22.28  NATIONAL DISTRIBUTION HUB – SERVICE CENTRE

This policy applies to the use and development of land (Part of Allotment 1, Section 31, Parish of Barnawartha) within the Business 4 Zone (B4Z) of the National Distribution Hub. The service centre site for the National Distribution Hub is located on the eastern side of the Murray Valley Highway, 500 metres north of the Hume Freeway at Barnawartha North.

Policy Basis

The purpose of this policy is to clarify the land use and development which is to be encouraged for the National Distribution Hub service centre site. The site is intended to provide for daily convenience and service requirements for the National Distribution Hub in addition to providing a fuel, food and rest point for motorists using the Murray Valley Highway and Hume Freeway.

It is important that this site is developed and used as intended to ensure that commercial activities operated on the site compliment the operations of the Distribution Hub, rather than provide an isolated pocket of commercial development.

Objectives

- To ensure that all new use and development has the primary purpose of providing services or goods to support activities within the National Distribution Hub or fuel and food services for passing motorists;
- To discourage land use activity that is inconsistent with the role of the site as a service centre for the National Distribution Hub and a food and fuel rest stop;
- To create the best possible entry to the National Distribution Hub ensuring development achieves a high standard of presentation and use of extensive well maintained landscaping.

Implementation

It is policy that:

- The use and development of land is to occur in accordance with the design and development guidelines for the National Distribution Hub;
- Activities that cannot demonstrate a service or convenience role that supports the National Distribution Hub will be strongly discouraged;
- The provision of fuel, food, convenience and rest stop facilities that service the National Distribution Hub and passing motorists will be encouraged to develop on the land;
- Prior to the approval of any use and development on the land a master plan is to be prepared for the site showing how initial stages of development will integrate with the complete development of the site.

Decision Guidelines

It is policy that the responsible authority consider as appropriate:

- That the development provides a clear address to the Murray Valley Highway, with buildings fronting the road and service and storage areas sited at the rear of the land;
- That the minimum setback for enclosed buildings, from the Murray Valley Highway is be 30 metres;
- That the setback area is to be set aside for predominantly landscape treatments;
- That a high quality landscape treatment is provided with plant selection, external furnishings and lighting selection integrated with the overall architectural and site design concept for the site;
- Where car parking is to be provided within the front setback, it is to be located in a manner that does not dominate the front appearance of the site;
- That vehicle access, hard standing and car parking areas are all be fully sealed with concrete or asphalt and kerbed edge treatments;
- That the design for stormwater management should provide for natural disposal of stormwater in an efficient and environmentally sustainable manner utilising on site retention, pollution control devices and landscaped drainage swales.

**Reference Documents**