



AGENDA APPENDIX
Council Meeting
Wednesday 16 April 2014

AGENDA ITEM FOR SEPARATE DISTRIBUTION TO COUNCILLORS AND
EXECUTIVE LEADERSHIP TEAM DUE TO DOCUMENT SIZE.

THE ITEM IS ACCESSIBLE VIA THE COUNCIL WEBSITE OR BY
CONTACTING COUNCIL ON 03 5662 9200.

E.11 SOUTH GIPPSLAND PLANNING SCHEME AMENDMENT C95

Appendix 1 – Proposed Clause 21.15

Appendix 2 - Extract of Council Minute 24 July 2013 Item E.3 -
ADOPTION OF LEONGATHA INDUSTRIAL LAND
SUPPLY STUDY

Appendix 3 – Proposed Clause 21.11 Economic Development

Appendix 4 – Proposed Clause 21.16 Reference Documents

Appendix 5 – Proposed Clause 22.02 Industrial Development



AGENDA APPENDIX
Council Meeting
Wednesday 16 April 2014

AGENDA ITEM FOR SEPARATE DISTRIBUTION TO COUNCILLORS AND EXECUTIVE LEADERSHIP TEAM DUE TO DOCUMENT SIZE.

THE ITEM IS ACCESSIBLE VIA THE COUNCIL WEBSITE OR BY CONTACTING COUNCIL ON 03 5662 9200.

E.11 SOUTH GIPPSLAND PLANNING SCHEME AMENDMENT C95

Appendix 1 – Proposed Clause 21.15

21.15 LOCAL AREAS13/02/2014
C85

This clause focuses on local area implementation of the objectives and strategies for particular townships or landscape character areas. This clause should be read in conjunction with the rest of the Municipal Strategic Statement.

This clause is organised under the following local area headings:

- 21.15-1 Leongatha
- 21.15-2 Korumburra
- 21.15-3 Mirboo North
- 21.15-4 Foster
- 21.15-5 Nyora
- 21.15-6 Loch
- 21.15-7 Poowong
- 21.15-8 Meeniyan
- 21.15-9 Venus Bay
- 21.15-10 Waratah Bay
- 21.15-11 Sandy Point
- 21.15-12 Tarwin Lower
- 21.15-13 Eastern District Towns (Port Franklin, Toora, Welshpool and Port Welshpool) and Localities (Mt Best, Agnes and Hedley)
- 21.15-14 Small towns
- 21.15-15 Landscape Character Areas
 - Character Area 1.3 – Bunurong coast and hinterland
 - Character Area 1.4 – Tarwin floodplain
 - Character Area 1.5 – Waratah Bay/Corner Inlet
 - Character Area 2.3 – Cape Liptrap
 - Character Area 3.2 – Welshpool hills and Mount Hoddle
 - Character Area 4.1 – Venus Bay dunes

21.15-1 Leongatha13/02/2014
C85
Proposed
C95

Leongatha is the principal township of the South Gippsland Shire and a centre of State significance in the dairy milk processing and beef industries. Key issues in Leongatha include establishing a town centre heavy vehicle bypass route, the development of a bulky goods retail precinct, the provision of additional industrial land, and development of the surplus railway precinct land. Leongatha's future will depend on consolidating and growing its commercial sector, promoting residential development, and defining and building upon Leongatha's broader role within the greater West Gippsland region.

Car parking within the Leongatha Central Business District area was reviewed in the Leongatha CBD Parking Strategy 2013. As a consequence, the Parking Overlay was introduced to this precinct.

Local area implementation

- Ensure that any proposed use and development of land in Leongatha is generally in accordance with the *Leongatha Framework Plan* and the *Leongatha Town Centre Framework Plan*
- Retain Leongatha as the major regional service centre in the Shire

Settlement

- Ensure that sufficient areas of residential land, at a range of densities, are available to accommodate future township growth
- Achieve sequential and staged residential development that integrates with existing infrastructure networks
- Encourage the rezoning of appropriate areas identified in the *Leongatha Framework Plan* to maintain an estimated 15-year residential land supply
- Promote higher density residential development and retirement living within a 400m radius of the existing commercially zoned land in the town centre
- Require the preparation of development plans for new residential estates that: establish appropriate integration with existing residential areas and infrastructure; provide pedestrian and cyclist connectivity to the town centre and key community features; and protect the environmental values of the land

Economy

- Maintain the primacy of the town centre as the retail and service hub of the settlement
- Discourage the development of retail uses outside of the town centre where such uses may weaken the principal role of the town centre
- Maintain a compact town centre that reduces the need for car usage, with all key features and major retail activities within comfortable walking distance of the intersection of Bair Street and McCartin Street
- Ensure that adequate land is available to accommodate new retail, social, community, commercial and entertainment facilities within the town centre
- [Provide adequate areas of commercial and industrial land](#)
- [Encourage industrial development on land which is provided with town infrastructure](#)
- Promote the establishment of a bulky goods retail precinct on the western side of the South Gippsland Highway, and commercial use precinct for uses not appropriate to a town centre location on the eastern side of the Highway, at the southern entry to the township – see Southern Leongatha Growth Area provisions below
- Focus industrial development within existing industrial areas [encouraging the development of vacant or underutilised land](#).
- Promote the expansion of industrial uses into the land north and west of the golf course recreation reserve while integrating the potential for heavy vehicle connectivity to the South Gippsland Highway

Landscape and built form

- Ensure a high standard of building design, layout and landscaping for all new development, and particularly at the highway entrances to the town

Infrastructure

- Provide strong pedestrian and cycling connectivity to the town centre and key community assets
- Improve heavy vehicle and highway traffic movement through and around the township
- Ensure new development and road traffic improvements do not compromise the longer-term potential return of rail services to Melbourne

Further strategic work

- Review the existing zoning of the town centre and immediate surrounds and prepare a detailed strategic plan for the town centre which includes consideration of the areas

identified as ‘Town Centre Expansion Investigation Areas’ and ‘Future Commercial Investigation Area’

- Pursue the establishment of a highway bypass of the Leongatha town centre by the diversion of South Gippsland Highway traffic along Long Street and Hughes Street in accordance with the *Leongatha Town Centre Framework Plan*
- Pursue options to improve heavy vehicle traffic movements from the South Gippsland Highway to the industrial estate
- [Investigate a Development Plan Overlay addressing industrial development in investigation areas](#)
- [Promote integrated storm water management on a ‘whole of catchment’ basis.](#)

Southern Leongatha Growth Area

The Southern Leongatha Growth Area is situated on the southern development boundary of Leongatha and is defined by Simons Lane and Boags Road to the south, the Great Southern Rail Trail to the west and Coalition Creek to the east. The area has significant opportunities for residential and highway frontage commercial development over the next 25 years and beyond.

The Leongatha Framework Plan shows four precincts in the Southern Leongatha Growth Area. The precincts comprise:

- The *Bulky Goods Retail Area* on the west side of the South Gippsland Highway north of Simons Lane
- The *Highway Frontage Commercial Area* on the east side of the South Gippsland Highway north of Boags Road
- *Urban Expansion Areas* on both sides of the South Gippsland Highway south of the existing urban development
- *Low Density Residential Zone* on both sides of the South Gippsland Highway located south of the Urban Expansion Areas

The following provisions for the Southern Leongatha Growth Area should be considered in addition to the other ‘Leongatha’ provisions in this clause.

Local area implementation

- Ensure that any proposed use and development of land in the Leongatha Growth Area is generally in accordance with the Southern Leongatha Growth Area policies.
- Achieve high quality residential and commercial development that responds to the landform, amenity, and development and community infrastructure requirements of the subject land and its surrounds in an equitable long-term manner.

Bulky Goods Retail Area

- Promote application of a Special Use Zone Zone in the Bulky Goods Retail Area identified on the Leongatha Framework Plan.
- Direct large floor-plate developments/uses defined as ‘Restricted retail premises’ to the ‘Bulky Goods Area’ identified on the Leongatha Framework Plan.
- Discourage Accommodation (excepting Hotel and Motel) Food and drink premises, Office, Place of assembly (excluding Conference / Function centre and Place of worship), Retail premises (excluding Restricted retail premises) and Warehouse.
- Strongly discourage commercial or community uses that may weaken the primacy of the Town Centre.
- Strongly discourage the establishment of industrial uses, or other discretionary uses, that may detrimentally affect the amenity of surrounding sensitive land uses.

Highway Frontage Commercial Area

- Promote application of a Special Use Zone in the Highway Frontage Commercial Area identified on the Leongatha Framework Plan.
- Direct uses that benefit from highway exposure, that are not suited to a Town Centre location and that will have visitation patterns that do not encourage cross-highway vehicle and pedestrian traffic movements to the 'Highway Frontage Commercial Area' identified on the Leongatha Framework Plan. Such uses may include (but are not restricted to) Car wash, Conference/Function centre, Emergency services facility, Hotel, Landscape gardening supplies, Motel, Motor vehicle boat or caravan sales, Place of worship, Service station, Trade supplies, and Veterinary centre.
- Discourage Accommodation (excepting Hotel and Motel) Food and drink premises, Office, Place of assembly (excluding Conference / Function centre and Place of worship), Retail premises (excluding Restricted retail premises) and Warehouse.
- Strongly discourage commercial or community uses that may weaken the primacy of the Town Centre.
- Strongly discourage the establishment of industrial uses, or other discretionary uses, that may detrimentally affect the amenity of surrounding sensitive land uses.

Urban Expansion Areas

- Promote the application of the Residential 1 Zone in the Urban Expansion Areas identified on the Leongatha Framework Plan.
- Promote the subdivision of land to maximize the efficient use of land across a range of lot sizes
- Promote the staged and sequential rezoning and subdivision of Residential 1 zoned land that integrates with the existing road network and infrastructure to the north, and avoids the creation of development that is isolated or has poor connectivity to the north.
- Avoid the creation of residential lots in the Coalition Creek flood plain, except where the potential exists for dwellings to be located within lots above the flood level and associated access to and within the lot is above the flood level.
- Minimise the number of residential lots with boundaries adjoining the highway frontage commercial uses.
- Encourage the creation of wide, landscaped road reserves that create a residential sense of place in residential areas accessed through commercial areas.

