approval process and safeguard against inappropriate development that could impinge on surrounding residential properties.

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

In accordance with Section 4 of the *Planning and Environment Act 1987*, the amendment helps to implement objectives a, c, f and g of Planning in Victoria by:

- Protecting and enhancing the existing Unilever manufacturing site for regional employment opportunities by providing a planning mechanism to facilitate future expansion.
- Ensuring that the future planning of the Unilever site is undertaken in a co-ordinated and logical manner through the preparation of a site specific master plan.
- Minimising off-site impacts through the inclusion of appropriate requirements within the Special Use Zone (SUZ) to assess the impact of future expansion plans on the amenity of the surrounding residential areas as part of the planning assessment process.

The proposed amendment will implement the objectives of planning in Victoria by ensuring the use and development of the Unilever site is co-ordinated and logical, while minimising potential impacts on the amenity of surrounding residential areas. This will provide certainty for the industry and for residents regarding the future of the site.

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

The amendment will provide positive social and economic benefits for Tatura, Greater Shepparton, and the wider region by assisting with safeguarding the Unilever site against inappropriate development. The amendment will facilitate economic development by setting out a master plan and tailored planning controls within the planning scheme to provide certainty for the future expansion of the manufacturing operation.

#### Traffic

A Traffic Impact Assessment Report (TIAR) has been completed in support of the amendment. The report focuses on issues concerning traffic volumes, the surrounding road network, car parking, emergency vehicle access and potential future freight arrangements. The TIAR found that there are no transport related concerns associated with the future capital development plan for Unilever. This conclusion is based on the intention that traffic flows and vehicle counts are likely to decrease as the efficiency of the existing operation is improved. The TIAR found that the impact on the surrounding road network will be acceptable because of an overall reduction in heavy vehicle movements to and from the site. This is due to a more efficient loading and unloading and warehousing arrangement.

#### Vegetation/Landscaping

There is an established stand of trees, shrubs, plants and bushes along the northern edge of the subject site with environmental, ecological and aesthetical value and, as such, would

normally be sought to be retained. The removal of this vegetation is likely to be necessary to facilitate the consolidation and continued expansion of the existing plant.

The vegetation is not remnant and was planted as part of the original Rosella food manufacturing site during the 1950s. The potential loss of this vegetation will be compensated by the planting of perimeter landscaping strips along the north, east and west boundaries. Unilever has anticipated that this will be planted as soon as possible and before the removal of the existing vegetation occurs. A landscaping plan will be required by Council. This plan will describe the vegetation species to be planted, number of trees, planting formations, earth mounding, surface treatments and the method of preparing, draining, watering and maintaining the landscaped areas.

#### Amenity

The future expansion of the Unilever manufacturing facility will result in an increase in activity on the site and within the wider area. Potential amenity impacts mainly relate to noise, traffic and visual impact issues. The issue of traffic is discussed in the traffic section, above.

The issue of noise and appropriate mitigating and ameliorative factors has been considered by the *Environmental Noise Assessment Report* (Acoustic Report), completed by AECOM in March 2014.

The Acoustic Report recommends the provision of acoustic treatments to the north, east and west boundaries of the site. These will control the noise impacts on surrounding residential properties and ensure that noise levels comply with current noise regulations (*Noise from Industry in Regional Victoria* (NIRV)). The main source of noise emissions will be truck movements within the site, with the plant and factory being a relatively minimal contributor to noise emissions to the surrounding area.

The report recommends the installation of a five to seven metre high noise wall to a portion of the eastern boundary of the site and a five metre high noise wall to the north-western corner of the site.

The issue of potential visual impact caused by building mass and bulk has been considered. In addition to landscaping measures, building setbacks and heights have also been given careful consideration. The more sensitive interfaces, where the land directly abuts residential areas to the east and west, will be regulated by maximum future building heights included within the master plan.

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

The amendment meets the objectives and gives effect to the strategies regarding 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 Bushfire Planning Strategies and Principles). The site is not exposed to extreme bushfire hazard and is located within the settlement boundary for Tatura.

The amendment is consistent with the Local Planning Policy Framework objectives and strategies that apply to bushfire risk. No local policy for bushfire risk management is required to support the amendment as bushfire mitigation measures can be readily implemented and the risk can be reduced to an acceptable level.

The subject land is not within an area that has been highlighted as being at significant risk of bushfire. During the preparation of the amendment, the Country Fire Authority, as a relevant referral authority, was consulted and offered no objection to the amendment.

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

The amendment complies with Direction No. 11, *Strategic Assessment of Amendments*, under Section 12 of the *Planning and Environment Act 1987* (the Act).

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 supports the *Hume Regional Growth Plan*. The objective of *Clause 11.10-1 (A diversified economy)* is 'to develop a more diverse regional economy while managing and enhancing key regional economic assets'. Proposed Amendment C170 implements this clause by supporting the continued growth and development of Unilever on the existing site. The proposed amendment will assist in safeguarding the Unilever manufacturing facility by providing a streamlined planning approval process to allow ongoing development of an important employment asset in the Hume region.

The amendment also supports and implements the State Planning Policy Framework and adopted State Policy as follows:

- The amendment supports sustainable regional economic development and the creation of resilient regional communities through the protection and expansion of a regional employment asset for the Greater Shepparton region, consistent with Clause 11.05 Regional Development.
- The amendment is accompanied by an *Environmental Noise Assessment (AECOM, 24 February 2013)*. The report recommends a number of acoustic treatments to ensure that the amenity of surrounding residential neighbourhoods is not unreasonably reduced by noise emissions associated with the expansion of the Unilever manufacturing facility. This is in accordance with Clause 13.04-1 Noise Abatement.
- The amendment assists in implementing the objective of protecting and carefully planning existing industrial areas to, where possible, facilitate further industrial development. This is in accordance with Clause 17.02-1 Industrial Land Development.
- The amendment is accompanied by a *Traffic Impact Assessment (AECOM, 21 February 2014)*. This assessment demonstrates that access will be provided to the Unilever site in accordance with forecast demand, taking advantage of all available modes of transport. This will minimise adverse impacts on existing transport networks and the amenity of surrounding areas, in accordance with Clause 18.01-1 Land Use and Transport Planning.
- The *Greater Shepparton Planning Scheme Unilever Tatura Master Plan 2014* protects future rail freight opportunities associated with the adjoining Echuca-Toolamba railway line, should this be considered appropriate at some time in the future. The master plan is consistent with the principles outlined in the *National Freight Strategy (2013)* and *Victoria – The Freight State: The Victorian Freight and Logistics Plan (2013)*, including

the Principal Freight Network (Rail) identified in the Plan's Long Term Regional Freight Network Vision.

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

The amendment supports and implements the Local Planning Policy Framework as follows:

- The amendment seeks to implement the Tatura Framework Plan at Clause 21.04 Settlement which seeks to 'Review zoning of major industry and potential overlays to surrounding residential land' in relation to the Unilever site. The application proposes site specific planning controls for the Unilever site. It is noted that Council will be reviewing the planning controls impacting surrounding residential land in the future.
- The amendment meets the objectives and strategies of Clause 21.06 Economic Development:
  - The amendment will continue to protect the existing industrial base in the urban area of Tatura and protect existing industries and facilitate their expansion by implementing a site specific planning control that acknowledges the future industrial expansion plans for the Unilever site.
  - The amendment will implement the findings of the *Strategic Review of Tatura Industrial Land (2011)* through the application of the Special Use Zone and associated master plan to the Unilever site.
  - The Strategic Work Program at Clause 21.06-7 includes to 'investigate the rezoning of the Unilever site in Tatura to a Special Use Zone subject to the satisfactory completion of a site Master Plan'.
- The amendment is accompanied by a *Traffic Impact Assessment (AECOM, 21 February 2014)* that address the transport impacts of the amendment in accordance with Clause 21.07-1 Transport. A Traffic Management Plan is required as such time as buildings and works are proposed on the site under Clause 3.0 of Schedule 10 of the Special Use Zone.
- Clause 3.0 of Schedule 10 of the Special Use Zone requires the preparation of a Stormwater Management Plan as and when buildings and works are proposed on the site in accordance with Clause 21.07-3 Urban Stormwater Management.

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

The use of the Special Use Zone (SUZ) is consistent with the recommendations prepared for the Unilever site within the *Strategic Review of Tatura Industrial Land (2011)*.

The Special Use Zone (SUZ) is an appropriate zoning control on the basis that a site specific master plan has been prepared to facilitate the future use and development of the land. The *Greater Shepparton Planning Scheme Unilever Tatura Master Plan 2014* will be incorporated into the planning scheme and will provide certainty for the future expansion of the site for manufacturing.

The current zone (Industrial 1 Zone) requires multiple planning permit applications for development of the Unilever site. The Special Use Zone will assist in safeguarding Unilever by providing a streamlined planning approval process and safeguard against inappropriate development that could impinge on surrounding residential properties. The Special Use Zone is supported by the *Greater Shepparton Planning Scheme Unilever Tatura Master Plan 2014*, which has been prepared specifically for the subject site.

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

A number of agencies have been notified and provided input into the amendment including Regional Development Victoria, Department of Transport, Planning and Local Infrastructure, VicRoads, Environment Protection Authority, Country Fire Authority, Public Transport Victoria, Powercor, Goulburn Murray Water, Goulburn Valley Water, Yorta Yorta Nation Aboriginal Corporation and APA Group. No objection to the amendment by the relevant agencies has been received.

All relevant referral authorities will be notified with a copy of the amendment documentation during the formal exhibition process and will be offered an opportunity to comment on the proposed planning scheme amendment.

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

The amendment addresses the requirements of the *Transport Integration Act 2010*. In particular, the relevant Transport System Objectives (Division 2, Part 2) as follows:

- The amendment will contribute to economic prosperity on the basis that the planning controls will provide certainty for future investment plans on the site. The transport network will assist in providing efficient and effective access to the site; in particular transportation of raw and finished goods will be undertaken via William Street and Ross Street (Tatura-Murchison Road) south of William Street within close proximity of the site, which is a B-double approved route. The amendment will facilitate a streamlined and more efficient transportation system for the site, including direct transportation from the site to Unilever's distribution centre in Melbourne.
- The Unilever site is a strategic industrial site within Tatura, and the amendment will support the integration of transport and land use by guaranteeing local access to employment. This will reduce the overall need to travel and thereby improving mobility within the local community.
- The amendment will actively support safety and health and wellbeing associated with transportation. The *Greater Shepparton Planning Scheme Unilever Tatura Master Plan 2014* proposes to retain the dedicated pedestrian and cycling access point to the site adjoining the vehicle entry on Park Street. Dedicated heavy vehicle access points to the site will minimise conflict and improve safety between each transport mode accessing the site and broader transport movements in surrounding streets.

The amendment is supported by a *Traffic Impact Assessment (Aecom, 21 February 2014)* including an assessment of the amendment against *National Land Freight Strategy (2013)* and *Victoria – The Freight State: The Victorian Freight and Logistics Plan (2013)*. The *Greater Shepparton Planning Scheme Unilever Tatura Master Plan 2014* protects future rail freight opportunities associated with the adjoining railway line, should this be considered appropriate at some time in the future.

**Resource and administrative costs**

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

The amendment will have a positive impact on the resource and administrative costs of the responsible authority. It will provide an improved basis for decision making associated with the Unilever site which will be an administrative benefit in administering the Planning Scheme. In particular the site specific controls provide for a streamlined planning process associated with the expansion of the site by limiting the number of triggers for planning permits associated with future works and exempting applications from notice and review where generally in accordance with the *Greater Shepparton Planning Scheme Unilever Tatura Master Plan 2014*.

#### **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.dpced.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 Monday, 17 November 2014.

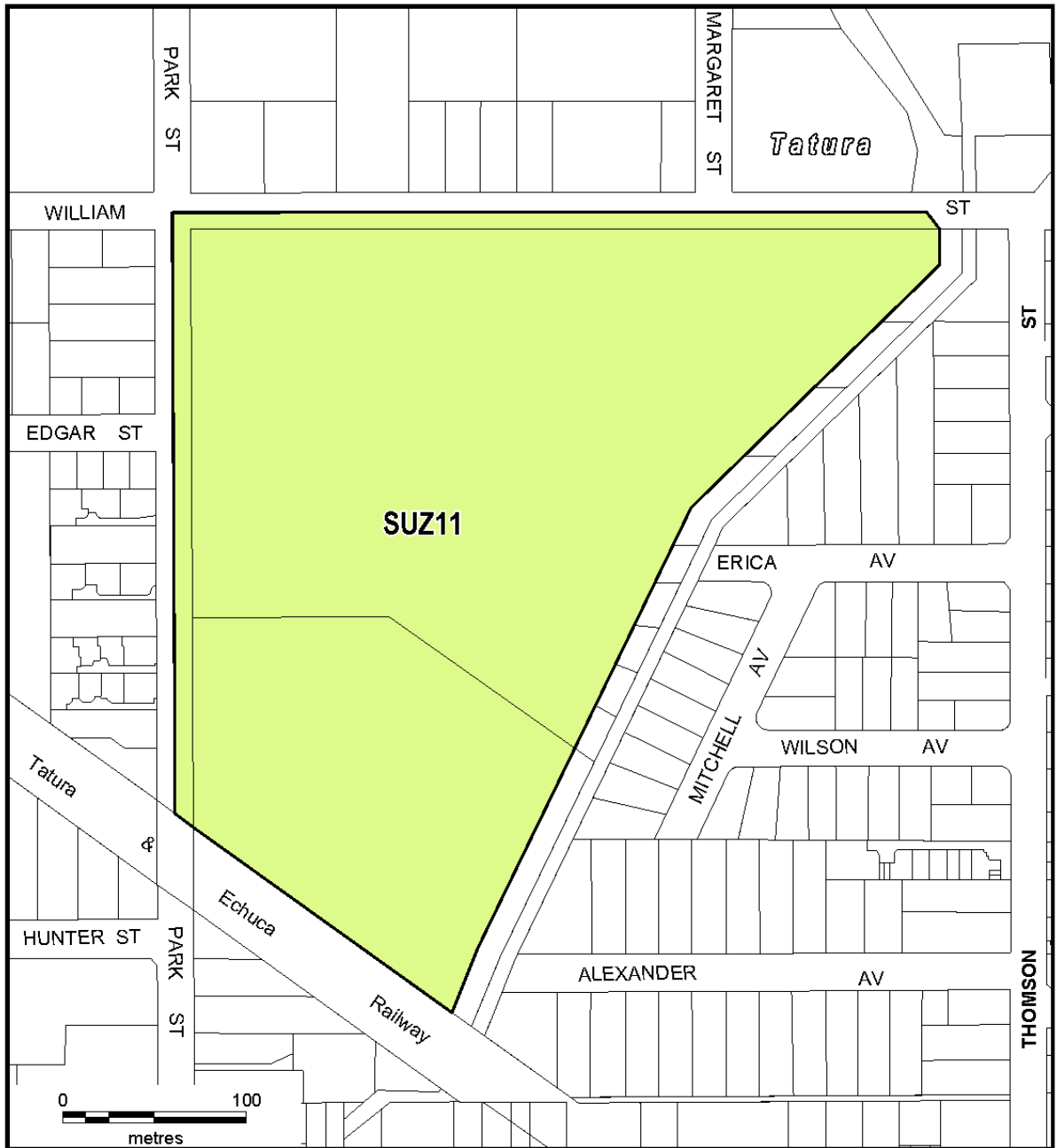
A submission must be sent to: Greater Shepparton City Council, Locked Bag 1000, Shepparton VIC 3632.

#### **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: week starting 23 February 2015
- panel hearing: week starting 16 March 2015

# GREATER SHEPPARTON PLANNING SCHEME LOCAL PROVISION



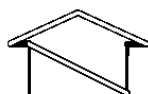
Part of Planning Scheme Map 7

### LEGEND

SUZ11	Special Use Zone - Schedule 11
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## AMENDMENT C170

| Planning Mapping Services |  
 | Amendments Coordination Team |  
 | Planning & Building Systems |  
 | Planning, Building & Heritage |



Department of  
 Transport, Planning and  
 Local Infrastructure



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## GREATER SHEPPARTON PLANNING SCHEME

## 21.08

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C121 C170**GENERAL IMPLEMENTATION****Applying Zones and Overlays - Settlement**

- Apply the Residential 1 Zone to established residential areas.
- Apply the Residential 1 Zone to residential land in growth corridors.
- Apply the Farming Zone to the 'growth' and 'consolidation' (FZ1) areas; and 'niche' (FZ2) areas in accordance with the Rural Regional Land Use Strategy (RRLUS).
- Apply the Low Density Residential Zone and the Rural Living Zone to rural residential areas as nominated on the structure plans or identified in a comprehensive Residential Land Supply and Housing Strategy.
- Apply the Farming Zone to proposed long term urban growth areas.
- Apply the Development Plan Overlay to the growth areas to ensure co-ordinated development.
- Apply the Design and Development Overlays (Schedules DDO3, DDO4, DDO5, DDO6, and DDO7) to the five designated precincts in the "Urban Design Framework – Shepparton North and South Business Areas" to provide design guidelines and directions for the future developments in the precincts.
- Apply the Environmental Audit Overlay to guide the transformation of former intensive agricultural land to residential.
- Apply Development Plan Overlays for areas of new growth to guide road design and access and to guide preparation of Stormwater Management Plan.
- Apply the Development Contributions Plan Overlay to new growth areas to ensure that new physical and social infrastructure is adequately funded in a timely manner.

**Applying Zones and Overlays - Environment**

- Apply the Public Use Zones, PPRZ and PCRZ to public land and open space areas containing significant flora and fauna habitats.
- Apply the Significant Landscape Overlay to areas with significant landscapes.
- Apply the Vegetation Protection Overlay over roadsides and lineal reserves containing significant vegetation.
- Apply the Environmental Significance Overlay over waterways, wetlands and other areas of identified significance including Ramsar wetlands.
- Apply the Heritage Overlay to sites and areas of cultural heritage significance.
- Use the Schedule to the Farming Zone to require the preparation of Whole Farm Plans.
- Apply the Urban Floodway Zone to active floodplain areas with high hazards and strictly control use.
- Apply the Floodway Overlay to land that has significant risk of flooding in active floodplain areas with high hazards.
- Apply the Land Subject to Inundation Overlay to both urban and rural land subject to 1 in 100 year flooding.
- Apply the Special Building Overlay to land in urban areas that are subject to flows from urban drainage systems.
- Apply the Salinity Management Overlay to recharge areas.