Low Density Residential Zone

- Promote the retention and application of the Low Density Residential Zone to the land immediately north of Simons Lane and Boags Road, and the land south of the proposed commercial area on the eastern side of the Highway as identified on the Leongatha Framework Plan.
- Encourage connectivity with the land to the north

Landscape and built form

- Minimise the number of highway entry points through subdivision, building layout and access design that avoids the requirement to create new highway access points.
- Promote high quality urban design, site layout, building and landscape design suitable to a township entry point that includes:
 - Generally consistent building setback lines with buildings of not more than 10 metres height above ground level.
 - Building layout that considers the long term potential for widening of the highway.

- Ample onsite car parking, without visually dominating front setbacks.
- Building siting and design which makes efficient use of land with specific regard to minimizing unused areas of land (not including landscaping) to the side and rear of development.
- Encourage appropriate buffers to adjoining sensitive land uses
- Provide sufficient size and depth to residential lots adjoining commercial uses so that screening landscaping can be applied to soften the potential visual and amenity impact.

Infrastructure

- Encourage the location and design of new highway intersection treatments that facilitate development on both sides of the highway.
- Create an internal road network that considers the future requirements of adjoining undeveloped land and the potential for cumulative increased usage over time.
- Encourage creation of a new connector road between Parr Street and Nerrena Road.
- Consider the requirement for road and pathway infrastructure upgrading and funding at locations separated from development sites.
- Avoid location of roads in flood prone areas of the Coalition Creek flood plain.
- Create a shared pathway network around the boundaries of the Growth Area and along both sides of the highway.
- Promote integrated storm water management on a ‘whole of catchment’ basis.
- Avoid the duplication of drainage assets or reliance on overland flows outside of drainage easements and declared waterways.
- Encourage the provision of reticulated sewage assets that consider the development requirements of surrounding land and avoid asset duplication and the need for incremental asset upgrading.
- Provide and/or reserve an open space reserve of approximately four hectares on the flatter sections of the residential area west of the highway. If this cannot be achieved, additional open space should also be provided at a location adjoining the rail trail.
- Provide and/or reserve a one-hectare (minimum) land parcel west of the highway for future community development infrastructure.
- Provide continuous linear open space connectivity between the eastern end of Parkside Close and the wetland area adjoining the Boags Road / Tarwin Ridge Boulevard.
- Encourage provision of a local park adjoining Coalition Creek.

Implementation

Strategies relating to the Leongatha Growth Area will be implemented by:

Policy guidelines

Requiring the following information (as appropriate) to be supplied to accompany an application to rezone land in the Bulky Goods Retail Area and the Highway Frontage Commercial Area:

- A detailed assessment of the appropriate zone provisions to accord with zoning for commercial use to maintain the primacy of the Leongatha Town Centre and with the Leongatha and Southern Leongatha policy provisions.

Requiring the following information (as appropriate) to be supplied to accompany an application to rezone land and/or to develop land:

- A detailed Development Plan that includes but is not limited to:
 - A site analysis and design response.

- Building / subdivision plans that display the proposed outcomes on the land.
- An assessment of traffic generated by the proposed building/subdivision.
- The scenario of a logical development unit that is bounded by main roads, natural features or the boundaries of the Development Plan Overlay map area, including consideration of linkages with and impacts on the broader area surrounding the development.
- A detailed Development Infrastructure Plan (that addresses the requirements of Council's Infrastructure Design Manual) that will form the basis for a developer contributions scheme to be implemented through a Development Contributions Plan Overlay or section 173.
- Clear demonstration that the requirements of the Leongatha Outline Development Plan can be satisfied, where residential rezoning and Development Plan applications are submitted for individual small lots on the eastern side of the highway.
- Agreements instigated when land is rezoned or developed are to address, but not be limited to:
 - The full development scenario, including consideration to linkages with and impacts on, the broader area surrounding the development.
 - The full construction of the whole length of Simons Lane; upgrading the Boags Road / Simons Lane highway intersection.
 - Improvements to the Simons Lane / Bass Highway intersection including its potential relocation further north.
 - Improvements to the South Gippsland Highway intersections with Parr Street and Greenwood Parade.
 - The provision of shared pathways, open space drainage and community infrastructure.
 - The timing, staging and trigger points for infrastructure provision.

Further strategic work

- Investigate the application of a Special Use Zone to the 'Bulky Goods Retail Area' and the 'Highway Frontage Commercial Area' to guide the use of the precinct in a manner that responds to the amenity interface issues of the proposed residential areas, does not weaken the established commercial role of the Town Centre, and minimises the 'cross Highway' commercial interrelationships of the land uses.
- Investigate the implementation of a Design & Development Overlay, or design guidelines, over the land adjoining the highway frontage that will promote urban design outcomes suitable to a township entry point.
- Investigate the relocation of the Simons Lane /Bass Highway intersection to a safer location further north of the existing intersection.
- Investigate the potential to locate a small neighbourhood retail service centre (adjoining an open space reserve) in the residential area west of the highway.

Reference documents

Leongatha Structure Plan, 2008

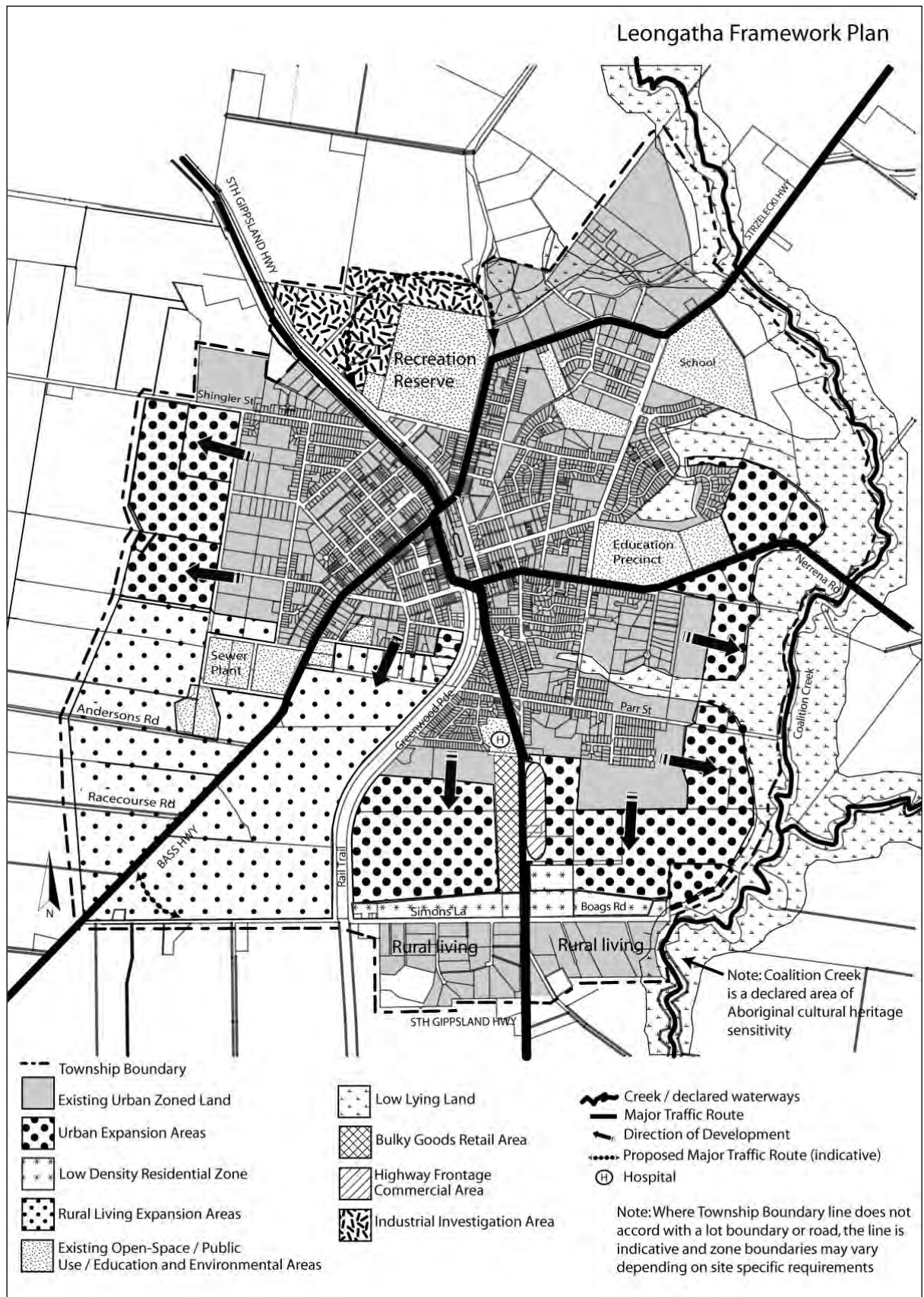
Southern Leongatha Outline Development Plan July 2011 (as amended)

South Gippsland Paths and Trails Strategy 2010 (as amended)