## GREATER SHEPPARTON PLANNING SCHEME

**Applying Zones and Overlays - Economic Development**

- Apply the Farming Zone to the 'growth' and 'consolidation' (FZ1) areas and 'niche' (FZ2) areas to implement the Rural Regional Land Use Strategy (RRLUS).
- Apply the Rural Conservation Zone to rural land with identified environmental significance.
- Apply the Business 1 Zone to the primary retailing centres.
- Use the Schedule to the Business 1 Zone to identify floor space limits for the expansion of the Shepparton Marketplace shopping centres and future neighbourhood.
- Apply the Businesses 2 Zone to the office and business areas around the central CBD of Shepparton.
- Apply an appropriate zone to areas within the Shepparton and Mooroopna CBDs to encourage a mix of urban activities.
- Apply the Special Use Zone to the Goulburn Valley Freight Logistics centre.
- Apply the Industrial Zone to established industrial areas.
- Apply the Farming Zone on land designated for long term industrial use.
- Apply Design and Development Overlays to main roads and precincts within Shepparton/Mooroopna CBD to improve urban design, landscaping and to control advertising.
- Apply the Development Plan Overlay or similar tool to provide for protection and future growth of existing large-scale industries in Tatura.
- Apply the Special Use Zone (Schedule 9) to the Tatura Milk Industries site.
- [Apply the Special Use Zone \(Schedule 11\) to the Unilever site in Tatura.](#)

**Applying Zones and Overlays - Infrastructure**

- Apply the Road Zone Category 1 to the declared Main road network.
- Apply the Public Acquisition Overlay to land to be acquired for the bypass and for road widening purposes.
- Apply the Public Use Zone to the current site of the Shepparton Aerodrome.
- Apply Development Plan Overlays for areas of new growth to guide road design and access and to guide preparation of Stormwater Management Plan.
- Apply the Development Contributions Plan Overlay to new growth areas to ensure infrastructure is adequately funded in a timely manner.
- Apply the Environmental Significance Overlay to identify the required buffer distances around all the Goulburn Valley Water wastewater management facilities to ensure their protection from the encroachment of unsuitable uses.

GREATER SHEPPARTON PLANNING SCHEME

C170

**SCHEDULE 11 TO THE SPECIAL USE ZONE**

Shown on the planning scheme map as **SUZ11**.

**UNILEVER MANUFACTURING SITE, 55 PARK STREET, TATURA**

**Purpose**

To promote the use and development of the land consistent with the *Greater Shepparton Planning Scheme Unilever Tatura Master Plan 2014*.

To provide for the use and development of the land by Unilever for the manufacture of food and other products in a manner which minimises the impact on the amenity of surrounding areas.

To provide safe and efficient vehicle ingress to and egress from the land.

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C170

**Table of uses**

**Section 1 - Permit not required**

Use	Condition
Home occupation	
Industry	
Informal outdoor recreation	
Minor utility installation	
Railway	
Tramway	
Warehouse	
Any use listed in Clause 62.01	Must meet the requirements of Clause 62.01.

**Section 2 - Permit required**

Use	Condition
Agriculture (other than Intensive animal husbandry)	
Caretaker's house	
Leisure and recreation (other than Informal outdoor recreation, Major sports and recreation facility, and Motor racing track)	
Manufacturing sales	
Place of assembly	
Shop (other than Adult sex bookshop)	The floor area must not exceed 200 square metres.
Utility installation (other than Minor utility installation)	
Any other use not in Section 1 or 3	

## GREATER SHEPPARTON PLANNING SCHEME

**Section 3 - Prohibited****Use**

**Accommodation (other than Caretaker's house)**  
**Adult sex bookshop**  
**Brothel**  
**Cinema based entertainment facility**  
**Hospital**  
**Intensive animal husbandry**  
**Major sports and recreation facility**  
**Motor racing track**  
**Retail premises (other than Manufacturing sales and Shop)**

**2.0**

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**Use of land****Application requirements**

An application to use land must be accompanied by the following information, as appropriate:

- The purpose of the use and the types of activities which will be carried out.
- The likely effects, if any, on adjoining land, including noise levels, air-borne emissions, emissions to land and water, traffic, the hours of delivery and dispatch of goods and materials, the hours of operation, light spill, overshadowing and glare.
- The means of maintaining land not required for immediate use.

An application to use land for an industry or warehouse must also be accompanied by the following information:

- The type and quantity of goods to be stored, processed or produced.
- Whether a Works Approval or Waste Discharge Licence is required from the Environment Protection Authority.
- Whether a notification under the Occupational Health and Safety (Major Hazard Facilities) Regulations 2000 is required, a licence under the Dangerous Goods Act 1985 is required, or a fire protection quantity under the Dangerous Goods (Storage and Handling) Regulations 2000 is exceeded.

**3.0**

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 C170

**Buildings and works****Permit requirement**

A permit is not required to construct or carry out:

- A building or works generally in accordance with the *Greater Shepparton Planning Scheme Unilever Tatura Master Plan 2014*.
- A building or works which rearrange, alter or renew plant if the area or height of the plant is not increased.

A building or works generally in accordance with the *Greater Shepparton Planning Scheme Unilever Tatura Master Plan 2014* must be constructed or carried out in accordance with the following plans, as appropriate, prepared to the satisfaction of the responsible authority:

- A **Design Plan** drawn to scale showing:
  - The boundaries and dimensions of the site.
  - Adjoining roads.
  - The location, height and purpose of buildings and works on adjoining land.
  - Ground levels.
  - The layout of existing and proposed buildings and works.
  - Driveways, vehicle parking areas and loading and unloading areas.

## GREATER SHEPPARTON PLANNING SCHEME

- Proposed landscaping areas.
- External storage and waste treatment areas.
- Elevations, including the colour and materials of all buildings and works.
- A **Stormwater Management Plan** specifying details of how stormwater runoff will be conveyed into the drainage network.
- A **Construction Management Plan** specifying the measures proposed to ensure that construction activity has minimal impact on surrounding areas.
- A **Fencing Plan** showing details of boundary fences, including the height, location, design and materials of the fences.
- A **Landscaping Plan** describing the vegetation species to be planted, the number of trees, planting formations, earth mounding, surface treatments and the method of preparing, draining, watering and maintaining the landscaping areas.
- A **Traffic Management Plan** providing details on:
  - Heavy, Light, and Emergency Vehicle, pedestrian and bicycle access points at the property boundaries.
  - The location and treatment of circulation areas, driveways and other accessways within and abutting the site.
  - The location, layout and treatment of all vehicle and bicycle parking areas and loading and unloading areas within and abutting the site.
- An **Environmental Management Plan (EMP)** showing the measures proposed to satisfy all relevant environmental requirements to minimise impact on surrounding areas, including noise attenuation and air emission reduction. The EMP must include all monitoring, auditing, reporting and mitigation measures that are relevant to the use and development of the land.
- A **Utility Services Plan** detailing the existing and proposed connections to utility infrastructure and relevant utility requirements.
- A **Staging Plan** identifying the sequence and timing of development and the obligations on the land owner to implement the landscaping and acoustic treatment requirements of the *Greater Shepparton Planning Scheme Unilever Tatura Master Plan 2014*.
- A **Cultural Heritage Management Plan, or Cultural Heritage Management Plan Due Diligence Report**, as specified and approved by the relevant registered aboriginal party.

Before any of the above plans are approved for a building or works, the land owner must advise the responsible authority whether a Works Approval or Waste Discharge Licence is required from the Environment Protection Authority.

Except with the written consent of the responsible authority, the following must be constructed or carried out either before the use of an approved building or works or within 24 months of the approval of Amendment C170 (whichever is the sooner).

- Landscaping in accordance with the Landscaping Plan.
- Boundary fences in accordance with the Fencing Plan.
- Circulation areas, driveways and other accessways in accordance with the Traffic Management Plan.
- Drainage of the buildings or works in accordance with the Stormwater Management Plan.

#### 4.0 Noise Limits

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C170

For the purposes of noise, the applicable limits for Industrial 1 zoned land apply to the site.

#### 5.0 Car parking

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C170

The number of car spaces to be provided on the land for an industry for the manufacture of food or related products or an associated warehouse must be to the satisfaction of the responsible authority, having regard to an assessment of the anticipated car parking demand.

## GREATER SHEPPARTON PLANNING SCHEME

**6.0 Exemption from notice and review**

*del*  
C170 An application under any provision of this scheme which is generally in accordance with the *Greater Shepparton Planning Scheme Unilever Tatura Master Plan 2014* is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

**7.0 Decision guidelines**

*del*  
C170 Before deciding on an application to use or subdivide land, construct a building or construct or carry out works or the approval of a plan prepared in accordance with the requirements of Clause 3.0 of this schedule, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

- The *Greater Shepparton Planning Scheme Unilever Tatura Master Plan 2014*.
- The views of the Environment Protection Authority on the Stormwater Management Plan, the Environmental Management Plan, the Noise Reduction Plan, the Air Emissions Reduction Plan and the Staging Plan.
- The effect that existing uses may have on the proposed use.
- The interface with adjoining areas, especially the relationship with residential areas.
- The interface with the streetscape, including the location of access points at the property boundaries and the landscaping of land adjoining a road.
- The design and elevation treatment of buildings and their appurtenances.
- The illumination of buildings and their immediate spaces.
- The interim use of those parts of the land not required for the proposed use.
- The drainage of the land.
- The availability of and connection to services.
- The effect of traffic to be generated on roads.
- Provision for vehicle and bicycle parking.
- Provision for the loading and unloading of vehicles.
- Provision for vehicles providing for supplies, waste removal and emergency services.
- The storage of rubbish and materials for recycling.
- The provision of solar access.

**8.0 Maintenance**

*del*  
C170 All buildings and works must be maintained in good order and appearance to the satisfaction of the responsible authority.

**9.0 Advertising signs**

*del*  
C170 Advertising sign requirements are at Clause 52.05. This zone is in Category 2.

## GREATER SHEPPARTON PLANNING SCHEME

14-12-  
2013  
GC4C170

## SCHEDULE TO CLAUSE 81.01

Name of document	Introduced by:
Australian Standard AS2021-2000, Acoustics – Aircraft Noise Intrusion – Building Siting and Construction, Standards Australia International Ltd, 2000	VC11
Dhurringile Prison Extension, Incorporated Document, December, 2013	GC4
Earthworks Controls in the Shire of Campaspe, City of Greater Shepparton and Moira Shire, August 2010	C138
Goulburn Murray Water Connections and Modernisation Project Incorporated Document, Moira and Greater Shepparton Planning Schemes, June 2012	C166
Goulburn-Murray Water Native Vegetation Code of Practice, February 2011	C161
Greater Shepparton Floodplain Development Plan – Precinct of Mosquito Depression, October 2006	C32
Greater Shepparton Floodplain Development Plan –Precinct of Broken River, October 2006	C32
Greater Shepparton Floodplain Development Plan –Precinct of Broken Creek, October 2006	C32
Greater Shepparton Floodplain Development Plan –Precinct of Goulburn River, October 2006	C32
Greater Shepparton Floodplain Development Plan –Precinct of Honeysuckle and Seven Creeks, October 2006	C32
Greater Shepparton Floodplain Development Plan –Precinct of Lower Goulburn, October 2006	C32
Greater Shepparton Heritage Incorporated Plan, May 2013	C110
Greater Shepparton Planning Scheme Tatura Milk Industries Master Plan 2012	C151
<u>Greater Shepparton Planning Scheme Unilever Tatura Master Plan 2014</u>	<u>C170</u>
Lake Mokoan Decommissioning Project Planning Scheme Incorporated Document	C113
Mooroopna West Growth Corridor Development Contribution Plan, January 2013	C160
Shepparton North and South Growth Corridors, Development Contribution Plans – December 2002 (updated October 2003)	C11



**Greater Shepparton City Council**  
**Greater Shepparton Planning Scheme**

**Unilever Tatura Master Plan 2014**

**Incorporated Document**



## 1 Introduction

This document is an Incorporated Document in the Schedule to Clause 81.01 of the Greater Shepparton Planning Scheme.

The land identified in this Incorporated Document may be used, developed and subdivided in accordance with the specific controls contained in this document.

If there is any inconsistency between the specific controls in this document and the general provisions of the Greater Shepparton Planning Scheme, the specific controls in this document will prevail.

## 2 The Land

The subject land can be identified as 55 Park Street, Tatura, bounded by William Street to the north, Park Street to the west, the railway corridor to the south and a reserve to the east.

## 3 Purpose

- To provide for the use and development of the land by Unilever for the manufacture of food and other products in a manner which minimises the impact on the amenity of surrounding areas.
- To provide safe and efficient vehicle ingress to and egress from the land.

## 4 What does this master plan provide for?

### 4.1 Use

Use of the land must be in accordance with Schedule 10 to the Special Use Zone.

### 4.2 Development

Development of the land must be in accordance with Schedule 10 to the Special Use Zone.

### 4.3 Setbacks

Buildings must maintain a minimum setback from road boundaries as follows:

- William Street – 0 metres.
- Park Street – 27 metres.

### 4.4 Landscaping

Development must provide for a landscape treatment in accordance with the following:

- Park Street – 9 metre minimum landscape setback where not obstructed by existing buildings.
- William Street – 5 metre minimum landscape setback where not obstructed by the potential new building in Precinct C.
- Reserve – 5 metre minimum landscape setback.





#### 4.5 Building Heights

Buildings and works should not exceed the following heights in the precincts specified on the attached maps and in accordance with the following:

Precinct A	10 metres
Precinct B	15 metres within 97 metres of Park Street, otherwise 23 metres
Precinct C	15 metres
Precinct D	10 metres

The above building heights do not include air conditioning plants, exhaust stacks, lift overruns, parapets or service and maintenance equipment provided that it constitutes no more than 10% of the total height of the building.



Figure 1 Unilever Tatura Master Plan 2014

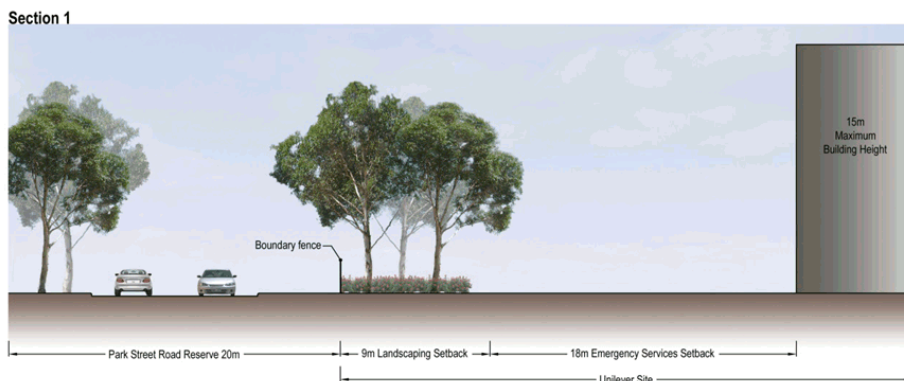


Figure 2 Cross Section 1 – Precinct B (Park Street)

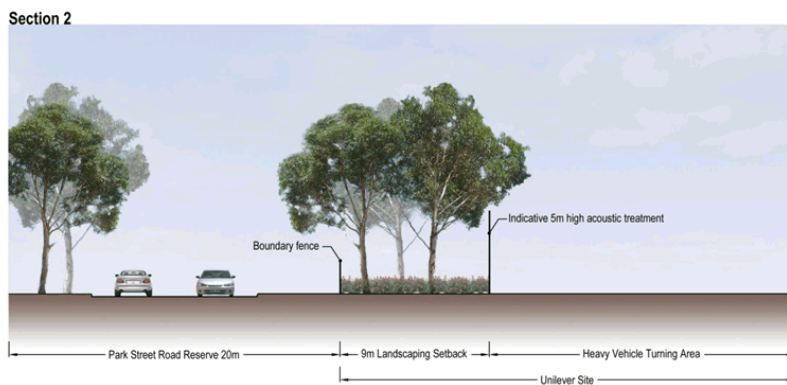


Figure 3 Cross Section 2 – Precinct B (Park Street)

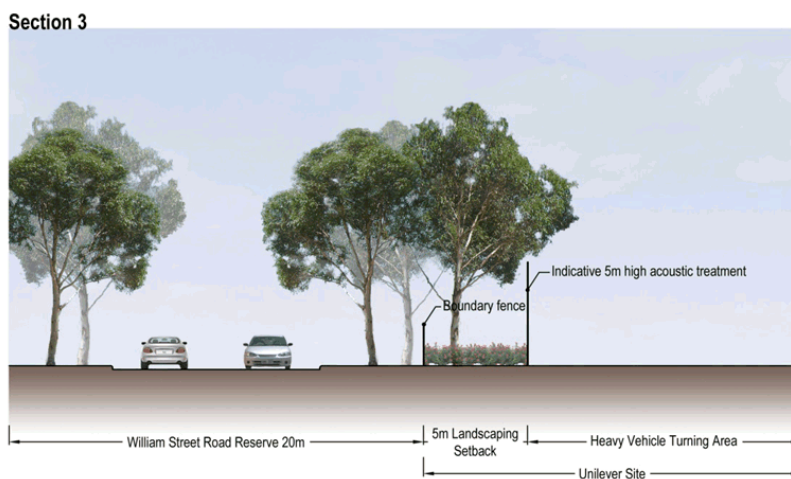


Figure 4 Cross Section 3 – Precinct C (William Street)

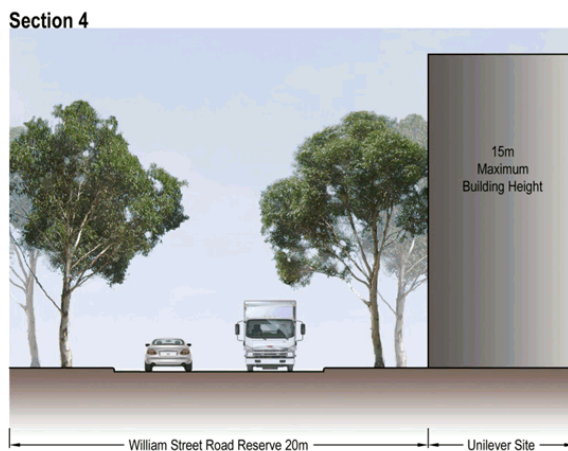


Figure 5 Cross Section 4 – Precinct C (William Street)

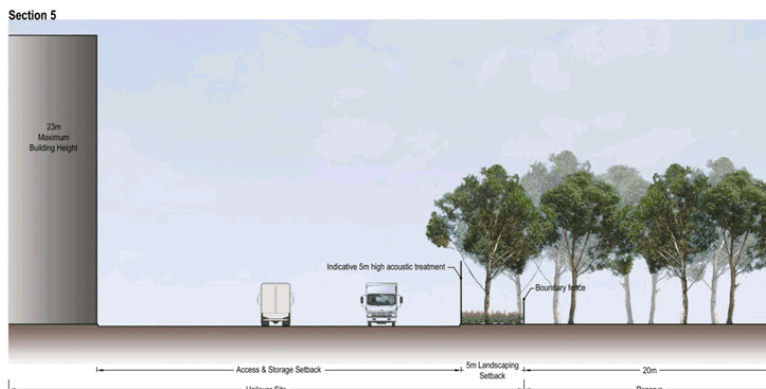


Figure 6 Cross Section 5 – Precinct B (Reserve)

*Planning and Environment Act 1987***GREATER SHEPPARTON PLANNING SCHEME****AMENDMENT C170****INSTRUCTION SHEET**

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

The Greater Shepparton Planning Scheme is amended as follows:

**Planning Scheme Maps**

The Planning Scheme Maps are amended by a total of one attached map.