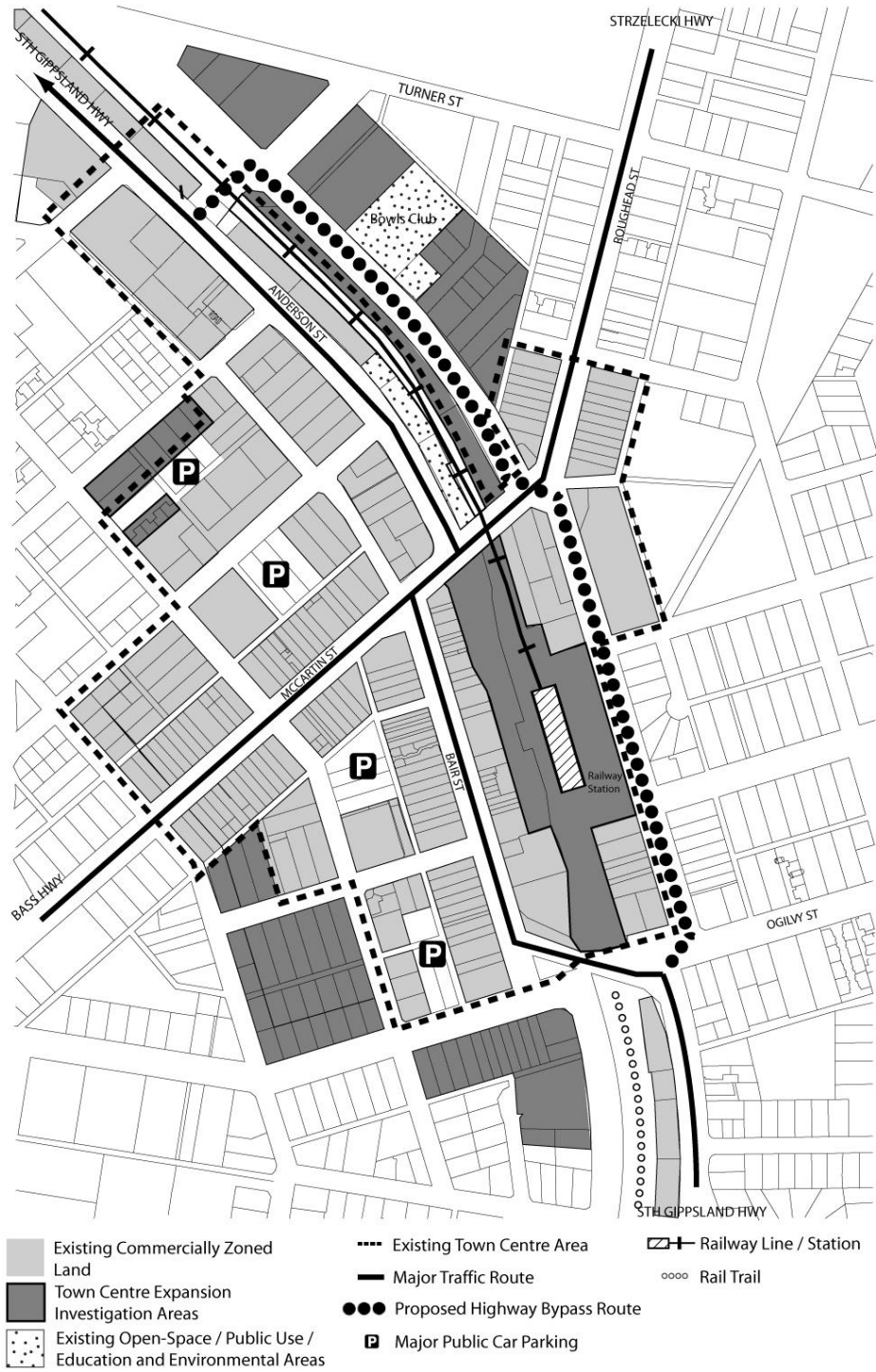
Infrastructure Design Manual (version 3.0 September 2010) (as amended)

Leongatha CBD Parking Strategy 2013 (as amended)

[*Leongatha Industrial Land Supply Study 2013 \(as amended\)*](#)



Leongatha Town Centre Framework Plan



21.15-228/11/2013
C68**Korumburra**

Situated on the South Gippsland Highway in a picturesque landscape of rolling hills, Korumburra is the second largest town in the municipality and a key service provider to the smaller towns and communities in the Shire's western region. Ongoing improvements to the highway and the development of the Pakenham Bypass make Korumburra increasingly accessible to metropolitan Melbourne and help underpin population and economic growth that will contribute to securing the town's growth into the future.

Challenges for Korumburra include improving the retail offer, function and appearance of the Town Centre; responding to the existing highway traffic management problems; achieving appropriate redevelopment of the former Korumburra Saleyards site; planning new residential growth areas; and, continuing to define a role and character for Korumburra that distinguishes its place in the Shire's western region.

Local area implementation

- Maintain and promote Korumburra as a significant industrial, retail, service, residential and tourism centre in the Shire.
- Ensure the use and development of land in accordance with the strategic directions in the Korumburra Framework Plan and the Korumburra Town Centre Framework Plan maps.

Settlement

- Provide sufficient residential land, at a range of densities, available to accommodate future township growth.
- Plan for sequential and staged residential development that integrates with existing infrastructure networks.
- Monitor the availability and development of residential land and encourage the rezoning of appropriate areas identified in the Korumburra Framework Plan map to maintain an estimated 15-year residential land supply.
- Promote the development of new residential estates that establish appropriate integration with existing residential areas and infrastructure; provide pedestrian and cyclist connectivity to the Town Centre and key community features; and, protect the environmental values of the land, especially the waterways.
- Promote higher density residential development and retirement living on land within the inner township residential areas that can be provided with convenient pedestrian access to the Town Centre.
- Focus industrial development within the established industrial areas, and at the site of the former Korumburra Saleyards. Development of the former saleyards land must have close regard to the amenity interface with the adjoining showgrounds and residential areas.
- Consider the potential adverse amenity impacts of the milk manufacturing operations in the Station Street Industrial Area on rezoning proposals that allow, or intensify, the establishment of sensitive land uses in the immediate area surrounding the manufacturing operations.

Economy

- Maintain the primacy of the Town Centre as the retail and service hub of the town.
- Actively support the establishment of new retail opportunities in the Town Centre Retail Core.
- Maintain a compact, convenient and well-connected Town Centre that is the primary activity hub of the town.

- Actively encourage major retail, office and community developments to concentrate in the Town Centre Retail Core, comprising the blocks bounded by Commercial Street, King Street, Victoria Street and Bridge Street.
- Encourage the consolidation of sites in the Town Centre Retail Core to accommodate new large floor space developments.
- Strongly discourage the development of new retail uses outside of the Town Centre Retail Core where such uses may weaken the principal role of the Town Centre.
- Support tourism developments that promote Korumburra as a tourist destination and plan for the provision of services and features that support highway tourism traffic.

Landscape and built form

- Promote development in the Town Centre that improves pedestrian connectivity and the layout and operation of car parking, and enhances the amenity of the streetscape.
- Promote site responsive residential subdivision design (supported by geotechnical reports on land exceeding 15% slope) that allow for the creation of appropriately sized and configured lots that minimise the impact of earthworks.
- Ensure a high standard of building design, layout and landscaping for all new development, and particularly at the western highway entrances to the town.
- Support the conservation and enhancement of the town's heritage places and streetscapes in recognition of their central role in establishing Korumburra's 'rural township' character and 'sense of place'.

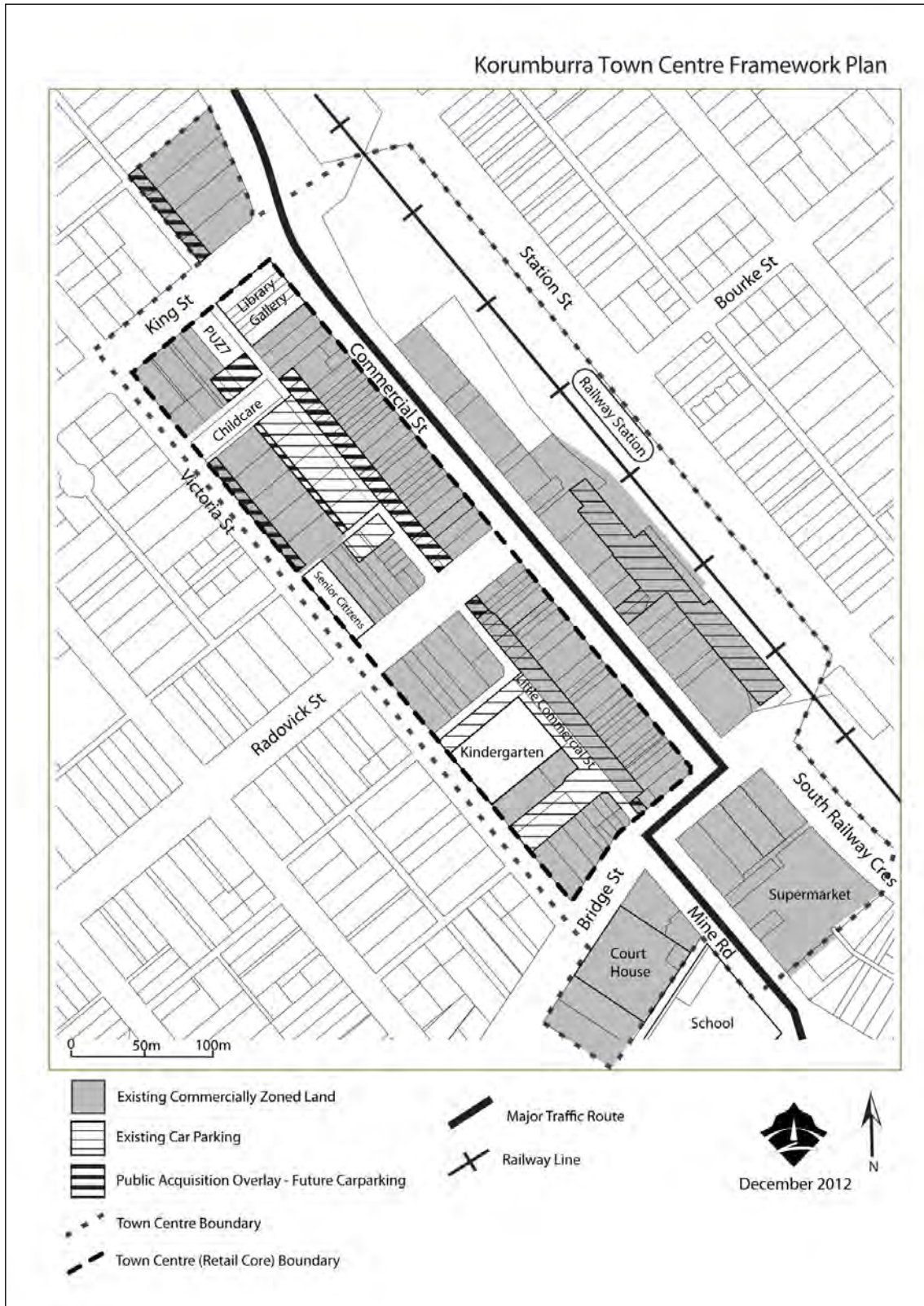
Infrastructure

- Improve highway traffic movement through the town.
- Provide strong pedestrian and cycling connectivity to the Town Centre, key community assets and the schools.
- Discourage land uses that may compromise the proposed highway realignment at the south east entry to the town.
- Ensure new development and road traffic improvements do not compromise the longer-term potential return of rail services to Melbourne.

Further strategic work

- Prepare an updated town centre framework plan to encourage major retail, office and community developments to concentrate in the town centre retail core in accordance with the principles established in the *Korumburra Town Centre and Structure Plan Priority Development Panel Report* (May 2010)
- Investigate applying a Restructure Overlay over the old Crown Township to the south-east of the town.
- Continue implementation of the recommendations of the *South Gippsland Heritage Study 2004* in consultation with affected landowners and the community.
- Investigate with VicRoads plans for traffic management, calming and pedestrian safety improvements along South Gippsland Highway and Radovick Street within the Town Centre in accordance with the Minister for Planning's Priority Development Panel recommendation.
- In consultation with affected landowners and the community, prepare development plans and overlays for Korumburra's growth areas.
- Investigate the implementation of a planning policy to assist long term management of the amenity interface issues between the Station Street milk manufacturing operations and surrounding residential areas.

Review the existing application of the Mixed Use Zone in response to the theme objectives to maintain the primacy of the Town Centre for retail development.



21.15-328/11/2013
C68**Mirboo North**

Mirboo North is the principal township in the north of the municipality. Servicing the surrounding agricultural activities and rural population are mainstays of the local economy. With its location on the Grand Ridge Road, tourism is an increasingly important economic contributor and a basis upon which future growth may be promoted. It is important that the existing character of Mirboo North be respected and that growth complements those elements that create and define the existing character of the township.

Local area implementation

- Ensure that any proposed use and development of land in Mirboo North is generally in accordance with the *Mirboo North Structure Plan*
- Promote Mirboo North as a sustainable community and the principal town in the north of the Shire

Settlement

- Promote higher density residential development and retirement living within a 400m radius of the existing commercially zoned land in the town centre
- Promote residential infill development and township consolidation as a priority over expansion of the townships boundaries
- Where demand can be demonstrated, promote the staged release of new residential land in a contiguous and integrated manner, providing for a range of densities that decrease with distance from the town centre

Economy

- Retain the main street for retailing and other commercial development
- Encourage new commercial and economic development opportunities that support the needs of the local community
- Promote tourism and other economic development that complements the natural environment and landscape values of the region

Landscape and built form

- Retain a compact town centre which promotes high quality urban design
- Protect and enhance the distinctive village atmosphere and picturesque location within the Strzelecki Ranges

Infrastructure

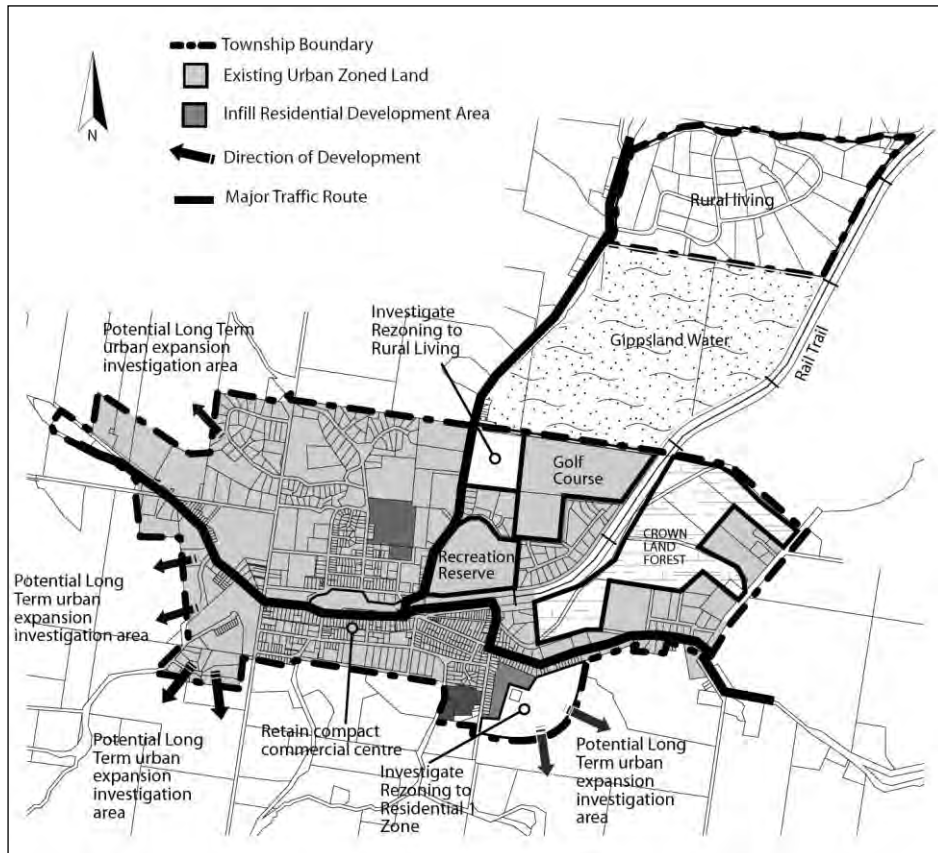
- Build upon Mirboo North's public open space reserves to promote pedestrian and cycle friendly development with strong linkages to the town centre

Further strategic work

- Review the residential development growth options in the *Mirboo North Structure Plan* to provide increased certainty around future land releases
- Investigate the development of a master plan to improve the layout and function of the town centre
- Investigate the application of a planning scheme overlay to protect native vegetation within the township boundaries

Reference documents

Mirboo North Structure Plan, November 2004



21.15-4 Foster

28/11/2013
C68

Foster is the principal township in the eastern half of the Shire. Foster's close proximity to Wilsons Promontory has secured the township a leading role in the region's growing tourism industry. Foster is also well situated to benefit from the economic activity likely to be generated from the continuing development of port related activities around Corner Inlet. With its pristine environment and open farmed landscapes, Foster is an attractive location for retirement living and 'lifestyle change' residential growth.

Local area implementation

- Ensure that any proposed use and development of land in Foster is generally in accordance with the *Foster Framework Plan*
- Consolidate Foster's role as the key commercial and community service provider to the eastern region of the municipality

Settlement

- Promote a range of residential options that respects the small town character and landscape values of Foster
- Promote higher density residential development and retirement living within 200m radius of the existing commercially-zoned land in the town centre
- Ensure that residential land release (including rural residential land) occurs in a staged, contiguous and integrated manner, with subdivision designs that respond to the topographic, landscape and environmental constraints of the land

- Discourage low density and rural residential development in areas close to the township unless the land has constraints inappropriate to higher density development

Environment

- Consider the impacts of climate change in recognition of Foster's location at the frontline of rising sea levels and the demands this may make on the township as a safer alternative to coastal township development

Economy

- Support the expansion of the town centre to appropriate contiguous land when demand requires
- Strongly discourage the establishment of uses outside of the town centre that may weaken the primacy of the town centre
- Promote economic development that complements the social and high quality environmental values of the township
- Encourage new commercial opportunities and community functions in the town centre that support the needs of the local community
- Encourage greater tourism promotion and co-ordination within the town to build upon Foster's role as the gateway to Wilsons Promontory

Landscape and built form

- Ensure a high standard of building design, layout and landscaping for all new development, particularly at the main entrance points to the town
- Protect and enhance the compact qualities of the town centre

Infrastructure

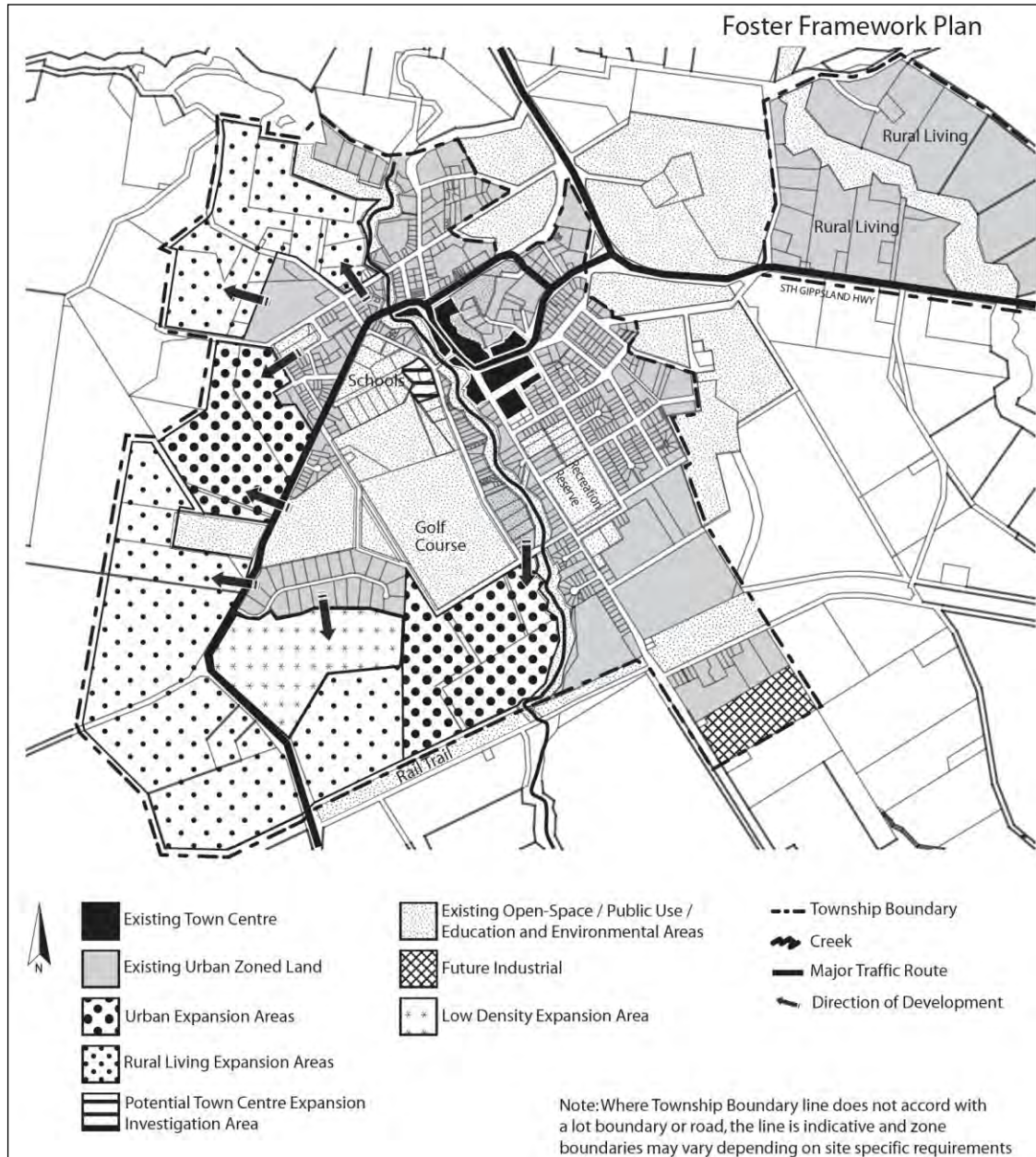
- Build upon Foster's expansive public open space reserves to promote pedestrian and cycle friendly development with strong linkages to the town centre