**Zoning Maps**

1. Planning Scheme Map No. 7 is amended in the manner shown on the attached map marked "Greater Shepparton Planning Scheme, Amendment C170".

**Planning Scheme Ordinance**

The Planning Scheme Ordinance is amended as follows:

2. In Local Planning Policy Framework – replace Clause 21.08 with a new Clause 21.08 in the form of the attached document. The changes are as follows:
  - Applying Zones and Overlays – Economic Development has been amended to include the following line:
    - Apply the Special Use Zone (Schedule 11) to the Unilever site in Tatura.
3. In Zones – following Clause 37.01, insert a new Schedule 11 in the form of the attached document.
4. In Incorporated Documents – Clause 81.01, replace the Schedule with the new Schedule in the form of the attached document.

End of document

ATTACHMENT 2 – BACKGROUND REPORTS

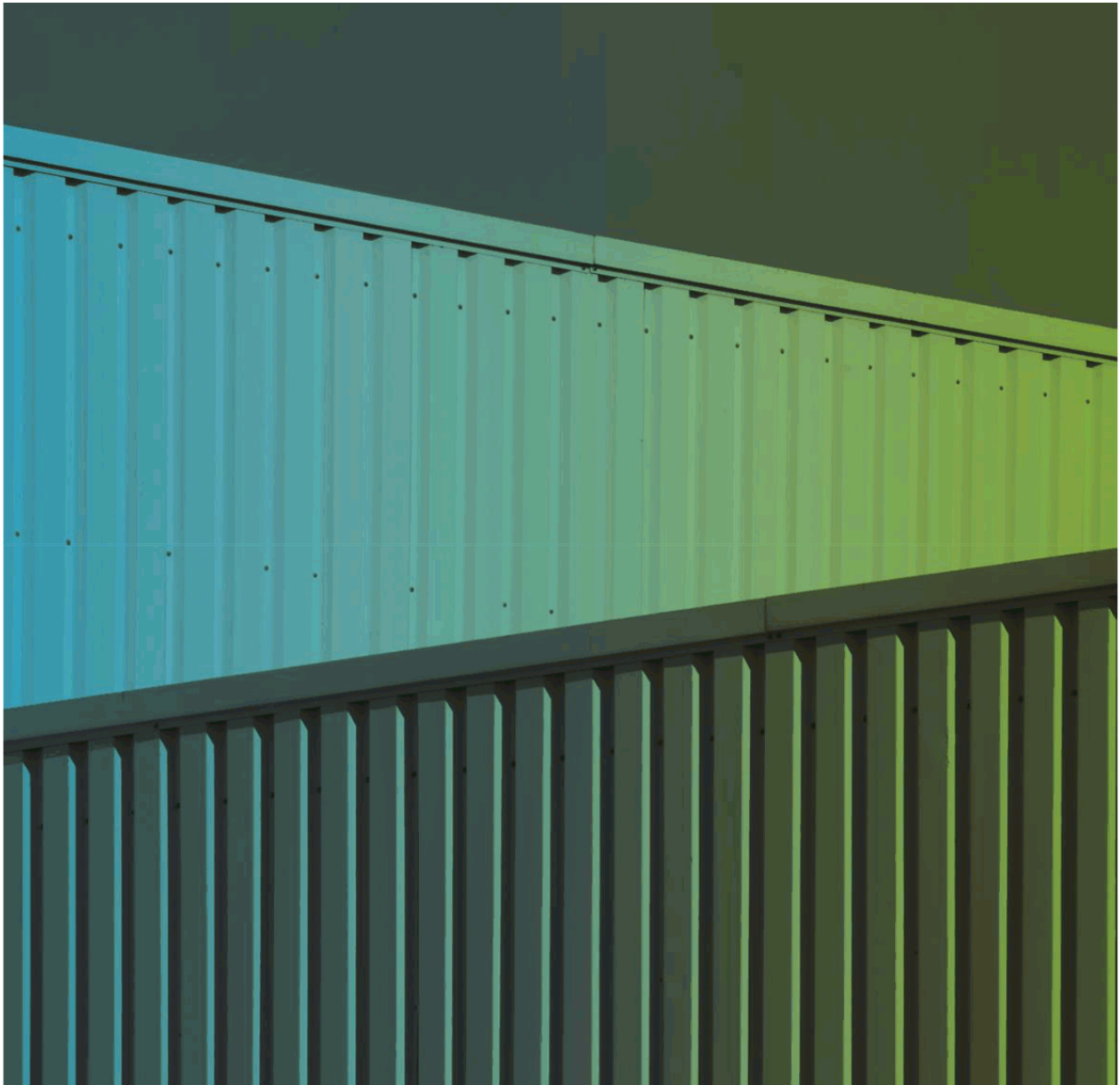
1. Environmental Noise Assessment (AECOM 2014)
2. Traffic Impact Assessment (AECOM 2014)



Unilever  
17-Mar-2014  
Doc No. 60312586 - Unilever Tatura  
Acoustic Assessment

# Environmental Noise Assessment

Unilever Tatura



AECOM

Environmental Noise Assessment

## Environmental Noise Assessment

**Unilever Tatura****Client: Unilever**

ABN: N/A

**Prepared by**

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Job No.: 60312596

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Environmental Noise Assessment

### Quality Information

Document      Environmental Noise Assessment  
 Ref              60312596  
 Date             17-Mar-2014  
 Prepared by    David Peoples  
 Reviewed by    Andrew Mitchell

#### Revision History

Revision	Revision Date	Details	Authorised	
			Name/Position	Signature
0	24-Feb-2014	Initial Issue	Andrew Mitchell Principal Acoustic Engineer	
1	17-Mar-2014	Updated in response to stakeholder comments	Andrew Mitchell Principal Acoustic Engineer	

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 Revision 1 – 17-Mar-2014  
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Environmental Noise Assessment

## Table of Contents

Executive Summary	i
1.0 Introduction	2
2.0 Project Details	3
2.1 Site Description	3
3.0 Project Criteria	5
3.1 NIRV Time Periods	5
3.2 Zone Levels	5
3.3 Distance Adjustment	5
3.4 Background Level Check and Adjustment	6
3.5 Recommended Maximum Noise Levels	6
4.0 Acoustic Modelling	6
4.1 Noise Modelling Software	6
4.2 Noise Modelling Parameters	6
4.2.1 Site Features and Noise Sources	6
4.2.2 Meteorological Conditions	9
4.3 Predicted Noise Levels	9
5.0 Noise Mitigation	10
5.1 Noise Wall to Eastern Boundary of the Site	10
5.2 Noise Wall to North-Western Corner of the Site	11
6.0 Proposed Planning Scheme Amendment	12
7.0 Summary	12
Appendix 1 – Nomenclature	13
Appendix 2 – Proposed Future Unilever Site	14
Appendix 3 – Noise Contour Maps	16

## Executive Summary

AECOM was commissioned to undertake an assessment of the noise emissions from Unilever's Tatura site to the nearby residential areas in relation to the proposed redevelopment and expansion of their processing facilities, and also in relation to a proposed amendment to the planning scheme which would result in the rezoning of the site to Special Use Zone (SUZ).

The 10-year master plan for the Tatura site includes:

- Redevelopment and expansion of their processing facilities
- A new finished goods warehouse
- A new miscellaneous processing/warehouse building
- Redevelopment and expansion of associated services buildings
- Other associated site works

Noise criteria that apply to noise emissions from the Unilever site are specified by the Victorian EPA Guidelines *Noise from Industry in Regional Victoria (NIRV)*.

A computer noise model of the site and surrounds was developed, which incorporated noise level information that was measured on site as part of an assessment by Marshall Day Acoustics in June 2013.

The noise model was used to predict the noise emissions from the redeveloped site, taking into account the noise emissions from stationary noise-emitting plant items on site that will be retained, and proposed future truck movements within the site.

The noise modelling indicates that:

- The noise emissions towards the residential area to the east of the site will increase, and that the noise levels will potentially exceed the NIRV recommended noise limits that apply during the Day, Evening and Night periods.
- The noise emissions towards the residential area near the north-western corner of the site will increase, and that the recommended noise limits will potentially exceed the Night period noise limit.

Further noise modelling was undertaken to investigate noise mitigation measures to reduce the future noise emission levels to the east and west of the site.

The main source of noise emissions from the site will be truck movements within the site, with stationary plant items being relatively minimal contributors to the noise emissions to the surrounding areas. Therefore, the following noise attenuation measures are recommended:

- A 5 to 7-metre noise wall to a portion of the eastern boundary of the site, and
- A 5-metre high noise wall to the north-western corner of the site.

The proposed planning scheme amendment has the potential to result in lower noise limits applying to the Unilever site. In order to retain the existing noise limits if the site is rezoned as Special Use Zone, it is recommended that Unilever requests that the planning scheme amendment includes a link to the IN1Z noise limits, making reference to the currently-allowed use of the land. Council could also consider reviewing the planning controls that affect the land surrounding the Unilever site, to further address acoustic implications in the future, for example, to limit the number of new dwellings around the Unilever site.

## 1.0 Introduction

AECOM was commissioned to undertake an assessment of the noise emissions from Unilever's Tatura site to the nearby residential areas in relation to the proposed redevelopment and expansion of their processing facilities, and also in relation to a proposed amendment to the planning scheme which would result in the rezoning of the site to Special Use Zone (SUZ).

Previously, an acoustic assessment of Unilever Tatura was undertaken by Marshall Day Acoustics. The Marshall Day assessment included nomination of noise limits in accordance with the Victorian EPA Guideline *Noise from Industry in Regional Victoria (NIRV)*, noise measurements at the nearest residential areas, and an assessment of the measured noise levels in accordance with the SEPP N-1 procedures.

The acoustic assessment presented in this report includes acoustic modelling of the future noise emissions from the Unilever facility to the nearest noise-sensitive receivers following the redevelopment and expansion of the site under the current Master Plan, using the Marshall Day assessment as a basis. This report also presents recommended measures to reduce the noise emissions to the nearby residential area, and commentary in relation to a proposed amendment to the planning scheme that applies to the Unilever site.

Nomenclature used throughout the report is described in Appendix 1.

## 2.0 Project Details

The following sections outline the details of the project site.

### 2.1 Site Description

Figure 1, below, presents an aerial photograph of Unilever Tatura and surrounds. Figure 2 presents the existing land use zoning of the Unilever site and surrounds.

Unilever is bounded by Park Street to the west, William Street to the north, a railway reservation to the south, and a reserve to the east.

The zoning of the site is Industrial 1 (IN1Z), and the site is surrounded by Industrial 1 to the north, Residential 1 (R1Z) to the west, Public Use – Transport (PUZ4) to the south, and Public Use – Local Government (PUZ6) to the east.

The nearest noise-sensitive receivers are residences situated in the Residential 1 Zones to the west, south and east. There are also two residences located to the north of the Unilever site, situated on land zoned Industrial 1. The nearest of these residences to the site is 53 William Street, as indicated on Figure 2.

The nearest Residential-zoned land to the north is approximately 170 metres to the north of the northern boundary of the Unilever site.



Figure 1 – Aerial Photograph of Unilever Site and Surroundings (Source: Google Earth)

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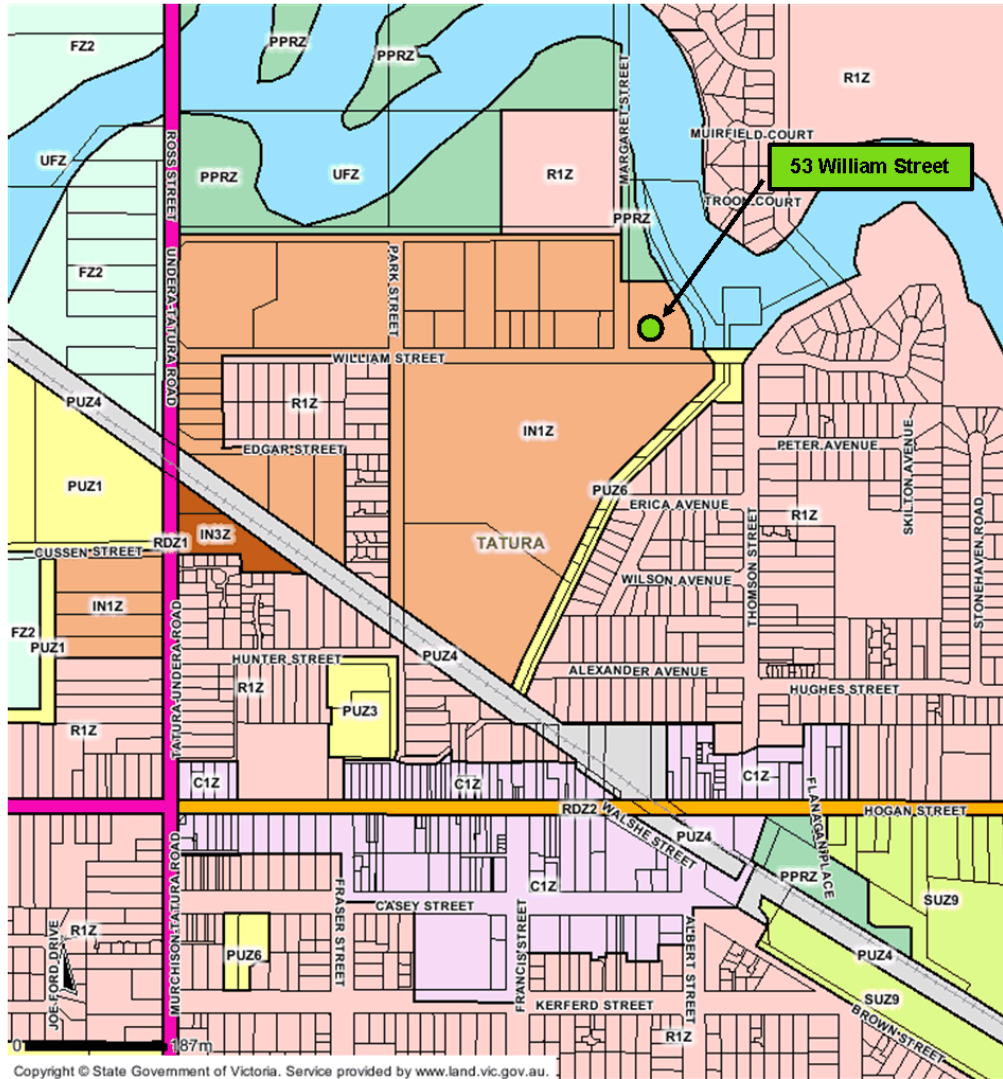


Figure 2 – Land Use Zoning of Unilever Site and Surroundings

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 Revision 1 – 17-Mar-2014  
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### 3.0 Project Criteria

In rural areas, the EPA Guideline 'Noise from Industry in Regional Victoria' (NIRV) applies to noise emissions from commercial, industrial and trade premises.

NIRV recommends noise criteria for the assessment of noise from commercial, industrial and trade premises with respect to noise impacts on noise sensitive receivers. The NIRV noise criteria do not apply to the noise from non-commercial vehicles or emergency alarms such as sirens.

Under NIRV, noise from the source under consideration is measured so as to determine its impact over a continuous 30-minute period. Adjustments to the measured noise level are applied to account for the effects of duration, tonality, intermittency and impulsiveness. The resultant noise level is called the Effective Noise Level.

It should be noted that NIRV is non-statutory guideline; the NIRV noise limits are therefore only legally binding when applied through statutory instruments such as a planning permit or notice.

#### 3.1 NIRV Time Periods

Under NIRV, recommended maximum noise levels are established for the three periods; Day, Evening and Night. The following time period classifications are defined by NIRV:

Table 1 – SEPP N-1 Time Period Classifications

NIRV Time Period	Time
Day	7am to 6pm Weekdays 7am to 1pm Saturdays
Evening	6pm to 10pm Weekdays 1pm to 10pm Saturdays 7am to 10pm Sundays and Public Holidays
Night	10pm to 7am All days

#### 3.2 Zone Levels

NIRV prescribes different 'zone levels' depending on the zoning of the land at the noise-emitting premises, and at the noise sensitive receivers, to provide a basis for the resultant recommended noise levels.

Table 1 of NIRV is used in conjunction with the planning scheme for the subject site to determine the applicable zone levels.

Referring to the planning scheme, the Unilever site is zoned Industrial 1. The nearest residences to the west, south and east of the site are located in Residential 1 Zone (LDRZ), and the nearest residences to the north, on Margaret Street, are in Industrial 1 Zone.

The zone levels applicable at the nearest residences to the Unilever site are presented in Table 2 below.

Table 2 – Zone Levels

Location	Zone Levels (dB(A))		
	Day	Evening	Night
Residences to the west, south and east	53	48	43
Residences in Margaret Street	58	53	48

#### 3.3 Distance Adjustment

NIRV states that distance adjustments are to be made to the zone levels where the noise-emitting premises and the noise sensitive receivers are not within the same zone classification. The distance adjustment is based on the distance between the receiver and the boundary of the zone in which the noise emitting premises is located.