Further strategic work

- Review the existing zoning of the town centre and immediate surrounds and prepare a master plan for the town centre including the area identified as 'Potential Town Centre Expansion Investigation Areas' in the *Foster Framework Plan*
- Review the extent and appropriateness of the existing Mixed Use Zone at the northern entry to the town to ensure appropriate development at the main township entry point and to control the establishment of inappropriate uses that may weaken the primacy of the town centre

Reference documents

Foster Structure Plan, 2008



21.15-528/11/2013
C68**Nyora**

Nyora is a small rural township that is the closest South Gippsland Shire town to metropolitan Melbourne. Nyora is seen as a desirable rural residential lifestyle location due to its relatively flat land and proximity to major urban centres. It has recently experienced strong population growth; however the absence of necessary commercial and community services has resulted in Nyora performing the role of a 'dormitory' residential location that relies on other urban centres for services, facilities and employment.

Local area implementation

- Ensure that any proposed use and development of land in Nyora is generally in accordance with the *Nyora Framework Plan*.
- Ensure that residential growth and land release is staged so that the provision of essential physical, retail and community infrastructure keeps pace with development and strengthens the town's role in providing services.

Settlement

- Ensure that any subdivision in the Future Residential Areas or Long Term Residential Areas identified in the Nyora Framework Plan does not occur until:
 - Reticulated sewerage can be provided to the land
 - There is an identified need for additional residential land within the township.
 - A comprehensive assessment, feasibility study and costing has been done of required development infrastructure (roads, drainage, etc) and community infrastructure
 - A Development Contributions Plan Overlay (or similar infrastructure cost recovery method) based on the above infrastructure studies, has been applied to provide equitable financial contribution towards, or the provision of, development and community infrastructure upgrades required to support new urban residential development
 - A Development Plan Overlay has been prepared which provides for the integrated development of the entire land having regard to environmental constraints and opportunities and which demonstrates how new development will complement existing development; and
 - Residential Development Guidelines have been prepared to inform a Design and Development Overlay and/or Significant Landscape Overlay
- Encourage infill development in the residential zoned land adjoining the Town Centre in a coordinated and integrated manner.
- Promote medium density residential development near the Town Centre to support retirement living and household downsizing.
- Discourage low density and rural residential development close to the township, unless the land has constraints that make it inappropriate for higher density development.
- Discourage development in areas susceptible to water logging

Economy

- Encourage new light industrial activities to locate within the designated industrial area in Watts Road.
- Improve the retail offer of the town centre.
- Consolidate and develop the town centre in the vicinity of Mitchell and David Streets as the focus for all business, community and tourist services and facilities.
- Strongly discourage retail development outside of the Town Centre.

Landscape and built form

- Promote residential development that complements the small rural township character of the area
- Protect the natural environmental qualities and landscape values of the Future Residential Areas and the Long Term Residential Areas identified in the Nyora Framework Plan.
- Ensure vegetation continues as the dominant landscape feature.
- Ensure that residential land release occurs in a staged, contiguous and integrated manner with subdivision designs that respond to the topographic, landscape and environmental constraints of the land.

Infrastructure

- Ensure development contributes to provision of community services and facilities.
- Create an integrated network of pedestrian and bicycle paths linking features and facilities in and around the township in accordance with the directions of Council's Paths and Trails Strategy 2010 (or as amended) and Melbourne Water's *Shared Pathway Guidelines* (January 2009) as amended.
- Where residential development intensification is to occur in established areas (particularly land bounded by Hewson St, Davis St, Walters Rd and Lang Lang Poowong Road), promote development that integrates roads, pathways and utility infrastructure with adjoining areas.

Implementation

Strategies relating to the Nyora Framework Plan will be implemented by:

Policy guidelines

- Requiring the following information (as appropriate) to be supplied to accompany an application to rezone land and/or to develop land in the Future Residential Areas: Identified need for the additional residential land within the township
- A Development Contributions Plan Overlay (or similar infrastructure cost recovery method) based on the infrastructure studies, has been applied to provide equitable financial contribution towards, or the provision of, development and community infrastructure upgrades required to support new urban residential development
- Evidence of reticulated sewerage being provided to the land in coordination with commencement of development.
- A Development Plan Overlay that provides for:
 - The integrated development of the entire land having regard to environmental constraints and opportunities and which demonstrates how new development will complement existing development.
 - Continuation of vegetation as the dominant landscape feature.
 - built form consistent with rural township character.
 - Provision of and contribution towards development infrastructure and community infrastructure within the site and within the township

Further strategic work

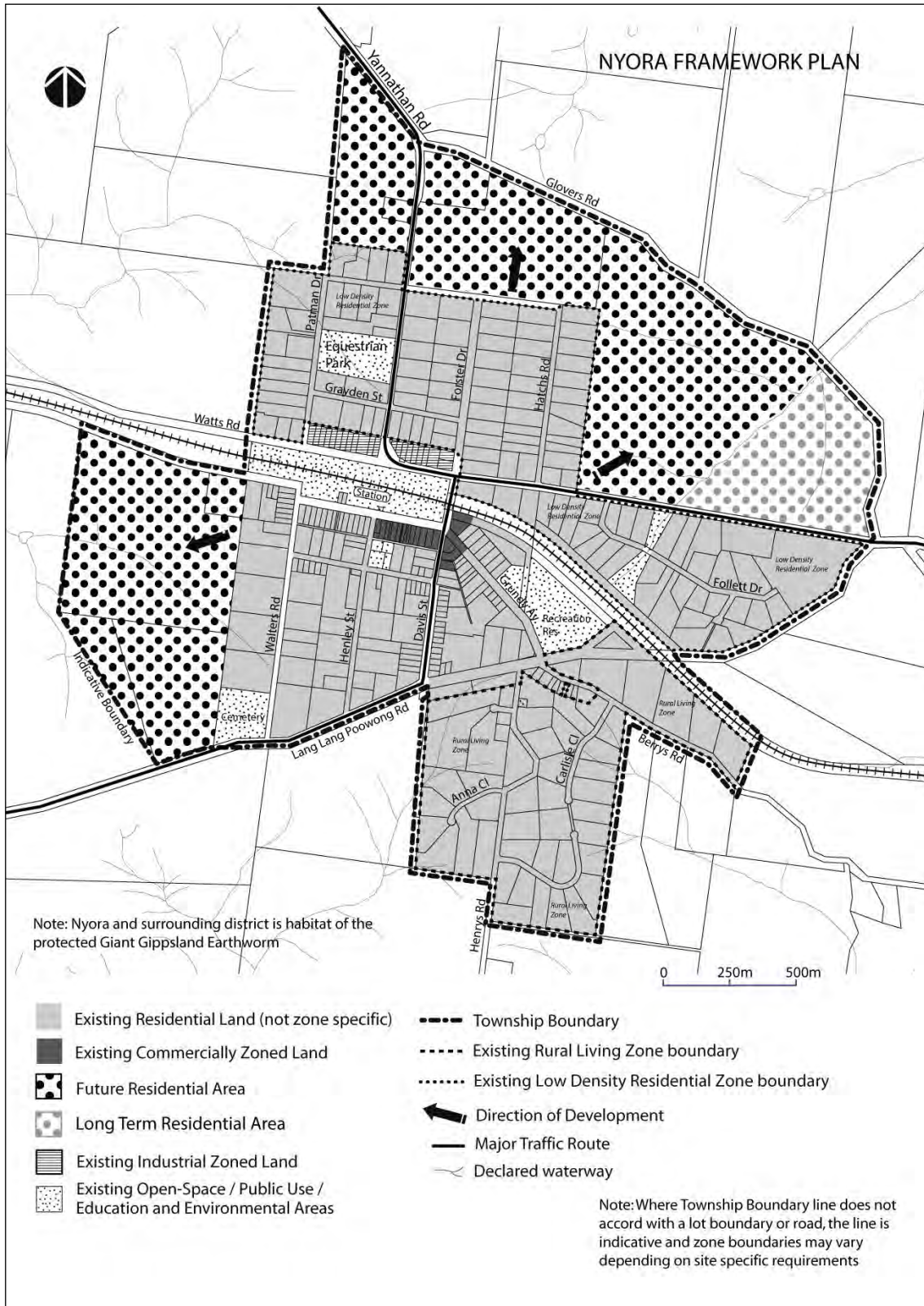
- Rezone land in accordance with the Nyora Framework Plan at the initiation of landowners, when demand can be justified, and the policies for Nyora can be met.
- Determine the extent and cost of infrastructure works required in Nyora by doing Development and Community Infrastructure Assessment and Feasibility Studies.

- Prepare Residential Development Design Guidelines for both existing and proposed urban residential zoned land to inform a Design and Development Overlay (DDO) and/or Significant Landscape Overlay (SLO) to ensure vegetation continues as the dominant landscape feature, and to promote built form which is consistent with a rural township character.
- Prepare a Master Plan for the Nyora Town Centre (including the VicTrack land) to guide investment decisions and identify funding opportunities for improvements to public spaces and facilities.
- Prepare a town centre strategy to provide greater direction for commercial development in the Mitchell Street area and to determine whether the commercially zoned land is adequate in location and extent to provide for future commercial growth in Nyora.
- Prepare a Stormwater Management Plan in consultation with Melbourne Water which is consistent with or exceeds the requirements of the State Environment Protection Policy (Waters of Victoria) objectives for environmental management of stormwater as set out in the Urban Stormwater Best Practice Environmental Management Guidelines (CSIRO, 1999).
- In consultation with the Nyora community, investigate long term residential development options for the Farming Zone land adjoining the township boundary in the area west of Patman Drive and south of Lang Lang Poowong Road.
- Prepare an urban design plan to improve Nyora's visual appeal and liveability.

Reference documents

Nyora Structure Plan June 2013 (as amended)

South Gippsland Shire Council Paths and Trails Strategy 2010 (as amended)



21.15-628/11/2013
C68**Loch**

Nestled among rolling hills and rich agricultural land, Loch township has a moderate growth opportunity which should be supported, provided the essential compact 'village' character can be maintained. The heritage character and design of the built form provides a critical component to the overall image and identity of the township, and underpins both its tourism role and village atmosphere.

Local area implementation

- Promote the use and development of land in accordance with the strategic direction in the Loch Framework Plan.
- Develop Loch as a small thriving rural township with a distinctive garden village character

Settlement

- Ensure that any subdivision in the Residential Expansion, Potential Residential Development and Low Density Residential Development areas identified in the Loch Framework Plan does not occur until:
 - Reticulated sewerage can be provided to the land.
 - A Design and Development Overlay, or similar control, has been prepared to promote new development that is complementary to the existing built form and vegetated character of the township.

Economy

- Consolidate and develop the town centre as the preferred focus for all business, community and tourist services and facilities.
- Encourage tourist services and facilities in the township.

Landscape and built form

- Retain the existing heritage character, design and built form of the buildings along Victoria Street and Smith Street (north of Victoria Street), in recognition of their contribution to the overall image of Loch
- Conserve and enhance heritage places in the town in recognition of their contribution to the overall character of Loch
- Promote the distinctive garden village character in Loch. Ensure that new growth, infill and redevelopment maintains the town's rural township character.

Infrastructure

- Improve community services and facilities in the township.
- Ensure that new growth and development occurs in coordination with the provision of development infrastructure.
- Consider the requirement for new or improved public infrastructure and how infrastructure is to be provided/funded when land is rezoned for residential development.
- Require new developments to connect to the reticulated sewerage system.
- Create an integrated network of shared pedestrian and bicycle paths linking features and facilities in and around the township.

Implementation

Strategies relating to the Loch Framework Plan will be implemented by:

Policy guidelines

Requiring the following information (as appropriate) to be supplied to accompany an application to rezone land and/or to develop land:

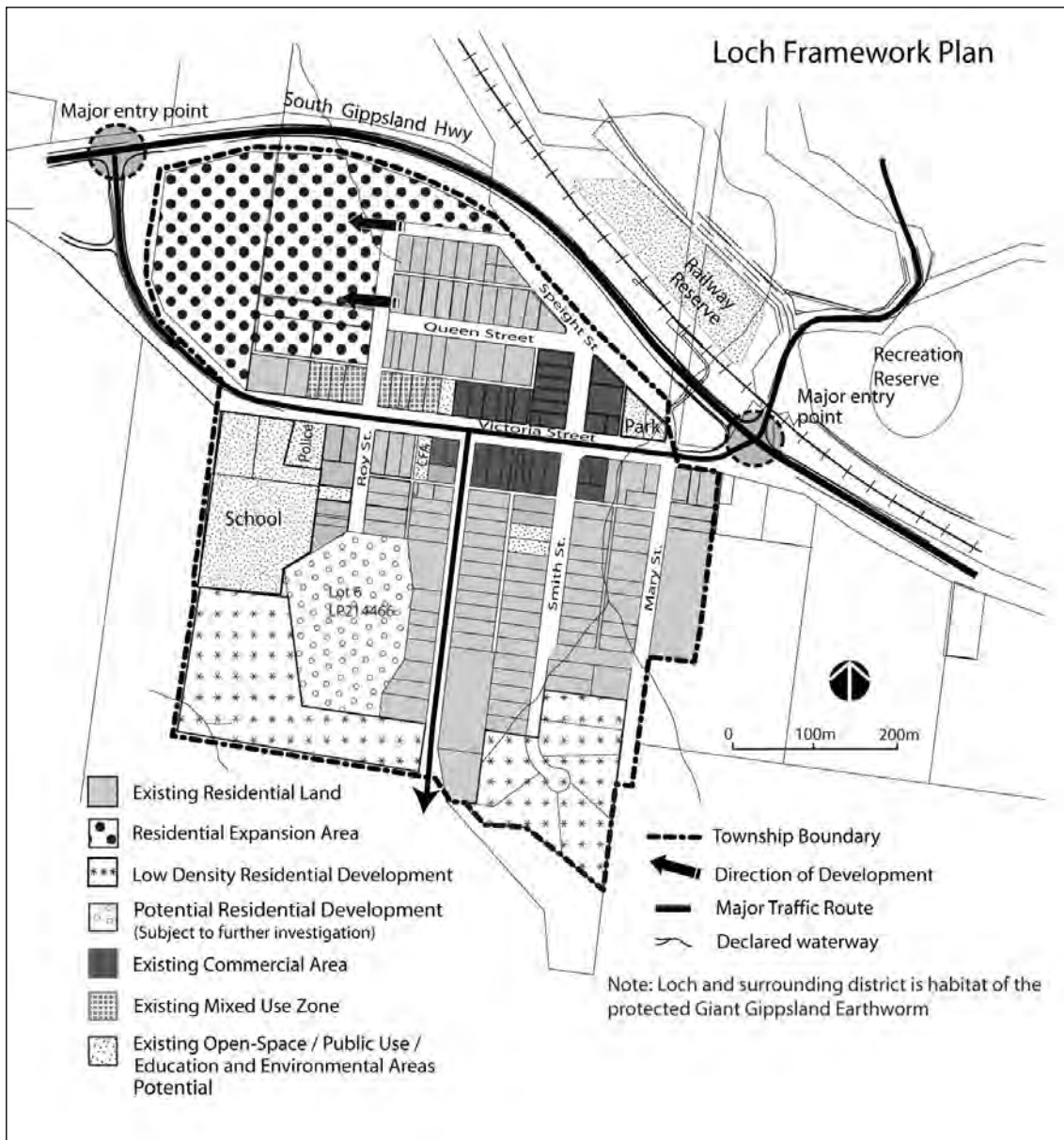
- A detailed Development Plan that includes but is not limited to:
 - The scenario of a logical development unit that is bounded by main roads, natural features or the boundaries of the Development Plan Overlay map area, including consideration of linkages with and impacts on the broader area surrounding the development.
 - A site analysis and design response for the integrated development of the entire land parcel having regard to the land's environmental constraints (particularly areas of steep slopes and waterways) and which demonstrates how new development will complement adjoining and surrounding development.
 - Building / subdivision plans that display the proposed outcomes on the land.
 - An assessment of traffic generated by the proposed building/subdivision.
- A detailed Development Infrastructure Plan (in accordance with Council's *Infrastructure Design Manual (version 3.0 September 2010) (as amended)* that will form the basis for a developer contributions scheme to be implemented through a Development Contributions Plan Overlay or section 173.
- Agreements instigated when land is rezoned or developed to address, but not be limited to:
 - The full development scenario, including consideration to linkages with and impacts on, the broader area surrounding the development.
 - The provision of shared pathways, open space drainage and community infrastructure.
 - The timing, staging and trigger points for infrastructure provision.

Further strategic work

- Rezone land in accordance with the Loch Framework Plan, at the initiation of landowners, when demand can be justified, and the policies for Loch can be satisfied.
- Prepare Residential Development Design Guidelines for both existing and proposed urban residential zoned land (including the Low Density Residential Zone) within the township boundary to inform a Design and Development Overlay (DDO). The Guidelines should consider such matters and principles as, height, setbacks, site coverage, external colours and slope sensitive design that minimises the requirement for earthworks and ensure that future development will maintain the desired character and image.
- Application of a DDO, based on the Guidelines above, to promote development in keeping with the character of the township. As a priority, undertake a review and implement the recommendations of the South Gippsland Heritage Study (2004) for Loch. As part of the Heritage Review, investigate application of a Heritage Overlay to the commercially-zoned land (including the Mixed Use Zone) to protect and enhance the village character of the Town Centre.

Reference documents

Loch Structure Plan June 2013 (as amended)



21.15-7 Poowong

28/11/2013
C68

Poowong is a small rural township located on a narrow ridgeline with panoramic views over the surrounding rural hills. Its role as a service township for the surrounding agricultural communities will continue. The town can support a limited level of population growth.

Local area implementation

- Promote the use and development of land in accordance with the strategic direction in the Poowong Framework Plan.
- Retain and strengthen Poowong as a small service township supporting residents and surrounding agricultural communities.