The adjustment to the Zone Levels for distance is a subtraction of one decibel for every 100 metres from the receiver to the boundary of the land use zone in which the noise emitter is located.



In this instance the nearest noise sensitive receivers and the facility are in the same zone type, and are less than 100 metres from the boundary of the zone of the Unilever site, and therefore no distance adjustment is applicable.

### 3.4 Background Level Check and Adjustment

In accordance with NIRV, background noise monitoring may be conducted if the noise sensitive area is deemed to be a 'background-relevant area'. NIRV defines a background relevant area to be:

*'...a noise-sensitive area where background noise levels may be higher than usual for a rural area. This includes areas where freeway or highway traffic is a significant audible background noise source. It also includes coastal areas, where representative background levels are elevated by surf.'*

The area surrounding the Unilever is not considered a background-relevant area, as the volume of traffic present on the nearby roads would not be adequate to significantly affect the  $L_{A90}$  background noise level, which is defined as the noise level that is exceeded 90% of the time.

### 3.5 Recommended Maximum Noise Levels

The NIRV recommended maximum noise levels are therefore the zone levels, and are as shown in the following Table.

Table 3 –Recommended Maximum Noise Levels

Location	NIRV Recommended Maximum Noise Levels (dB(A))		
	Day	Evening	Night
Residences to the west, south and east	53	48	43
Residences in Margaret Street	58	53	48

## 4.0 Acoustic Modelling

A computer noise model of the Unilever site and surrounds was developed to predict the noise emissions from the site following the proposed expansion of the plant. A model of the existing Unilever plant and operations was developed initially to depict the existing noise emissions and thus to establish a baseline for comparison with the predicted future noise emissions. To predict the future noise emissions, model of the existing plant was then modified to reflect the future site proposed under the Master Plan.

This section outlines the methodology that was used to undertake acoustic computer modelling to predict the future noise emissions following the implementation of the proposed Master Plan. This section details the modelling software that was used, and lists the assumptions and parameters used in the modelling.

### 4.1 Noise Modelling Software

SEPP N-1 Effective Noise Levels due to the proposed operations were predicted using 'SoundPLAN' environmental noise modelling software, version 7.3. This software is capable of accurately predicting environmental noise levels and mapping the results. SoundPLAN is used extensively worldwide, and takes a standards-based approach to modelling.

The modelling was undertaken using the ISO 9613- 2:1996 prediction method, which is widely accepted as an environmental noise prediction method.

### 4.2 Noise Modelling Parameters

The following sections outline the parameters that were put into the acoustic model of the existing and future site.

#### 4.2.1 Site Features and Noise Sources

##### Existing Unilever Noise Emissions

A computer noise model of the Unilever site and surrounds was developed to predict the noise emissions from the site following the proposed expansion of the plant. A model of the existing Unilever plant and operations was



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Environmental Noise Assessment

7

developed initially to depict the existing noise emissions and thus to establish a baseline for comparison with the predicted future noise emissions.

For the model of the existing site and surrounds, general spatial and layout information was based on an aerial photograph of the Unilever site. The heights of buildings on the existing site were based on our observations while on site.

The two earth mounds on the north side of the plant were entered into the noise model. The mounds were modelled as being 4 metres in height.

Noise level data for existing stationary noise sources at the site, such as mechanical plant items, was measured during our site visit.

The Sound Power Levels for each stationary noise-emitting item observed on site was calculated based on the measured Sound Pressure Level due to each. The determined Sound Power Levels are presented below.

Table 4 – Sound Power Levels for Stationary Items on Site

Noise Source	Sound Power Level (dB(A))
Dust Extraction Unit (x2)	93
Pump	70
Compressor	80
Air Handling Unit (x2)	95
Boiler Plant	88
Gas Valves	73

Additional noise level information presented in Marshall Day Acoustics Report *Unilever Tatura Plant Noise Survey Report No. Rp 001 2013184ML*, dated 26 June 2013 was used to 'calibrate' the noise model. The Marshall Day Report presents the measured EPA 'Effective Noise Level' (the noise level that is assessed in relation to the noise limits) at the intersection of Margaret and Williams Streets, near the north-eastern corner of the Unilever site.

The Report presents the Effective Noise Levels at this location for:

- The noise contributions from general Unilever plant noise with some influence from the ambient noise (such as distant traffic), and
- The noise contributions from truck movements on site, comprising five trucks entering or exiting the site in a half-hour during the Day and Evening periods, and two trucks entering or leaving the site in a half-hour during the Night period.

The Effective Noise Levels at the Margaret and Williams Streets intersection reference location due to the contributions from general plant noise, truck movements, and the resultant overall Effective Noise Levels, as presented in the Marshall Day Report, are as follows:

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Environmental Noise Assessment

8

Table 5 – Current Effective Noise Levels at the intersection of Margaret and Williams Streets (from Marshall Day Acoustics Report dated 26 June 2013)

Period	Noise Source	Effective Noise Level (dB(A))
Day	Ambient noise and plant noise	45
	Truck movements within site	52
	<b>Total</b>	<b>53</b>
Evening	Ambient noise and plant noise	41
	Truck movements within site	52
	<b>Total</b>	<b>52</b>
Night	Ambient noise and plant noise	41
	Truck movements within site	48
	<b>Total</b>	<b>49</b>

The noise model of the existing Unilever plant was calibrated to achieve the Effective Noise Levels presented above, at the location of the intersection of Margaret and Williams Streets, as taken from the Marshall Day assessment.

The resultant Sound Power Levels per metre of travel for the trucks for the Day/Evening, and Night periods are presented below.

Table 6 – Sound Power Levels for Truck Movements within the Unilever Site

Noise Source	Sound Power Level (dB(A))
Truck Noise Emission per metre – Day and Evening Periods (5 trucks per half hour)	73
Truck Noise Emission per metre – Night (2 trucks per half hour)	69

Note, the EPA assessment procedure includes noise from commercial vehicle movements within the site, but not on public roads. Therefore, the noise model and resulting assessment only includes noise emissions from truck while they are within the boundaries of the Unilever site.

#### Future Unilever Noise Emissions

Using the model of the existing Unilever facility as a basis, a model of the proposed future upgraded plant was developed.

Building layouts for the future plant were taken from drawing *10 YR CAPITAL DEVELOPMENT PLANT PLANNING PERMIT PLANNING PERMIT APPLICATION SITE PLAN*, dated 6 August 2012 (see Appendix 2). Truck routes within the site were based on information from the truck swept path analysis for the indicative future site layout.

The mound at the north-western corner of the site was removed, and the planned truck manoeuvring area at the north-western corner was entered into the model.

Stationary noise sources from the existing site were transferred into the model of the future site, i.e. the noise emissions from the stationary sources were modelling as being the same in the future as per the current noise emissions.

The same truck noise level per metre of travel were entered into the model for the future scenario as per the existing scenario, as the trucks will be nominally the same in terms of noise emission. This approach takes account of increased noise emission where the trucks travel a greater distance within the site, and is therefore considered to be an acceptable method of modelling the truck noise levels.

The western wall of the proposed Finished Goods Transitional Warehouse loading dock was modelled as a solid wall.

#### 4.2.2 Meteorological Conditions

Meteorological conditions can have an effect on sound propagation from a source to a receiver. However, given the relatively short distances involved between the dominant sources and the receivers at the Unilever site, the effects of different meteorological conditions on the noise levels at the potentially most-affected residences would be negligible. As such, assessment of specific meteorological conditions was not included in the modelling.

### 4.3 Predicted Noise Levels

Noise contour maps depicting the noise emissions from the existing and proposed future Unilever operations for each period, Day, Evening and Night, are presented in Appendix 3.

The noise modelling results indicate that the noise sensitive areas that receive the highest noise levels due to Unilever's existing operations are:

- 53 William Street, to the north-east of the plant
- The residential area to the west of the plant on Park Street, near the northern end of the Unilever site, nominally represented by 26 Park Street
- The residential area to the east of the plant, nominally represented by 1 Erica Street

The noise prediction for the future operations indicate that the truck noise dominates the noise emissions to the areas surrounding the plant.

The following tables present the modelled Unilever noise levels in the three directions for which the noise emission levels are the highest. An assessment location which represents nominally the highest noise levels in each direction has been selected. The presented noise levels are the calculated and predicted Effective Noise Levels, and can therefore be compared directly with the applicable noise limits for each period.

Table 7 – Modelling Results – Existing Operation

Location	Applicable NIRV Noise Limit, dB(A)	Calculated Effective Noise Level, dB(A)	Complies?
<b>Residences to North East - 53 William Street</b>			
Day	58	47	Yes
Evening	53	46	Yes
Night	48	43	Yes
<b>Residences to West – 26 Park Street</b>			
Day	53	48	Yes
Evening	48	48	Yes
Night	43	44	No
<b>Residences to East – 1 Erica Avenue</b>			
Day	53	51	Yes
Evening	48	50	No
Night	43	47	No

Based on the results of the noise modelling presented above, there is currently a minor non-compliance with the Night period noise limit at residences to the west of the plant on Park Street, and non-compliances of up to 4 dB(A) in the residential area to the east of the plant.

While noise from stationary plant items on site contribute to the noise emissions, the Effective Noise Levels at the residential locations are generally dominated by noise from the truck movements on site.

Table 8 – Modelling Results – Future Operation

Location	Applicable NIRV Noise Limit, dB(A)	Calculated Effective Noise Level, dB(A)	Complies?
<b>Residences to North East - 53 William Street</b>			
Day	58	47	Yes
Evening	53	46	Yes
Night	48	43	Yes
<b>Residences to West – 26 Park Street</b>			
Day	53	49	Yes
Evening	48	49	Yes
Night	43	46	No
<b>Residences to East – 1 Erica Avenue</b>			
Day	53	54	No
Evening	48	54	No
Night	43	50	No

For the proposed upgraded site it is predicted that:

- The noise emissions to the north of the site will reduce due to acoustic shielding provided by the proposed New Process / Warehouse Building
- The noise emissions to the east of the plant will increase due to the longer route that trucks will travel along the eastern boundary of the site
- There will be non-compliances with the noise criteria at a number of residences to the east of the plant for all three periods, Day, Evening and Night
- There will be non-compliances with the Night period noise criteria at the residences on Park Street, to the west of the plant, due to the removal of the existing earth mound and the planned use of the north-western corner of the site for truck manoeuvring.
- The noise emissions to the areas surrounding the plant will be dominated by the noise due to trucks on the site, with some contribution from stationary plant items, as per the current noise emissions

## 5.0 Noise Mitigation

Noise barrier options have been investigated to determine indicative noise mitigation measures to reduce the noise levels to the nearby noise-sensitive receivers. A more detailed study should be undertaken when the layout, construction, and operational details of the proposed upgrades have been further developed.

As the noise emissions to the residential areas surrounding the plant are dominated by the noise emissions from truck movements on site, measures to reduce the truck noise levels will be required to enable reductions in the Effective Noise Levels in the surrounding noise sensitive areas.

### 5.1 Noise Wall to Eastern Boundary of the Site

One option to reduce the truck noise emissions to the residential area to the east of the site would be to construct a noise wall along the eastern boundary of the site. The approximate alignment of the wall that would be required is indicated on the attached layout of the proposed future site (Figure 7 in Appendix 3).

To be acoustically effective, the noise wall would need to be at least 1 metre higher than the tips of the truck exhausts. Based on a truck exhaust tip height of 4 metres, the noise wall would need to be at least 5 metres high to result in a significant noise reduction in the residential area.

Reducing the noise emissions from some of the stationary plant items, such as the air handling units, using small localised screens, may also assist in achieving compliance with the criteria, however, the truck noise must be mitigated to enable a significant reduction in the noise emissions to the residential area.

Further noise modelling was undertaken to investigate the likely effectiveness of a noise barrier to the east of the site, for the Night period operations, which is the critical period for the Unilever site in terms of compliance with the EPA noise limits. The modelling indicates that:

- A 5 metre high noise wall will reduce the noise emissions to the east by 4 dB(A), resulting in an Effective Noise Level of 46 dB(A), which will be 3 dB(A) in excess of the Night-time noise limit, and 1 dB(A) lower than the current Unilever noise levels in the area, and
- A 6 metre high noise wall will reduce the noise emissions by 6 dB(A), resulting in an Effective Noise Level of 44 dB(A), which will be 1 dB(A) in excess of the Night-time noise limit, and 3 dB(A) lower than the current Unilever noise levels in the area.
- A 7 metre high noise wall will reduce the noise emissions by 7 dB(A), resulting in an Effective Noise Level of 43 dB(A), which will be compliant with the Night-time noise limit.

It is recommended that consideration be given to the fact that the additional 1-dB(A) benefit of a 7-metre noise wall compared with a 6-metre wall would not likely be noticeable, noting the cost and practicality considerations associated with constructing a 7-metre high wall.

The noise modelling undertaken as part of this assessment is based typical operations at the Unilever facility. The predicted 1-dB(A) difference in noise level associated with the 1-metre change in noise wall height is relatively minor compared with the likely variation in noise emission from the site over time, due to:

- Variations in the actual number of truck movements on site at any particular time
- The way in which the trucks are driven, e.g. heavy acceleration versus light acceleration
- Some trucks generating higher noise levels than others
- Other activities occurring on the Unilever site which are not representative of 'typical' operations

On this basis, it is recommended that consideration be given to constructing a 5 to 6-metre high noise wall to the eastern boundary of the site, subject to approval from the relevant authorities in respect of the issue of compliance with the EPA noise levels.

## 5.2 Noise Wall to North-Western Corner of the Site

Noise modelling was undertaken to investigate the likely effectiveness of a noise barrier at the north-western corner of the site, to reduce noise impacts to the northwest residences due to the future Night period operations. The results indicate that:

- A 4 metre high noise wall will result in Effective Noise Levels in the residential area of 44 dB(A), which will be equivalent to the current Unilever noise levels, which will be 1 dB(A) in excess of the Night-time noise limit, and
- A 5 metre high noise wall will result in Effective Noise Levels in the residential area of 42 dB(A), which will be compliant with the 43-dB(A) Night-time noise limit.

Therefore, it is recommended that a 5 metre noise wall be constructed to the north-western corner of the Unilever site.

A noise level contour map illustrating the predicted noise levels with a 5-metre high noise barrier to the north-western corner of the site, and a 6-metre high noise barrier to the eastern boundary of the site, is presented in Appendix 3.

## 6.0 Proposed Planning Scheme Amendment

Under a proposed planning scheme amendment, the land on which the Unilever site is situated may be rezoned from IN1Z to Special Use Zone.

In relation to the determination of noise limits based on land use zoning, NIRV states the following:

*The Special Use Zone defaults to the equivalent of Industrial 3. This default would only be used in cases where the zone provides for general commercial or industrial uses.*

*These classifications should be varied if it is justifiable to do so, considering the uses allowed and the zone purposes. For example, where the purpose of an SUZ is for agriculture, the zone could be assigned the Table 1 noise emitter values of the Farming Zone (FZ).*

Therefore, if the current IN1Z zoning is rezoned Special Use Zone as part of the planning scheme amendment, the default noise limits in accordance with NIRV would be 2 to 3 dB(A) lower than the existing limits. This would be undesirable for Unilever as compliance with lower limits may be impractical or require onerous / unreasonable noise mitigation measures to be implemented to achieve the limits.

In order to retain the existing noise limits if the site is rezoned as Special Use Zone, it is recommended that Unilever requests that the planning scheme amendment includes a link to the IN1Z noise limits. Justification should also be provided for adopting the IN1Z noise limits, making reference to the currently-allowed use of the land.

Council could also consider reviewing the planning controls that affect land surrounding the Unilever site to further address acoustic implications in the future, for example, to limit the number of new dwellings around the Unilever site.

## 7.0 Summary

AECOM has reviewed the proposed upgrade to the Unilever Tatura facility, and the proposed planning scheme amendment in relation to Unilever's compliance with the applicable EPA noise criteria.

It is predicted that the proposed upgrade to the Unilever site will result in reduced noise emissions to the north of the site, and increased noise emissions to the residential area to the east of the site, and to the west of the site.

The main source of noise emissions from the site will be truck movements within the site. Therefore, the following noise mitigation measures are recommended:

- A 5 to 7-metre noise wall to a portion of the eastern boundary of the site, and
- A 5-metre high noise wall to the north-western corner of the site.

The planning scheme amendment has the potential to result in lower noise limits applying to the Unilever site. In order to retain the existing noise limits if the site is rezoned as Special Use Zone, it is recommended that Unilever requests that the planning scheme amendment includes a link to the IN1Z noise limits. Council could also consider reviewing the planning controls that affect the land surrounding the Unilever site to further address acoustic implications in the future, for example, to limit the number of new dwellings around the Unilever site.

## Appendix 1 – Nomenclature

dB(A)	A-weighted Decibels. The 'A' weighting adjusts the frequency spectrum to better reflect the subjective loudness perceived by the human ear.
L <sub>A90</sub>	The value of 'A'-weighted Sound Pressure Level which is exceeded for 90 percent of the time during a given measurement period. L <sub>A90</sub> Sound Pressure Levels are typically used to represent background noise levels. [Unit: dB(A)]
L <sub>Aeq</sub>	A-weighted Equivalent Continuous Sound Pressure Level. This is the constant Sound Pressure Level over a given time period which is equivalent in sound energy to the time-varying Sound Pressure Level measured over the same time period. This is commonly referred to as the average noise level. [Unit: dB(A)]
Sound Pressure Level	Twenty times the logarithm to the base ten of the ratio of the root mean square sound pressure at a point in a sound field, to the reference sound pressure; where sound pressure is defined as the alternating component of the pressure (Pa) at the point, and the reference sound pressure is $2 \times 10^{-5}$ Pa. Unit: Decibels
Effective Noise Level	The level of noise emitted from a commercial, industrial or trade premises and adjusted if appropriate for character and duration

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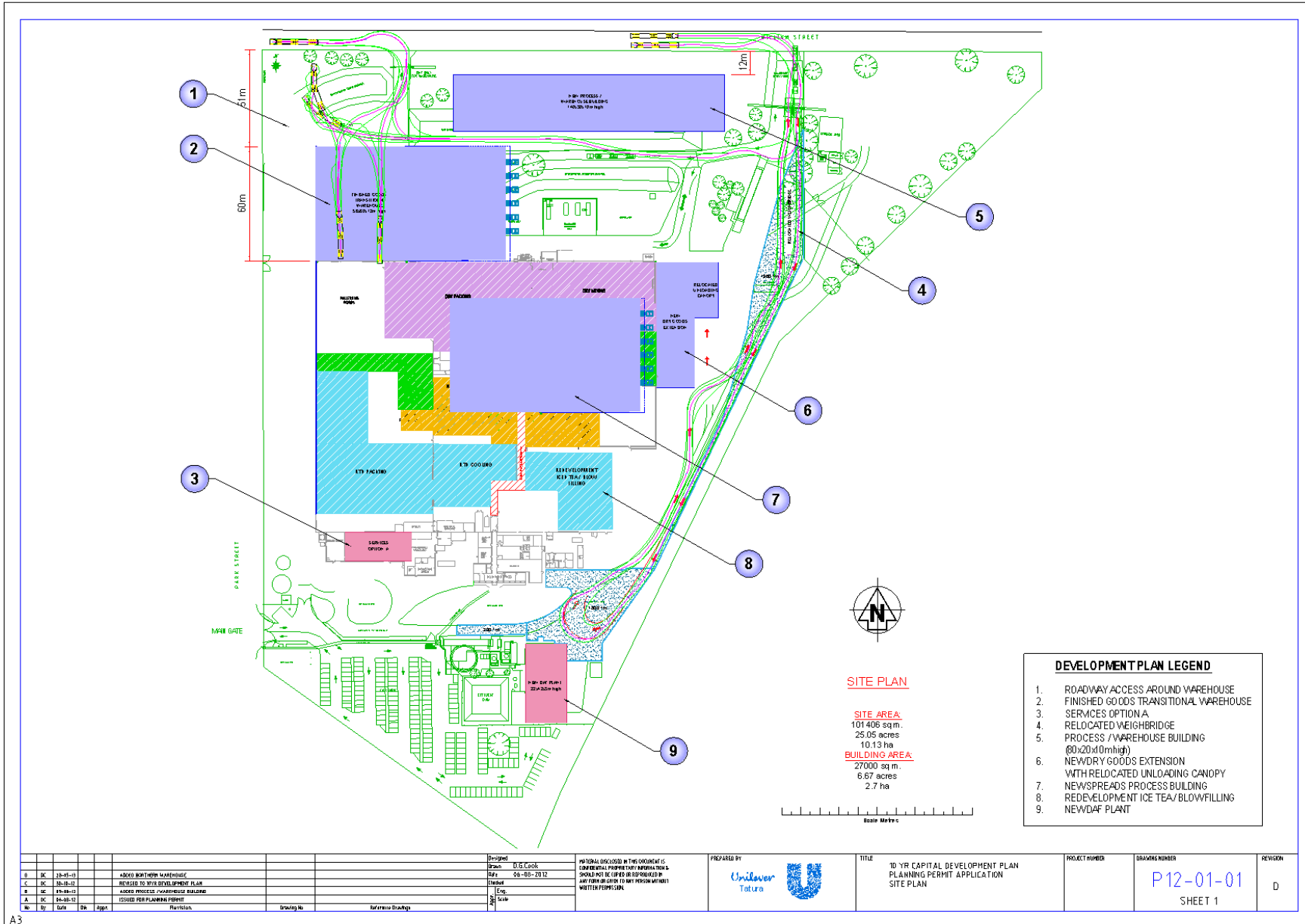
Environmental Noise Assessment

14

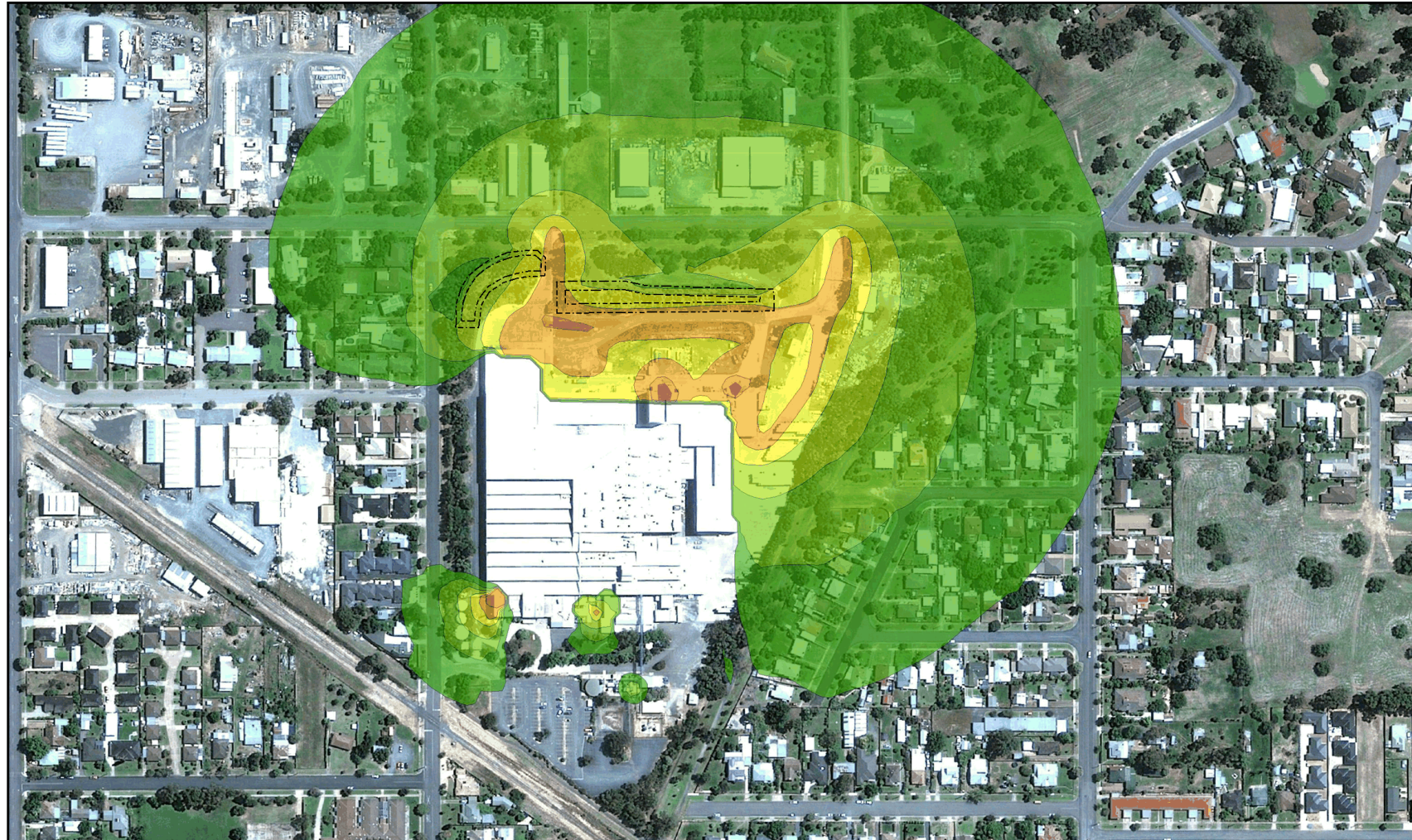
## Appendix 2 – Proposed Future Unilever Site

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Revision 1 – 17-Mar-2014  
Prepared for – Unilever – ABN: N/A





## Appendix 3 – Noise Contour Maps



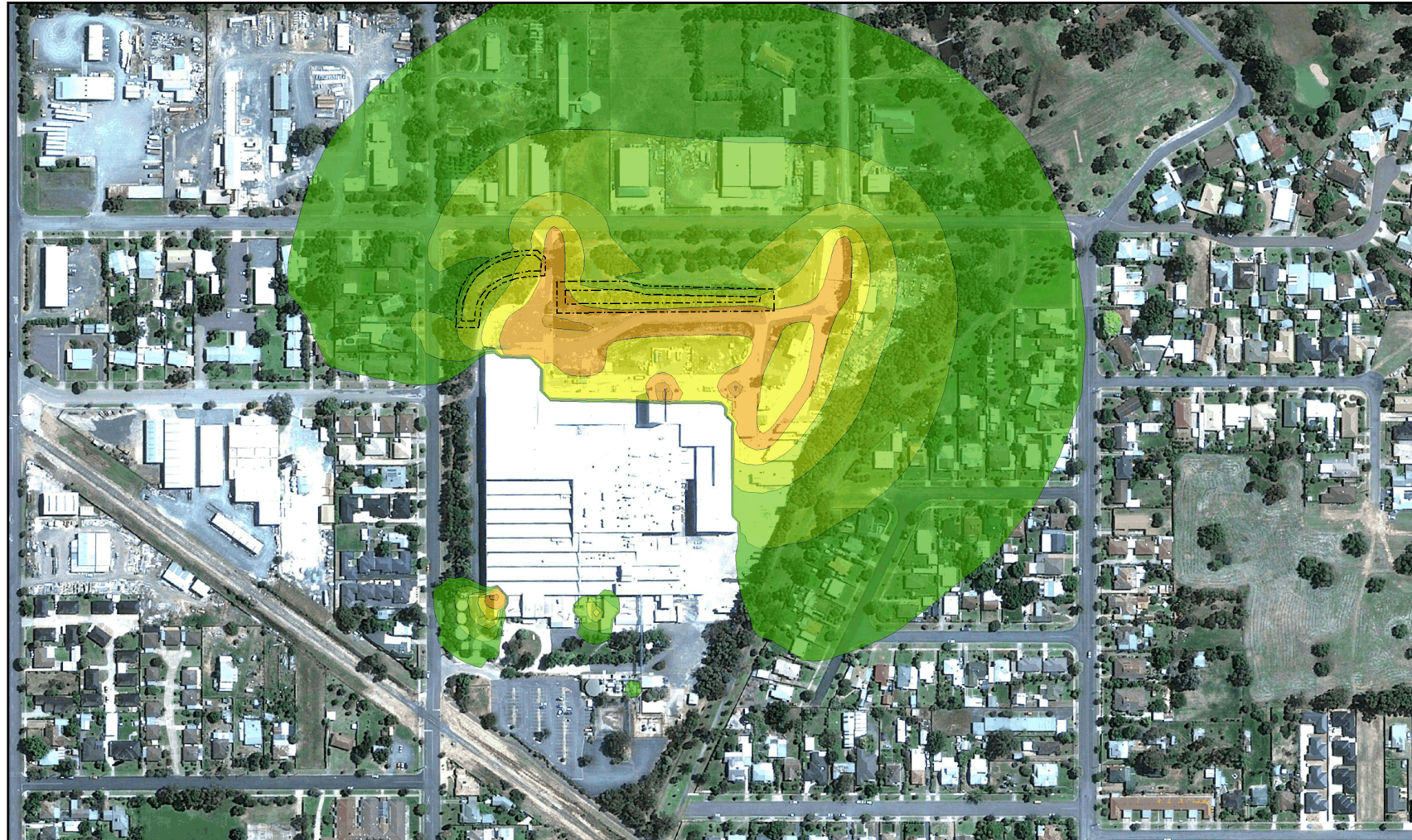
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<p>Note: These levels have been predicted from computer noise modelling and are indicative only.</p>																	

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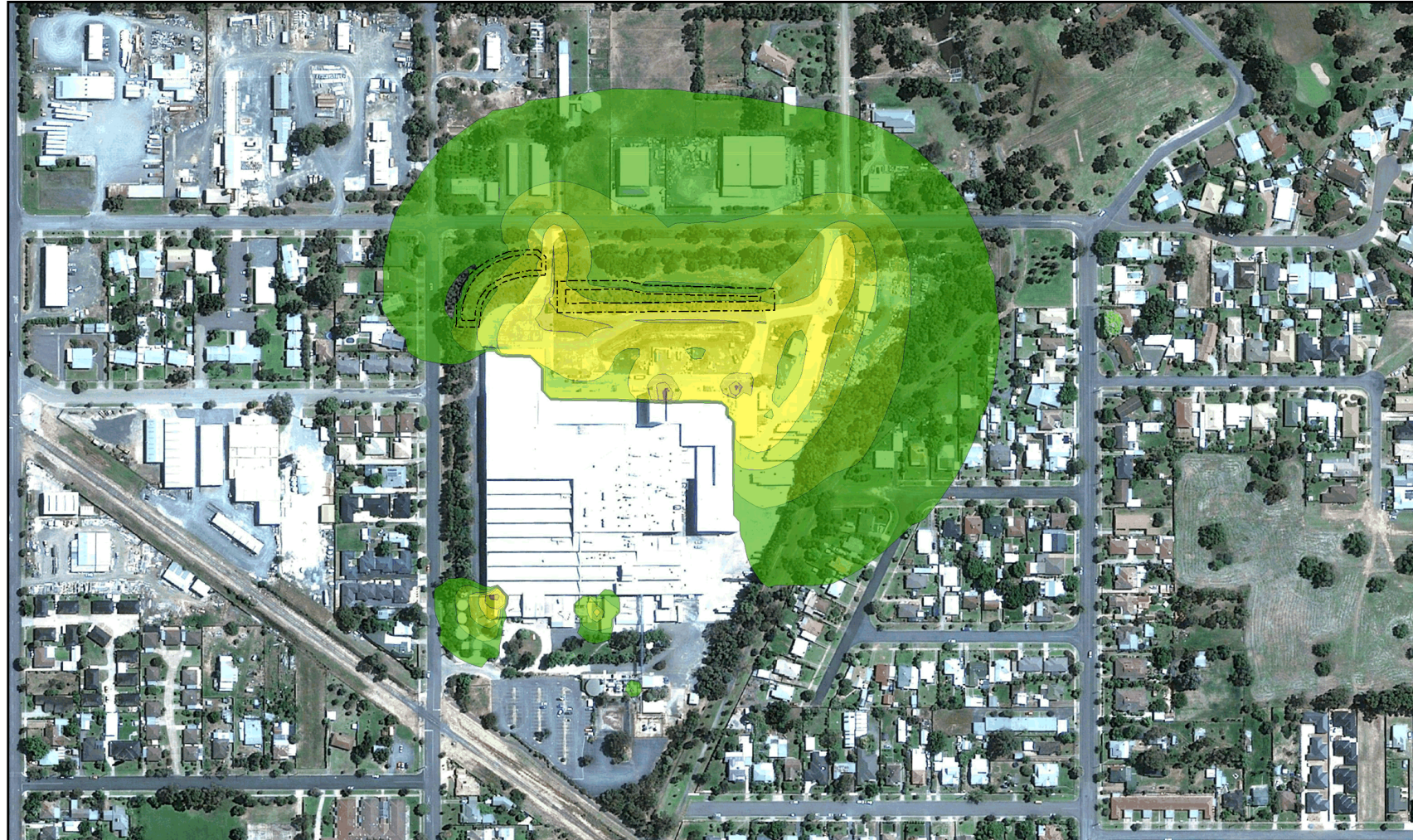
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<p>Note: These levels have been predicted from computer noise modelling and are indicative only.</p>																			