Settlement

- Promote residential development that respects Poowong's rural character and landscape values.
- Ensure that residential land release occurs in a staged, contiguous and integrated manner with subdivision designs that respond to the topographic, landscape and environmental constraints of the land.
- Ensure that any residential expansion into greenfield development sites does not occur until reticulated sewerage is available.

Economy

- Consolidate the Town Centre on the Poowong Ranceby Road.
- Encourage and support community and commercial/retail opportunities in the Town Centre.
- Improve community, industrial and retail services, facilities and employment opportunities to support Poowong residents and visitors.
- Continue to support the operation of the abattoir and milk processing factory and other industrial business as important employment providers in Poowong.

Landscape and built form

- Promote site responsive development that respects Poowong's rural character and landscape values.
- Protect the natural environmental qualities and landscape values of the township to retain its attraction for tourism and rural living.

Infrastructure

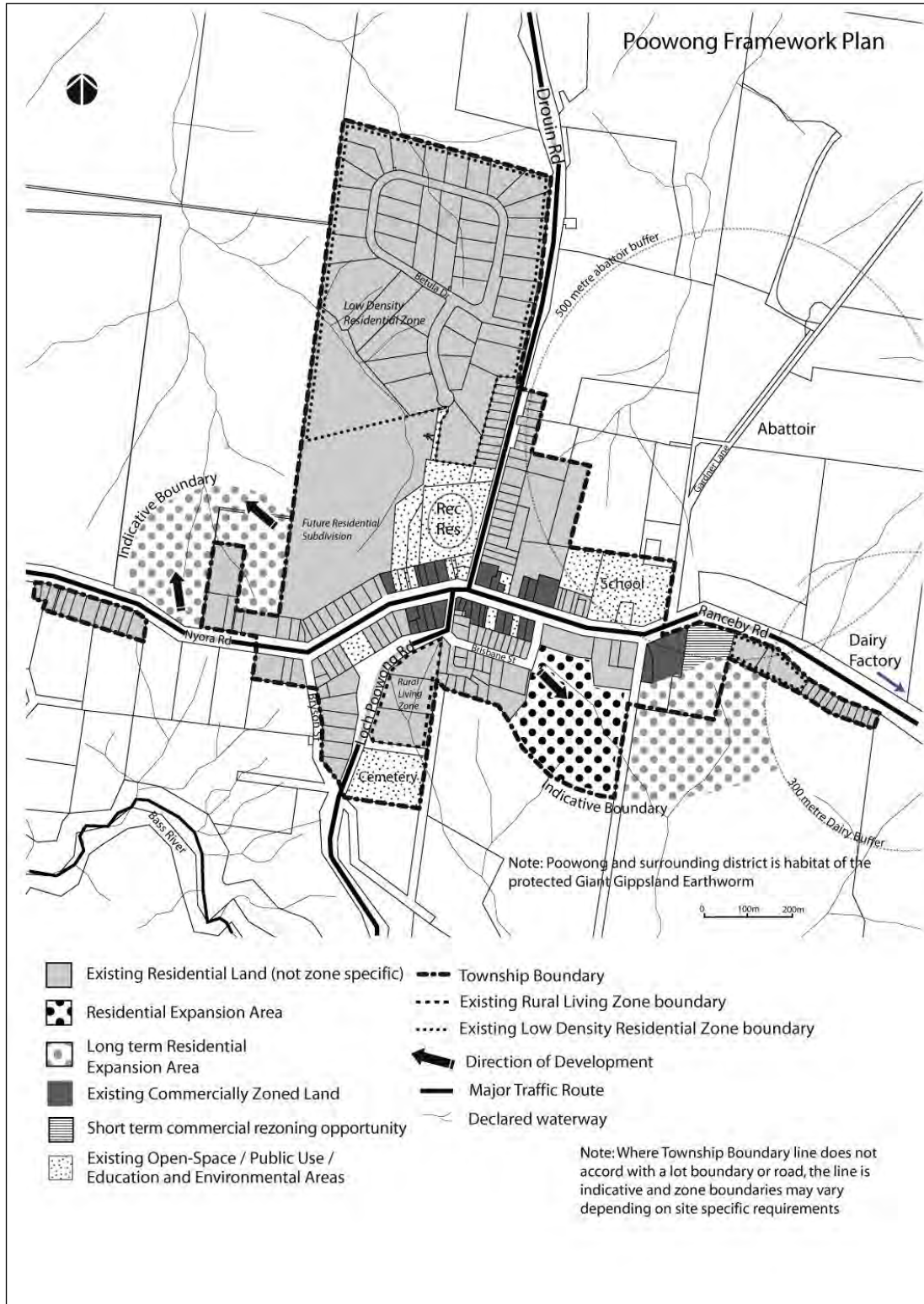
- Consider the requirement for new or improved public infrastructure and how infrastructure is to be provided / funded when land is rezoned for residential development.
- Improve opportunities for walking and cycling in Poowong.
- Require new developments to connect to the reticulated sewerage system.
- Promote walking and cycling around the township by providing shared walking and cycling paths between residential areas, the Town Centre and services.

Further strategic work

- Investigate introducing a development overlay control (DDO) or Development Plan Overlay (DPO) to greenfield residential land to promote subdivision and development in keeping with the small township rural character of Poowong. Controls should consider matters such as height, setbacks, site coverage, external colours and slope sensitive design that minimises the requirement for earthworks.
- Rezone land in accordance with the Poowong Framework Plan at the initiation of landowners, when demand can be justified, and the policies for Poowong can be satisfied.

Reference documents

Poowong Structure Plan June 2013 (as amended)



21.15-828/11/2013
C68**Meeniyan**

Meeniyan is a small rural town that provides retail, community and trades services to its residents and the smaller settlements in the surrounding district. Located at an important junction on the main route to Wilsons Promontory, Meeniyan's tourism role as 'Gateway to the Prom' is boosted by its arts, culture and food attractions.

Local area implementation

- Promote the use and development of land in accordance with the strategic direction provided in the Meeniyan Framework Plan.
- To retain Meeniyan as a small rural town that offers a quality lifestyle for its residents.

Settlement

- Promote a range of residential options that respects the small town character and landscape values of Meeniyan.
- Promote medium density residential development near the commercial centre to support retirement living and smaller household opportunities.
- Ensure that residential land release occurs in a staged, contiguous and integrated manner with subdivision designs responding to the topographic, landscape and environmental constraints of the land.

Economy

- Retain Meeniyan as a provider of retail, community and trades services to its residents and the smaller surrounding settlements in the region.
- Consolidate commercial development in the Town Centre precinct, from the intersection of Whitelaw Street and Geale Street to the intersection of Whitelaw Street and Ross Street.
- Support the development of service industrial uses on the Meeniyan - Nerrena Road to the north of the township and in appropriately zoned locations on the South Gippsland Highway.
- Encourage the development of tourist accommodation in Meeniyan.
- Encourage the development of music, arts, culture and food services in Meeniyan.

Landscape and built form

- Promote housing diversity to support a range of household types and retirement living opportunities.
- Promote site responsive development that respects the small town character and landscape values of Meeniyan.

Infrastructure

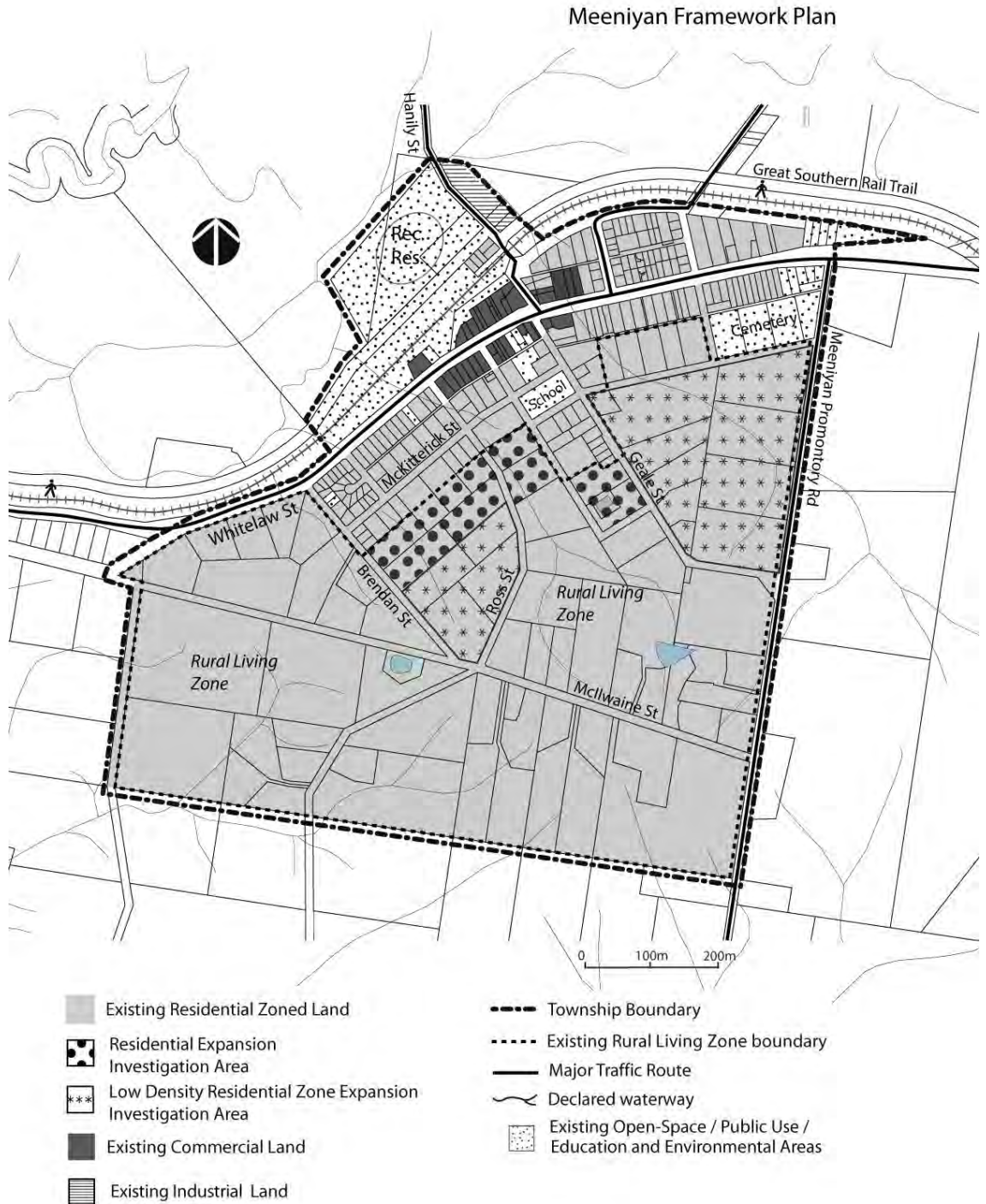
- Require new developments to connect to the reticulated sewerage system.
- Consider the requirement for new or improved public infrastructure and how infrastructure is to be provided / funded when land is rezoned for residential development.