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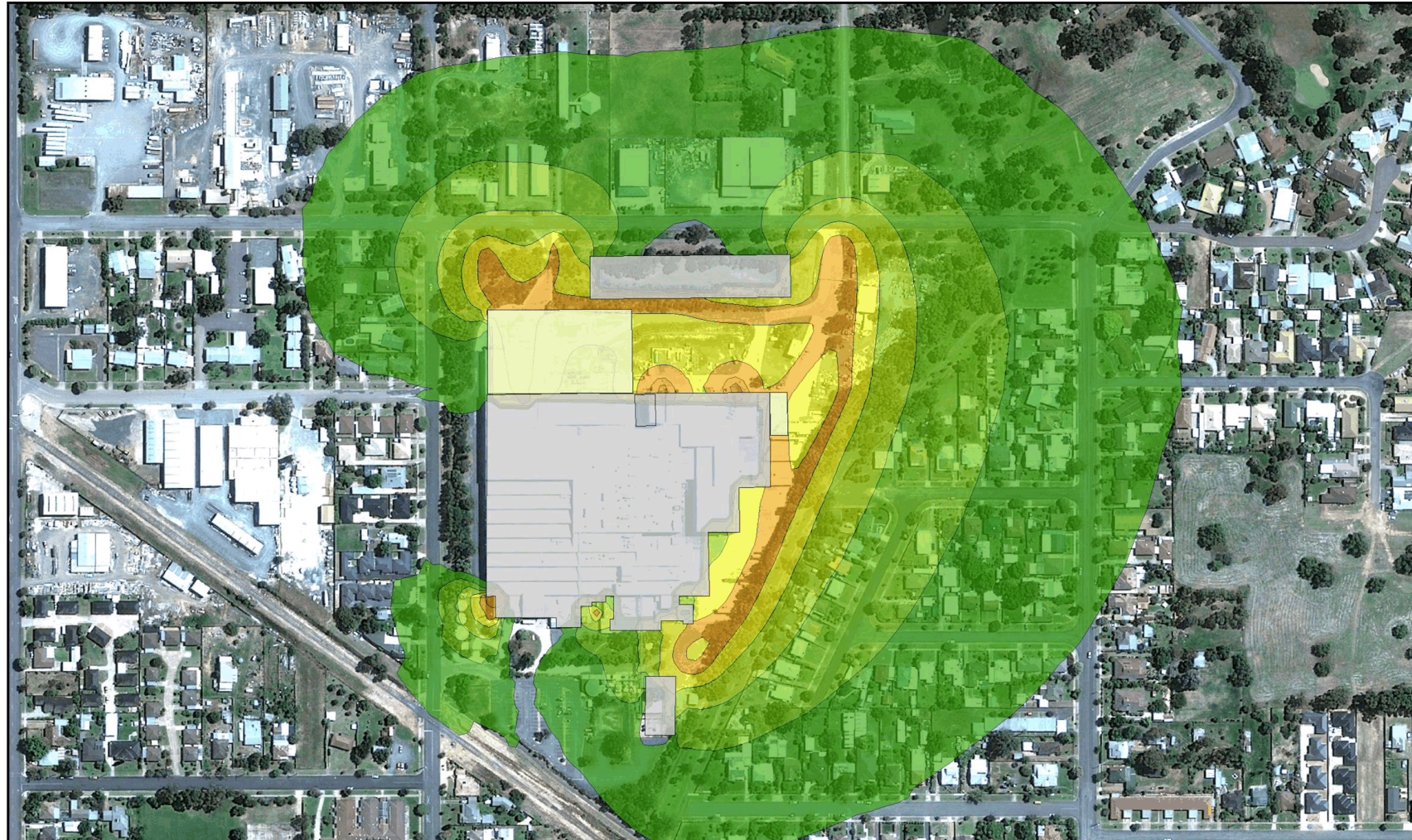
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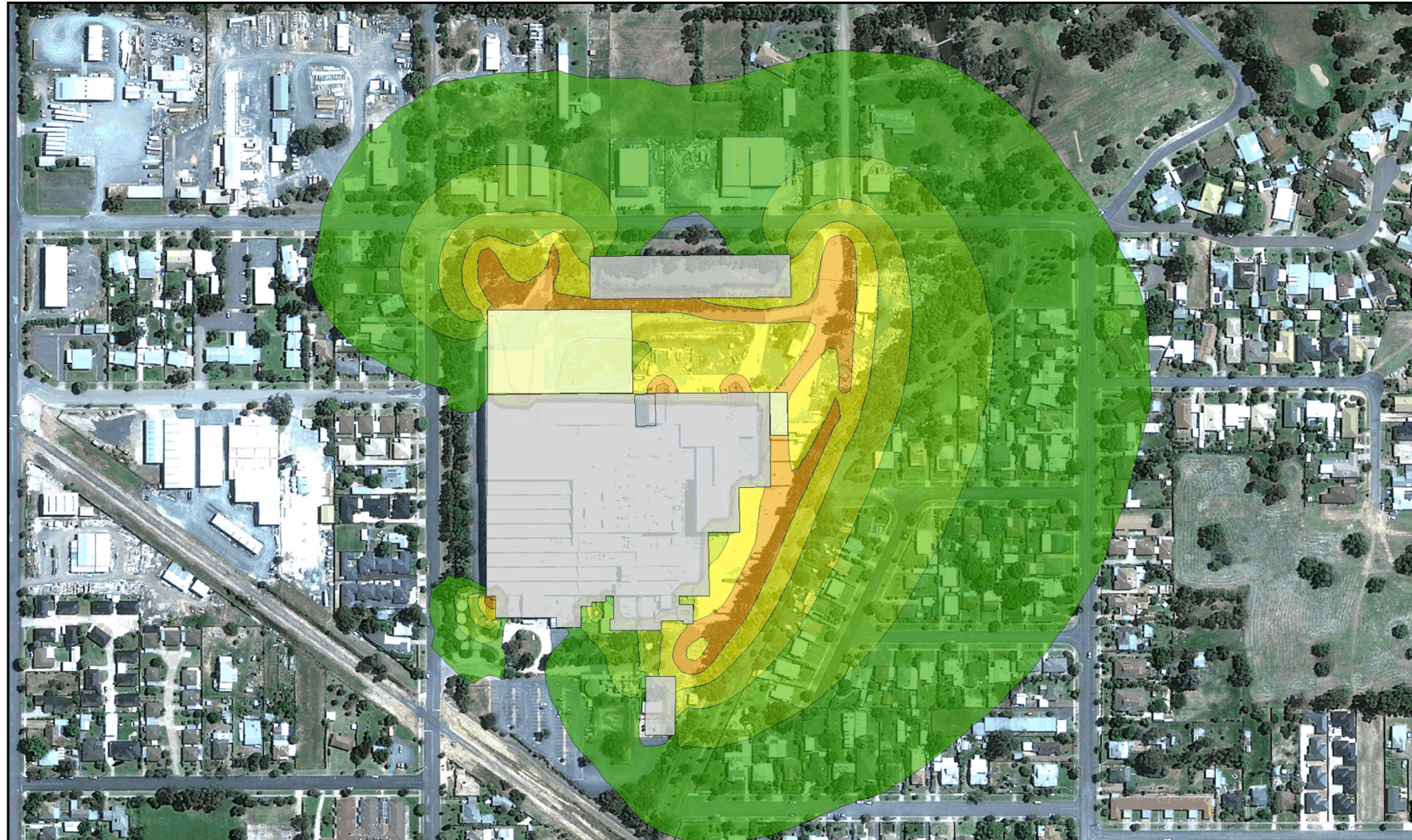
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Building	Canopy	<b>LAeq Noise Level, dB(A)</b>	58 to <63																												
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	Canopy		48 to <53
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			58 to <63
			63 to <68
			68 to <73
			73+



**Unilever Tatura  
 Future Evening Noise Contours**

Client: Unilever

Report Title: Noise Assessment of  
 Unilever Tatura Masterplan

Project Area: Tatura, Victoria

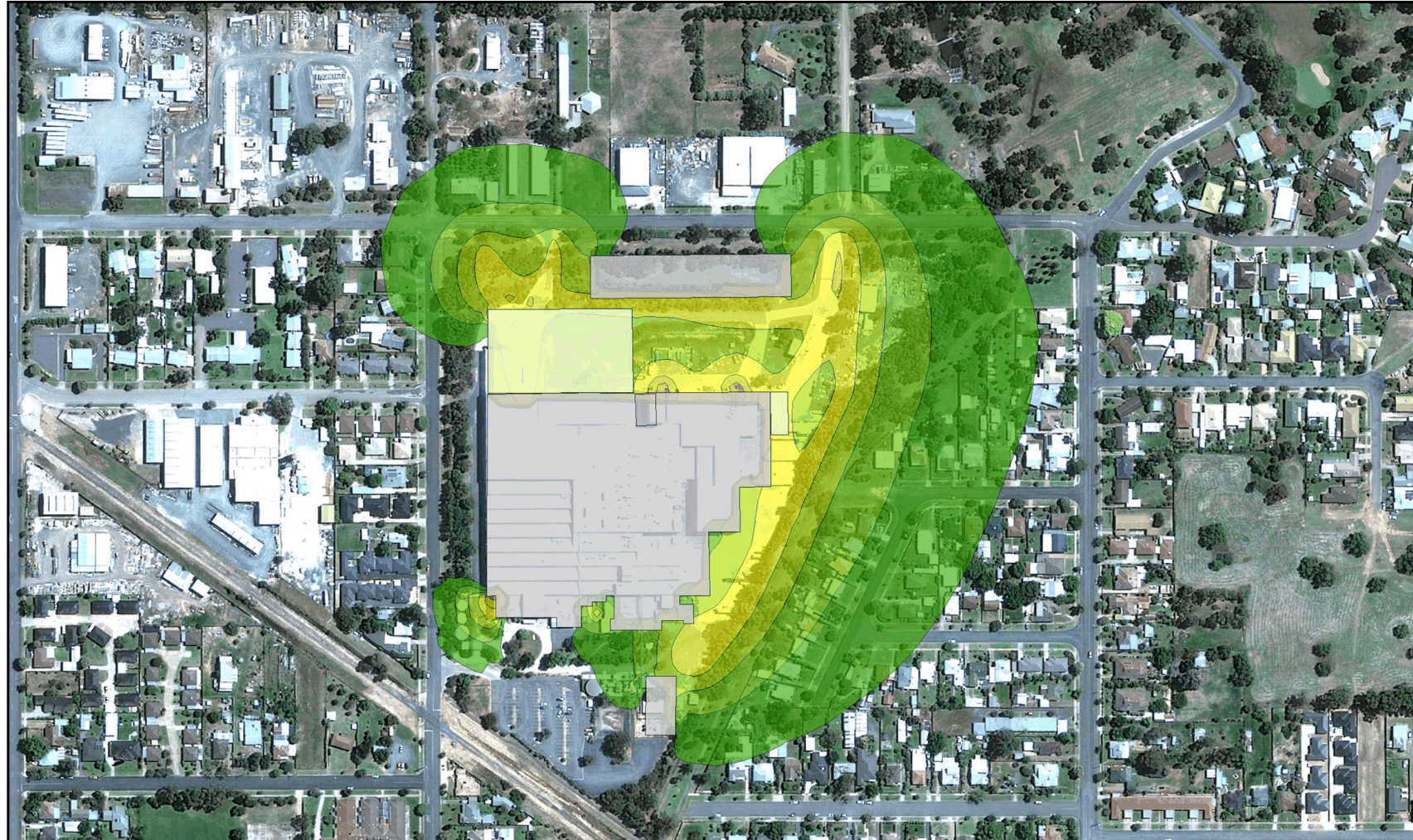
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Note: These levels have been predicted from computer noise modelling and are indicative only.

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DATUM GDA 1984, PROJECTION MGA ZONE 56

0 25 50 100 150  
 metres  
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Legend		L <sub>Aeq</sub> Noise Level, dB(A)	
	Building		43 to <48
	Canopy		48 to <53
			53 to <58
			58 to <63
			63 to <68
			68 to <73
			73+

Note: These levels have been predicted from computer noise modelling and are indicative only.

**Unilever Tatura  
 Future Night Noise Contours**

Client: Unilever

Report Title: Noise Assessment of Unilever Tatura Masterplan

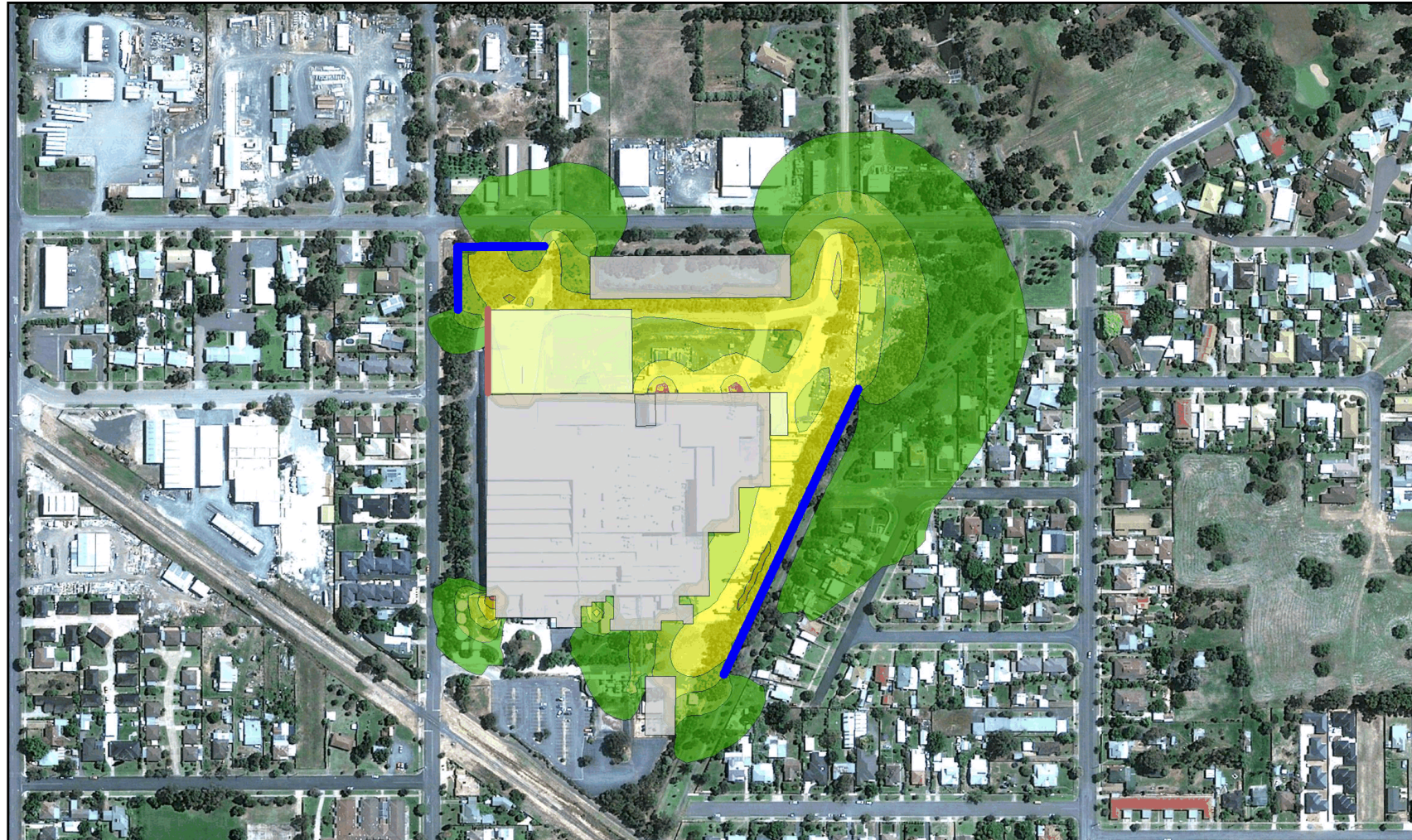
Project Area: Tatura, Victoria

Figure **6**

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Canopy	43 to <48	63 to <68													
Noise barrier	48 to <53	68 to <73													
Solid wall	53 to <58	73+													

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Unilever Planning Scheme Amendment  
Unilever Australia  
19-Mar-2014  
Doc No. 165spa

**DRAFT**

# Traffic Impact Assessment

Unilever 55 Park Street, Tatura



AECOM

Unilever Planning Scheme Amendment  
Traffic Impact Assessment**DRAFT****Traffic Impact Assessment**

Unilever 55 Park Street, Tatura

Client: Unilever Australia

**Prepared by****AECOM Australia Pty Ltd**  
Level 9, 8 Exhibition Street, Melbourne VIC 3000, Australia  
T +61 3 9653 1234 F +61 3 9654 7117 www.aecom.com  
ABN 20 093 846 925**19-Mar-2014**

Job No.: 60312596

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Revision C – 19-Mar-2014  
Prepared for – Unilever Australia – ABN: 66 004 050 828

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Unilever Planning Scheme Amendment  
Traffic Impact Assessment**DRAFT****Quality Information**

Document      Traffic Impact Assessment




Ref              60312596

Date            19-Mar-2014

Prepared by    Adrian Koorn

Reviewed by    Agatha Yii

## Revision History

Revision	Revision Date	Details	Authorised	
			Name/Position	Signature
A	24-Jan-2014	Draft Report	Christian Bode Associate Director	
B	21-Feb-2014	Draft Report	Christian Bode Associate Director	
C	19-Mar-2014	Final Report	Christian Bode Associate Director	

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Unilever Planning Scheme Amendment  
Traffic Impact Assessment**DRAFT****Table of Contents**

1.0	Introduction	1
1.1	Background	1
1.2	Scope	1
1.3	Report Structure	1
1.4	Reference Documents	1
2.0	Existing Conditions	2
2.1	Site Operations	2
2.2	Road Network	3
	2.2.1 William Street	3
	2.2.2 Park Street	4
	2.2.3 Ross Street (Tatura-Undera Road)	5
2.3	Parking	5
2.4	Public Transport	5
2.5	Cycling	6
2.6	Pedestrians	6
3.0	Proposed Development	7
3.1	Site Operations	7
3.2	Road Network	8
3.3	Car Parking	8
3.4	Public Transport	8
3.5	Cycling	8
3.6	Pedestrians	8
4.0	Traffic Generation and Impacts	9
4.1	Traffic Volumes	9
4.2	Road Network	9
4.3	Car Parking	9
4.4	Emergency Vehicle Access	10
4.5	Potential Future Freight Arrangements	10
5.0	Conclusion	11
Appendix A		
	10 Year Capital Development Plan	A
Appendix B		
	Swept Path Analysis	B

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Unilever Planning Scheme Amendment  
Traffic Impact Assessment

1

## DRAFT

### 1.0 Introduction

AECOM has been engaged by Unilever Australia to prepare a traffic impact assessment (TIA) for the proposed development of its existing facility at 55 Park Street, Tatura. This assessment will provide inputs into the development of a master plan for the site.

#### 1.1 Background

Greater Shepparton City Council prepared and adopted a Strategic Review of Tatura Industrial Land in July 2011 for three major industrial sites within the municipality – Tatura Abattoirs, Tatura Milk Industries and Unilever Industries. The review sought to determine the adequacy of existing planning zones, overlays and schedules to safeguard their future needs.

Council has recently implemented key recommendations from the review into the Greater Shepparton Planning Scheme in relation to Tatura Milk Industries. The council is now seeking to implement key recommendations in relation to Unilever Australia.

The review supports the continued growth and development of Unilever Australia on its existing site but makes a number of recommendations to facilitate future needs. The review states that the Council should give consideration to including all of the Unilever land within a Special Use Zone linked to a Master Plan.

A 10 year capital development plan has been prepared for the site by Unilever (shown in Appendix A). The master plan and the site master plan will build on this plan in consultation with relevant agencies.

#### 1.2 Scope

The purpose of this traffic impact assessment is to provide:

- Assessment of the existing transport conditions including site access arrangements.
- Review and provide advice with regards to the internal circulation of vehicles.
- Assessment of the proposed car parking, with regards to provision, design and location.
- Assessment of the likely traffic demand generated by the development proposed at the subject site.
- Review any local intersections that require assessment with the likely traffic demand.
- Review of local and regional policies and legislation.

#### 1.3 Report Structure

This report is presented as follows:

- Section 2.0: Existing Conditions
- Section 3.0: Proposed Development
- Section 4.0: Traffic Generation and Impacts
- Section 5.0: Conclusions and final recommendations

#### 1.4 Reference Documents

The following sources and documents have been consulted in the preparation of this assessment:

- Relevant sections of Greater Shepparton Planning Scheme
- Greater Shepparton Planning Scheme Strategic Review of Tatura Industrial Land (June 2011)
- AS/NZS 2890.1:2004 Parking Facilities: Part 1 – Off-street car parking
- AS/NZS 2890.2:2002 Parking Facilities: Part 2 – Off-street commercial vehicle facilities
- Victoria – The Freight State: The Victorian Freight and Logistics Plan (August 2013)
- National Land Freight Strategy (2013)
- Public Transport Guidelines for Land Use and Development

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Revision C – 19-Mar-2014  
Prepared for – Unilever Australia – ABN: 66 004 050 828

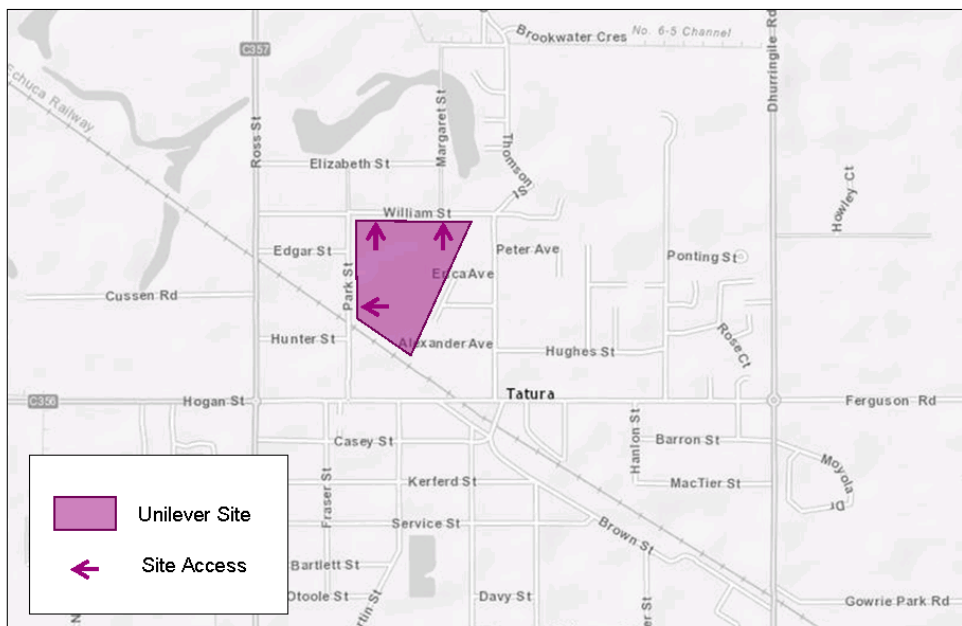
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**2.0 Existing Conditions**

An inspection of the site and its surrounding area was completed on Tuesday 10 December 2013.

The subject site is located in Tatura as shown in Figure 1. The site is bounded by William Street to the north, Park Street to the west, the Echuca to Toolamba railway line to the south, and a public park to the east.

Figure 1 Site Location



There are three main access points to the site. Two along William Street serve only for delivery vehicles to and from the site. Another access on Park Street is used by staff and visitor to the car parking area on site.

The site is currently zoned as *Industrial 1*. The properties to the north of the site are also zoned as *Industrial 1*, with all other surrounding properties zoned as *Residential 1*.

**2.1 Site Operations**

The site currently operates 24 hours a day from Monday to Friday. The structure of each shift is summarised in Table 1.

Table 1 Existing Shift Details

Shift	Time	Peak Staff Numbers
Night Shift	11:00 PM to 07:00 AM	40
Day Shift	07:00 AM to 03:00 PM	110
Afternoon Shift	03:00 PM to 11:00 PM	43

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Traffic Impact Assessment

3

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Under existing logistics operations, product is transported from the site on semi-trailers from the site accesses on William Street to Kyabram via the following route:

- William Street;
- Ross Street / Tatura-Undera Road; and
- Midland Highway.

Each of these roads is a VicRoads approved B-Double and Higher Mass Limit Truck route. At Kyabram, product is consolidated and transported to the Unilever site in Knoxfield via B-Double truck.

Freight movements to and from the site are provided in Table 2 and are based on Unilever records for the previous calendar year.

Table 2 Existing Freight Movements

Purpose	Inbound / year	Outbound / year	Vehicle Type
Shuttle trucks to Kyabram	3,500	3,500	semi-trailer
Deliveries	3,300	3,300	semi-trailer

## 2.2 Road Network

### 2.2.1 William Street

William Street is classified as a local road and is under the management and care of Greater Shepparton City Council. It provides a single lane in each direction and provides access to the northern boundary of the site and connectivity to Ross Street. The speed limit on this section of William Street is 50 km/h.

There are two access points to the site on William Street, one directly opposite Margaret Street and another one approximately 75 metres east of Park Street. These access points are used by heavy vehicles transporting freight to and from the site. William Street is an approved B-Double and Higher Mass Limit Truck route.

Parking is unrestricted along both sides of William Street. William Street in the vicinity of the site is shown in Plate 1 and Plate 2.

The most recent traffic data available was collected on 22 February 2011 by Council. The daily volumes on William Street were 638 vehicles westbound and 672 vehicles eastbound over a 24 hour period, with the peak occurring from 6:00am until 7:00am and from 4:00pm until 5:00pm. Heavy vehicles accounted for 14.7% of total traffic.

Plate 1 William Street facing Eastbound towards Thoms on Street





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Plate 2 William Street facing Westbound towards Park Street



## 2.2.2 Park Street

Park Street is classified as a local road and is under the management and care of Greater Shepparton City Council. It provides a single lane in each direction. The speed limit on this section of Park Street is 50 km/h.

There are two access points to the site on Park Street. The access approximately 30 metres north of the railway line is the access for all site staff and visitors. Heavy vehicles are not permitted to use this access. There is another access located opposite Edgar St which is an emergency access. Park Street is an approved B-Double and Higher Mass Limit Truck route.

Parking is unrestricted along both sides of Park Street. Park Street in the vicinity of the site is shown in Plate 3 and Plate 4. There is a level crossing on Park Street with the Echuca to Toolamba railway line which runs to the south of the site.

Plate 3 Park Street facing Northbound towards William Street



Plate 4 Park Street facing Southbound towards Echuca-Toolamba Railway Line



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Traffic Impact Assessment

5

**DRAFT****2.2.3 Ross Street (Tatura-Undera Road)**

Ross Street (also known as Tatura-Undera Road) is an arterial road under the management and care of VicRoads. It provides a single lane in each direction and provides connectivity between William Street and the Midlands Highway to the north of the site. The speed limit on this section of Ross Street ranges from 80 km/h to 100 km/h.

The most recent traffic data available from VicRoads was collected in 2011. Average daily volumes on this section of road during this period were 2,000 vehicles northbound and 2,100 southbound, with heavy vehicles accounting for 13.5% of total traffic (approximately 284 per day).

**2.3 Parking**

Parking is provided on-site for all staff and visitors to Unilever. There are approximately 175 spaces provided, which are located to the south of the site and accessed via Park Street. Site inspections indicate that all parking related to the Unilever is accommodated within the on-site car park. There are low numbers of vehicles parking on William Street and Park Street as shown in Plate 1 to Plate 4.

Unilever estimates that 90% of staff drive to work and that peak parking demand occurs during the changeover of shifts when both arriving and departing employees occupy spaces. An empirical assessment of parking demand is shown in Table 4. The results show that peak parking demand occurs around 3:00pm and that demand is accommodated within the existing parking supply at all times throughout the day.

Table 3 Existing Parking Demand (Empirical Assessment)

Shift Change Over	Time	Staff on Site	Parking Demand	Parking Supply
Night to Day	7:00am	150	135	175
Day to Afternoon	3:00pm	153	138	175
Afternoon to Night	11:00pm	83	75	175

**2.4 Public Transport**

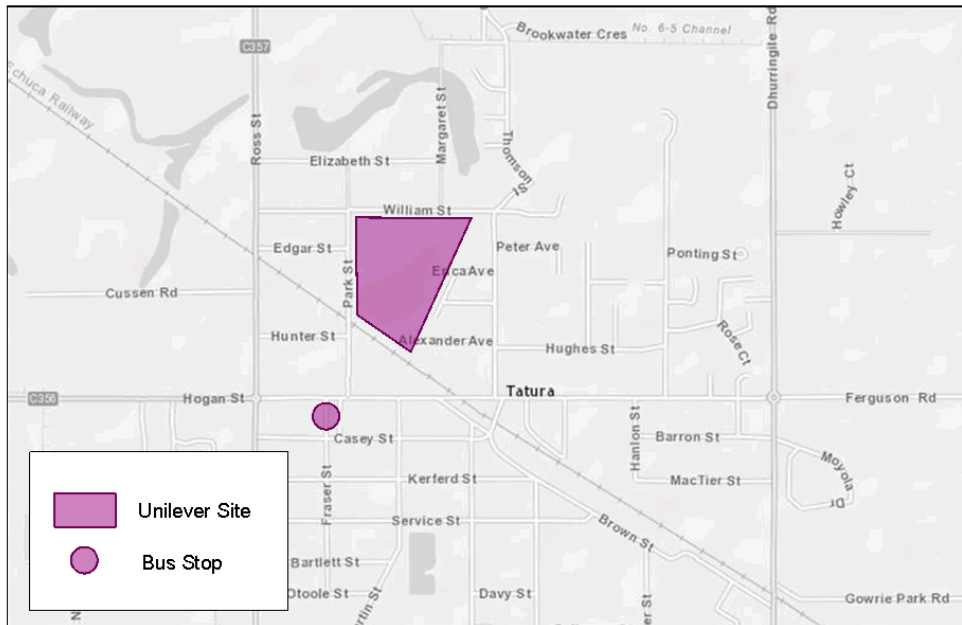
There is a single bus stop in Tatura, located on Fraser Street approximately 400 metres from the Unilever site, shown in Figure 2. The stop is serviced by three regional services, which are combination of coaches and trains:

- Griffith to Melbourne via Shepparton
- Barmah to Melbourne via Shepparton & Heathcote
- Echuca/Moama to Melbourne via Shepparton

Each of these services runs only a few services through Tatura each day. As a result, public transport is not considered a viable form of transport for workers to and from the Unilever site.

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Figure 2 Tatura Public Transport Services



**2.5 Cycling**

Bicycle access to the site is provided via the Park Street access point. Bicycle lockers are provided alongside the secure pedestrian turnstile access to the processing and administration area. On-site change room and shower facilities are provided for staff.

**2.6 Pedestrians**

Pedestrian access to the site is provided on Park Street, alongside the vehicle access. From this point pedestrians pass through the staff car park before entering the processing and administration area through a secure pedestrian turnstile.

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Traffic Impact Assessment

7

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### 3.0 Proposed Development

The proposed development of the Unilever site is detailed in the 10 year capital development plan (shown in Appendix A). The development will be contained to the existing site boundary and involves the following:

- Redevelopment and expansion of processing facilities;
- New finished goods warehouse;
- New miscellaneous processing / warehouse building;
- Redevelopment and expansion of associated services buildings; and
- Other associated site works.

#### 3.1 Site Operations

The existing shift structure will remain in place, with an expected increase of 35 employees per day (20 on day shift and 15 on afternoon shift). The proposed structure of each shift is summarised in Table 4.

Table 4 Existing Shift Details

Shift	Time	Peak Staff Numbers
Night Shift	11:00pm to 07:00am	40
Day Shift	07:00am to 03:00pm	130
Afternoon Shift	03:00pm to 11:00pm	58

A revised logistics operation will also be implemented under the development plan. The use of Kyabram for consolidating product will be removed from the supply chain. The product will be transported on B-double trucks from the site accesses on William Street directly to Knoxfield via the following route:

- William Street;
- Ross Street / Tatura-Murchison Road; and
- Goulburn Valley Highway.

Each of these roads is a VicRoads approved B-Double and Higher Mass Limit Truck route. Swept path analysis (Appendix B) shows that existing accesses on Williams Road and the internal road network can accommodate the vehicles up to 25m long (B-double).

Expected freight movements to and from the site are provided in Table 5 and are based on projections provided by Unilever. The addition of a blow fill facilities on-site will result in the reduction of 500 delivery loads per annum. Although the volume of product transported from the site will increase by 25,000 tonne per annum, the number of shuttle movements will be reduced by employing B-double trucks in the place of semi-trailers. It is assumed that the average load of the B-double trucks will be 40 tonnes.

Table 5 Existing and Proposed Freight Movements

Existing Conditions			
Purpose	Inbound / year	Outbound / year	Vehicle Type
Shuttle trucks to Kyabram	3,500	3,500	semi-trailer
Deliveries	3,300	3,300	semi-trailer
Proposed Development			
Purpose	Inbound / year	Outbound / year	Vehicle Type
Shuttle trucks direct to Knoxfield	2,375	2,375	B-double
Deliveries	2,800	2,800	semi-trailer

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Traffic Impact Assessment

8

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### **3.2 Road Network**

The development plan does not include any proposals to change the road network surrounding the Unilever site.

### **3.3 Car Parking**

The development plan does not include any proposals to change the car parking supply or design.

### **3.4 Public Transport**

The development plan does not include any proposals to change public transport infrastructure or services.

### **3.5 Cycling**

The development plan does not include any proposals to change cycle parking provision or infrastructure. This existing site access and parking locations will remain.

### **3.6 Pedestrians**

The development plan does not include any proposals to change pedestrian infrastructure. The existing site and building access points for pedestrians will remain.

**DRAFT****4.0 Traffic Generation and Impacts**

The following section discusses the traffic generated by the proposed development plan and its wider impacts from a transport perspective.

**4.1 Traffic Volumes**

There will be a reduction in freight related vehicle movements to and from the Unilever Site. Total freight movements will reduce from an average of 26 round trips to 20 round trips per day with the introduction of B-double vehicles to the logistics operation.

The increase in staff numbers at the site will result in an increase in traffic volumes on Park Street where vehicles access the site. Staff related traffic movements on Park Street are expected to increase from 174 round trips to 205 round trips per day. This increase is considered minimal and is expected to have a negligible impact on the operation of Park Street.

**4.2 Road Network**

There will be a total reduction in traffic volumes using the road network surrounding the site. The changes in logistics operation will see heavy vehicles removed from Ross Street (Tatura-Undera Road) north of William Street and redirected south along Ross St (Tatura-Murchison Road).

Swept path analysis of B-double vehicles at the Ross Street and William Street intersection, shows that the right turn from Ross Street into William Street can be accommodated. The left turn from Ross Street into William Street however requires the vehicle to cross into the opposing lane. Considering the relatively low traffic volumes at this intersection and the fact that this intersection currently operates as a B-double approved route, this manoeuvre is considered acceptable.

As each of the roads in the proposed route is B-Double approved, and there is a total reduction in freight movements on the network, there are no requirements for this intersection be upgraded or altered.

**4.3 Car Parking**

There will be an increase in the size of the workforce which will increase demand for car parking spaces at the Unilever site. Peak parking demand occurs during the changeover of shifts when both arriving and departing employees occupy spaces. An empirical assessment based on the increase in employee numbers and Unilever's estimate that 90% of employees drive to the site is summarised in Table 6. The results show that peak demand is expected to occur at 3:00pm, during the changeover from day to afternoon shift, however this peak can be accommodated with the existing parking supply of 175 spaces.

Table 6 Expected Parking Demand (Empirical Assessment)

Shift Change Over	Time	Staff on Site	Parking Demand	Parking Supply
Night to Day	7:00am	170	153	175
Day to Afternoon	3:00pm	188	169	175
Afternoon to Night	11:00pm	98	88	175

The Greater Shepparton City Council planning scheme provides guidance on the provision of parking spaces in Clause 52.06. For industrial land uses, it requires the provision of 2.9 spaces for each 100 square metres of net floor area. The development plan will result in an increase of total active floor area of approximately 6,400 square metres, which under the planning scheme will require a 186 space increase in parking supply to a total of 361 spaces. This increase in parking demand is considered unrealistic and as a result it is recommended that the empirical assessment be adopted as a true representation of expected parking demand.

There is scope to increase supply in the future by reclaiming the effluent dam located next to the existing car park or utilising the miscellaneous / storage area in the north-east corner of the site. These measures are not however included in the development plan.



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Traffic Impact Assessment

10

**DRAFT****4.4 Emergency Vehicle Access**

The country fire authority (CFA) provided guidance on emergency vehicle access requirements for the proposed development plan. Under their classification as a "Large Isolated Building" in the Building Code of Australia, both the processing and administration building and the potential new processing / warehouse building have the following vehicle access road requirements:

- i) Must be capable of providing continuous access for emergency vehicles to enable travel in a forward direction from a public road
- ii) Must have a minimum unobstructed width of six metres, with no part of the access more than 18 metres from the building. No part of the access can be built upon or used for any purpose other than vehicular or pedestrian movement.
- iii) Must provide reasonable pedestrian access from the vehicular access to the building;
- iv) Must have a load bearing capacity and unobstructed height to the permit operation and passage of fire brigade vehicles.
- v) Must be wholly within the allotment except that a public road complying with items i, ii, iii and iv may serve as the vehicular access or part thereof.

These conditions are satisfied around the perimeter of the processing and administration building. Plate 5 shows the existing emergency access on the western boundary of the building, which will remain unchanged under the development plan. These conditions are also satisfied around the perimeter of the potential new processing / warehouse building, by using Williams Street as the access for its northern boundary.

Plate 5 Existing Emergency Vehicle Access (Western Boundary)

**4.5 Potential Future Freight Arrangements**

The two documents which provide strategic direction for the freight task in Victoria and around the country are the *National Land Freight Strategy (2013)* and *Victoria – The Freight State: The Victorian Freight and Logistics Plan (2013)*.

The *National Land Freight Strategy (2013)* is a partnership between Commonwealth, State, Territory and local governments and industry to deliver a streamlined, integrated and multimodal transport and logistics system, capable of efficiently moving freight throughout Australia. *Victoria – The Freight State: The Victorian Freight and Logistics Plan (2013)* outlines the Victorian Government's long-term strategy to improve freight efficiency, grow productivity and better connect Victoria businesses with their markets, whether local, national or international. Tatura and the Unilever site adjoin the Echuca-Toolamba rail line which is included in the Principal Freight Network (Rail) identified in the plan's long term regional freight network vision.

Both of these documents highlight the importance of rail freight in the overall network, which is significant for the Unilever site since the reopening on the Echuca to Toolamba railway line in October 2013. Although the development proposal does not include the use of this railway line to transport goods, the opportunity for a future

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Traffic Impact Assessment

11

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connection has not been precluded. This has been achieved by maintaining car parking on the southern boundary, which could be replaced by rail freight infrastructure in the future.

The reduction in total freight movements aligns with the strategic documents in “moving more with less” and promoting efficient regional freight movement. These documents also promote the consideration of High Productivity Freight Vehicles (HPFV) for moving freight more efficiently. The Midland Highway is not a current HPFV route and the Unilever site accesses and internal road could not accommodate such vehicles. There are no plans to adopt HPFV vehicles under the development plan. If such a plan was proposed, it is recommended that this traffic impact assessment be revisited.

## 5.0 Conclusion

Based on this traffic impact assessment there are no transport related concerns with regard to the 10 year capital development plan for the Unilever site at 55 Park Street Tatura. This conclusion is based on the following:

- There will be a reduction in vehicle movements to and from the site in comparison with existing conditions. As a result, the development will have a positive impact on the operation of the surrounding road network. The reduction in vehicle movements is due to changes in on-site operation, logistics arrangements and the types of vehicle used to transport product from the site.
- The expected increase in car parking demand can be accommodated by the existing car parking supply. The development plan does not preclude an expansion of car parking supply should demand increase with further development of the site.
- The development plan satisfies all emergency access road requirements.
- The development plan does not preclude the use of the Echuca to Toolamba railway line for transporting product into the future. Although this option is not part of the development plan, maintaining this as a future option is consistent with the strategic freight plans currently in place at both a national and state level.



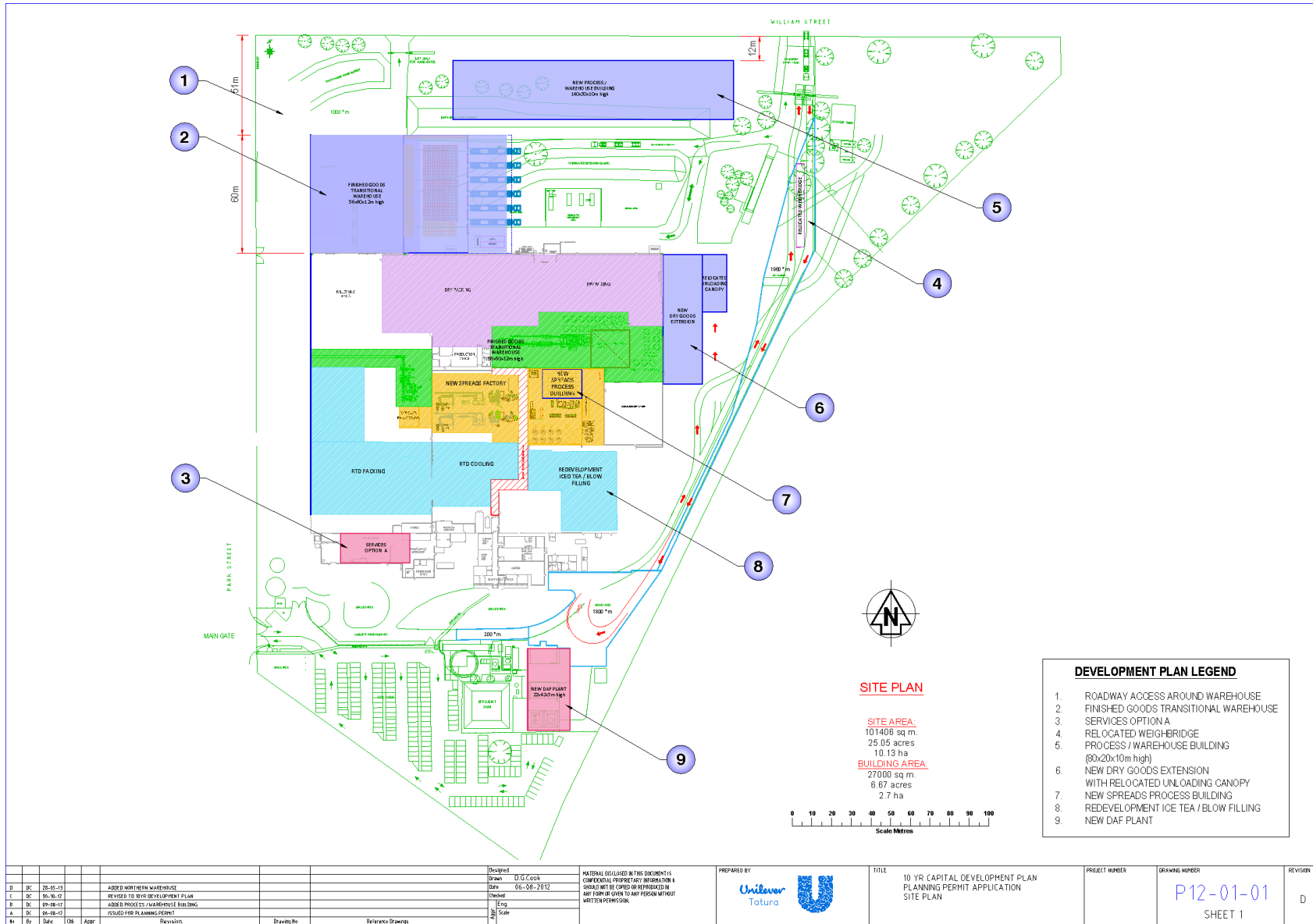
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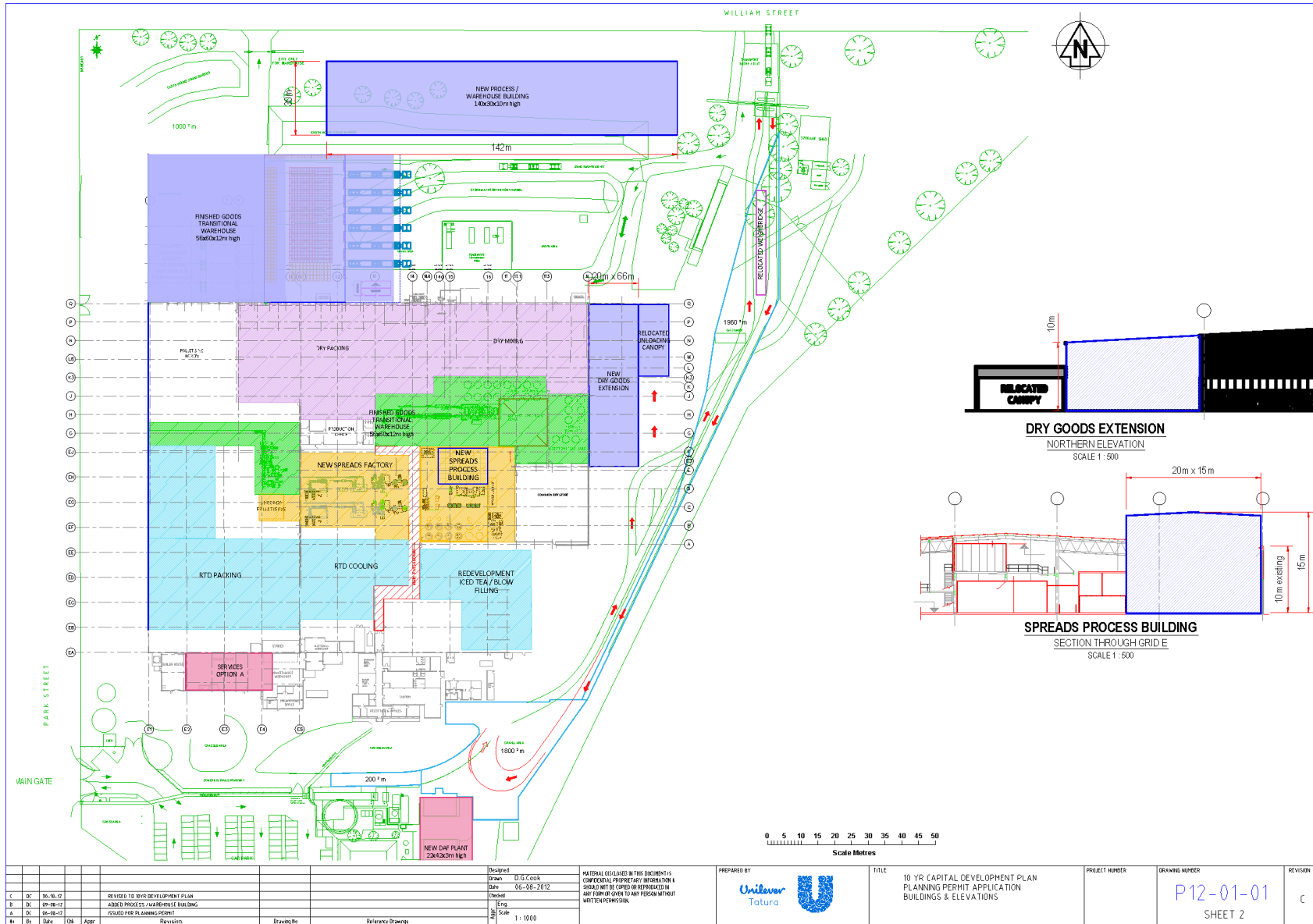
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Appendix A

# 10 Year Capital Development Plan





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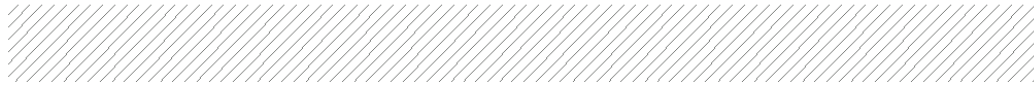
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Appendix B

# Swept Path Analysis





**Greater Shepparton City Council**  
**Greater Shepparton Planning Scheme**

**Unilever Tatura Master Plan 2014**

**Incorporated Document**



## 1 Introduction

This document is an Incorporated Document in the Schedule to Clause 81.01 of the Greater Shepparton Planning Scheme.

The land identified in this Incorporated Document may be used, developed and subdivided in accordance with the specific controls contained in this document.

If there is any inconsistency between the specific controls in this document and the general provisions of the Greater Shepparton Planning Scheme, the specific controls in this document will prevail.

## 2 The Land

The subject land can be identified as 55 Park Street, Tatura, bounded by William Street to the north, Park Street to the west, the railway corridor to the south and a reserve to the east.

## 3 Purpose

- To provide for the use and development of the land by Unilever for the manufacture of food and other products in a manner which minimises the impact on the amenity of surrounding areas.
- To provide safe and efficient vehicle ingress to and egress from the land.

## 4 What does this master plan provide for?

### 4.1 Use

Use of the land must be in accordance with Schedule 10 to the Special Use Zone.

### 4.2 Development

Development of the land must be in accordance with Schedule 10 to the Special Use Zone.

### 4.3 Setbacks

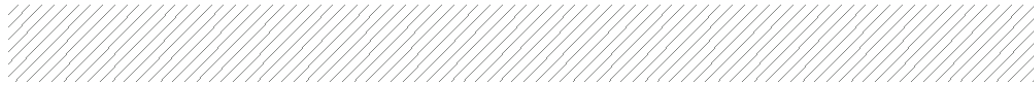
Buildings must maintain a minimum setback from road boundaries as follows:

- William Street – 0 metres.
- Park Street – 27 metres.

### 4.4 Landscaping

Development must provide for a landscape treatment in accordance with the following:

- Park Street – 9 metre minimum landscape setback where not obstructed by existing buildings.
- William Street – 5 metre minimum landscape setback where not obstructed by the potential new building in Precinct C.
- Reserve – 5 metre minimum landscape setback.



#### 4.5 Building Heights

Buildings and works should not exceed the following heights in the precincts specified on the attached maps and in accordance with the following:

Precinct A	10 metres
Precinct B	15 metres within 97 metres of Park Street, otherwise 23 metres
Precinct C	15 metres
Precinct D	10 metres

The above building heights do not include air conditioning plants, exhaust stacks, lift overruns, parapets or service and maintenance equipment provided that it constitutes no more than 10% of the total height of the building.





Figure 1 Unilever Tatura Master Plan 2014

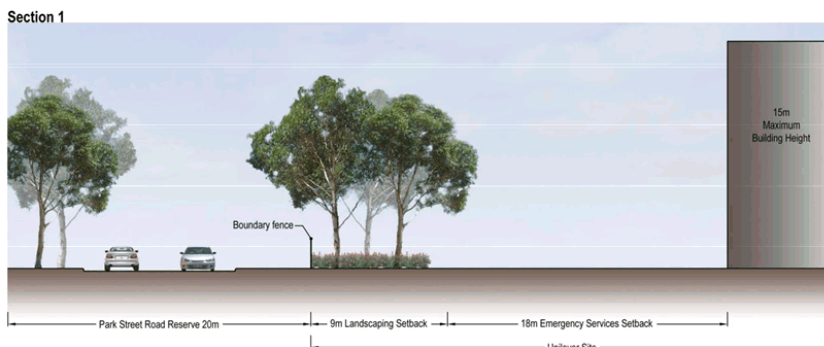


Figure 1 Cross Section 1 – Precinct B (Park Street)

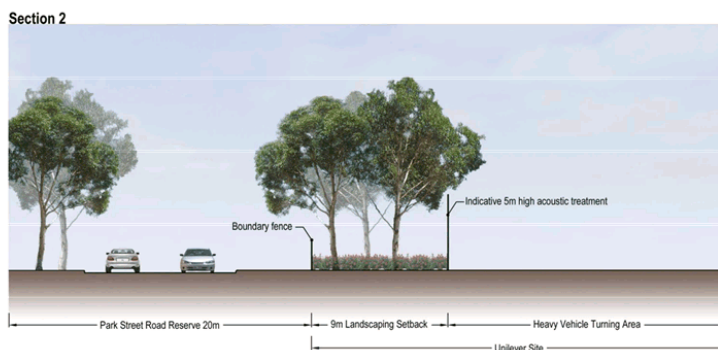


Figure 2 Cross Section 2 – Precinct B (Park Street)

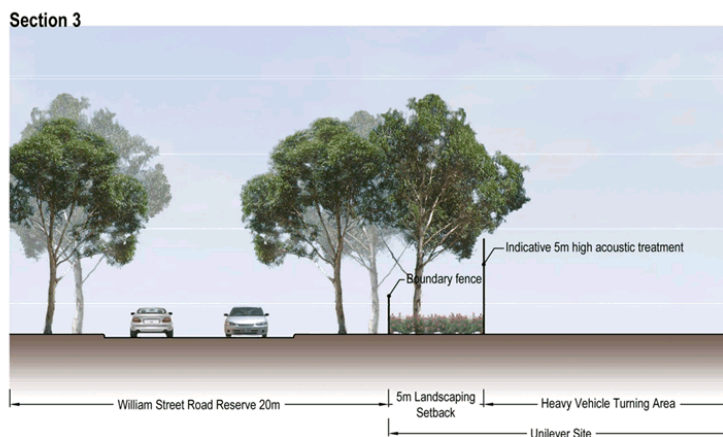


Figure 3 Cross Section 3 – Precinct C (William Street)

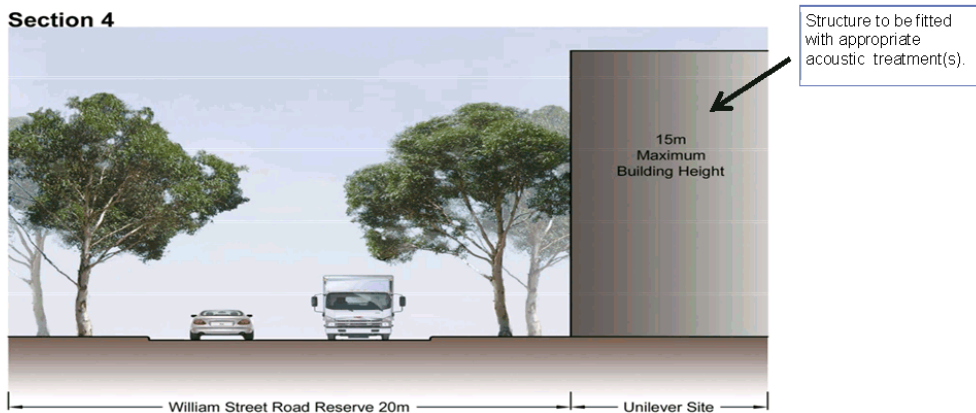


Figure 4 Cross Section 4 – Precinct C (William Street)

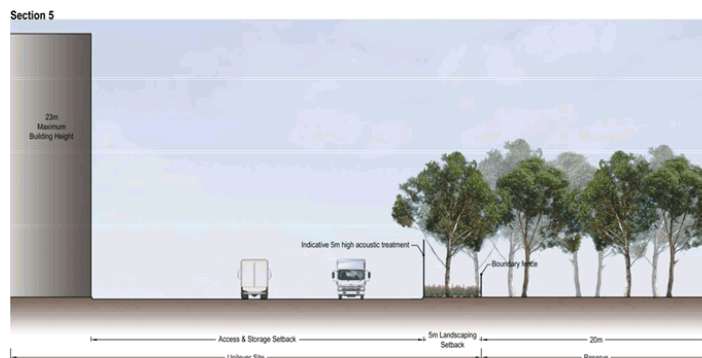


Figure 5 Cross Section 5 – Precinct B (Reserve)

**Amendment C170 (Unilever)  
Submissions Recorder**

Trim: M14/64757

Sub No.	Title	First Name	Last Name	Organisation	Address	Suburb	P. Code	State	Content of Submission	Trim Link	Date Submission received
1	Mr	Paul	Kerrins	Goulburn Valley Water	PO Box 185	<b>SHEPPARTON</b>	<b>3632</b>	<b>MC</b>	No objection	2014/79300	23 October 2014
2	Mr	Guy	Tierney	Goulburn Broken Catchment Management Authority	PO Box 1752	<b>SHEPPARTON</b>	<b>3632</b>	<b>MC</b>	No objection	2014/79465	23 October 2014
3	Mr	Trevor	Downie	Trevaskis Engineering P/L	PO Box 195	<b>TATURA</b>	<b>3616</b>	<b>MC</b>	No objection	2014/79600	24 October 2014
4	Mr	Stuart	Redman	VicRoads - Benalla	PO Box 135	<b>BENALLA</b>	<b>3672</b>	<b>MC</b>	No objection	2014/79732	24 October 2014
5	Mr	Fergal	Grahame	Environment Protection Authority - Victoria	PO Box 1007	<b>WANGARATTA</b>	<b>3676</b>	<b>MC</b>	No objection	2014/82238	10 November 2014
6	Mr	Neil	Repacholi	Goulburn-Murray Water	40 Casey Street	<b>TATURA</b>	<b>3616</b>	<b>MC</b>	No objection	2014/82679	12 November 2014
7	Mr	Terry	Court		PO Box 454	<b>TATURA</b>	<b>3616</b>	<b>MC</b>	Objection: - removal of native vegetation - noise limits - proposed building locations - light spill - traffic impacts - staging of works	2014/83272	17 November 2014
8		Kelly	Edwards	Department of Environment & Primary Industries	PO Box 879	<b>SEYMOUR</b>	<b>3660</b>	<b>MC</b>	No objection	2014/86229	2 December 2014

**Amendment C170 (Unilever)  
Submissions Recorder**

Trim: M14/64757

Date Acknowledgement letter sent
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14-Jan-14



# **ATTACHMENT TO AGENDA ITEM**

**Ordinary Meeting**

**21 April 2015**

**Agenda Item 10.2      Renaming of Shepparton-Euroa Road.**

**Attachment 1            Shepparton Euroa Road Renaming - Locality Plan -  
Attachment for Exec Briefing..... 377**

Locality Plan – Shepparton- Euroa Road, Shepparton East