Further strategic work

- Rezone land in accordance with the Meeniyan Framework Plan at the initiation of landowners, when demand can be justified, and the Objectives and Strategies for Meeniyan can be satisfied.

Reference documents

Meeniyan Structure Plan June 2013 (as amended)



21.15-928/11/2013
C68**Venus Bay**

Future population growth in Venus Bay, when required, will be promoted within the existing zoned land and in the growth areas defined on the *Venus Bay Framework Plan*. It will provide low end convenience facilities and rely on Tarwin Lower and Leongatha for access to major retail, industrial and commercial facilities. Simple urban forms, low rise development and the natural bushland setting will continue to characterise the appearance of the village.

Local area implementation

- Ensure that any proposed use and development of land in Venus Bay is generally in accordance with the Venus Bay Estate 1 and Estate 2 Framework Plans

Settlement

- Discourage development in areas susceptible to erosion
- Maintain the current housing density
- Limit projected residential growth to the long term development areas identified on the *Venus Bay Framework Plan*
- Ensure that any expansion into the long term development areas identified on the *Venus Bay Framework Plan* does not occur until the following Development Prerequisites have been met:
 - a significant proportion of vacant lots within the Township Zone and Low Density Residential Zone have been developed
 - reticulated water and sewerage is available
 - further investigation is undertaken to confirm the extent of potential problems associated with acid sulfate soils and flooding
 - further investigation is undertaken to confirm the location of sites of recognised cultural and heritage significance
 - further investigation is undertaken to confirm the location of sites of recognised environmental significance

Environment

- Ensure that each site is capable of on-site waste disposal that does not prejudice groundwater quality
- Maintain areas of indigenous and native vegetation where possible in new development
- Protect the environmental values of Anderson Inlet and Cape Liptrap Coastal Park

Landscape and built form

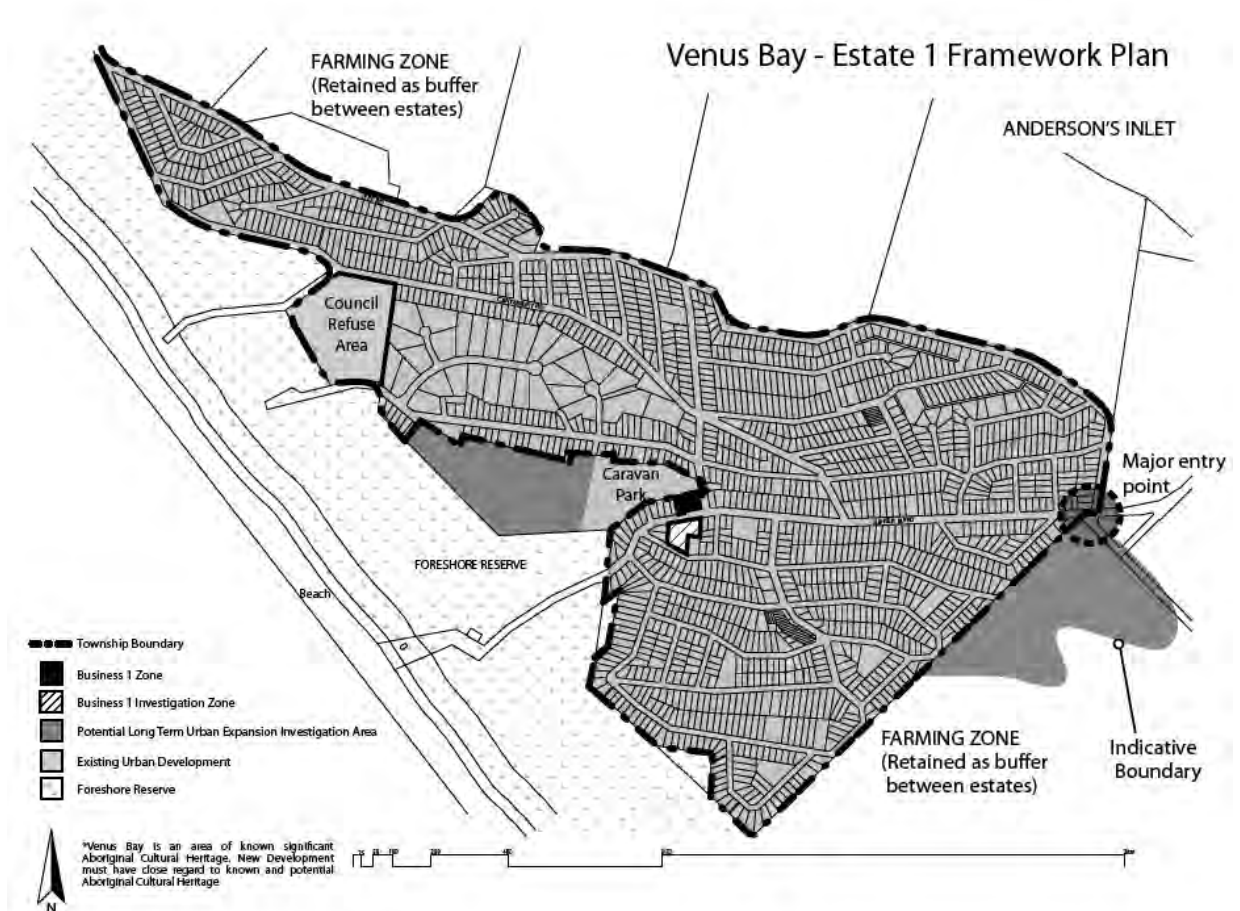
- Maintain the low key holiday character of the village and preserve the different styles of each estate
- Maintain the rural buffer between the first, second and third estates of Venus Bay as well as between Venus Bay and Tarwin Lower
- Encourage the use of best practice water sensitive urban design measures for new developments
- Promote ecologically sustainable and attractive forms of development that complement the natural environmental characteristics of Venus Bay

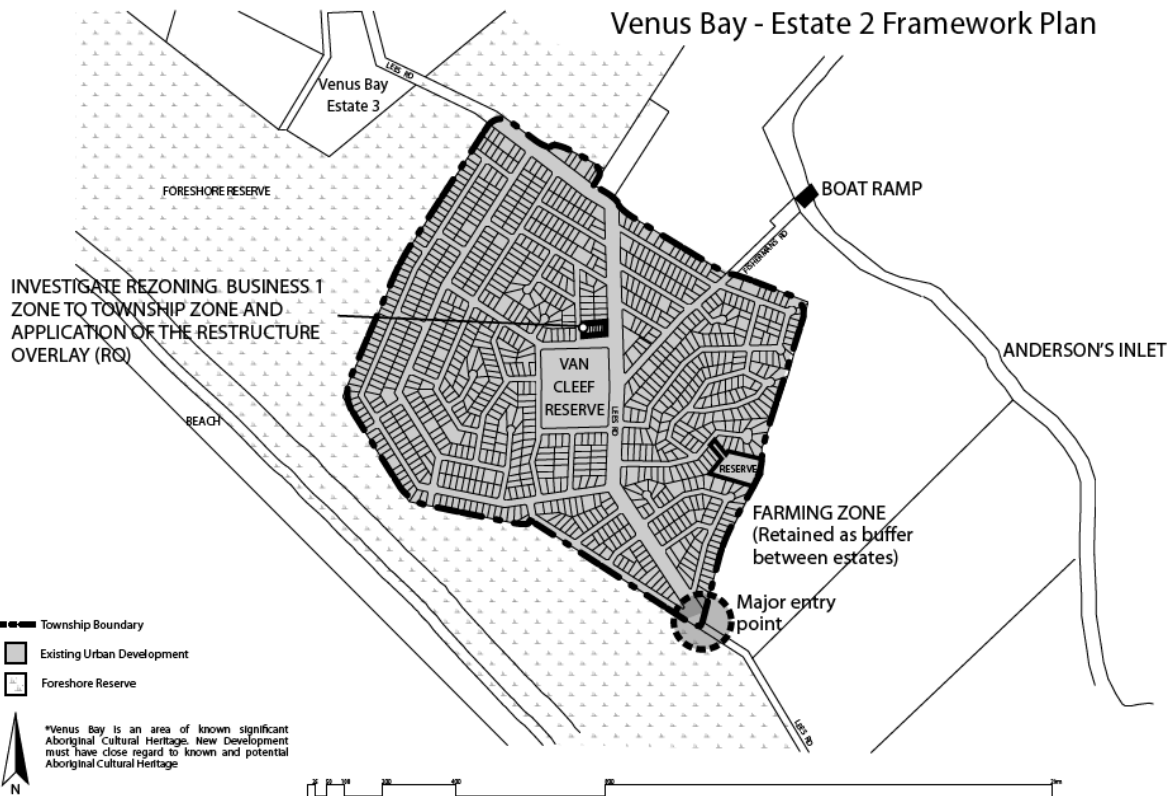
Further strategic work

- Investigate a flood study for Venus Bay to inform a local policy or overlay control within the planning scheme. The study should include a reference to climate change impacts
- Review the suitability of planning controls to land potentially affected by flooding, acid sulfate soils and sites of known cultural heritage significance. Amend or develop new controls as appropriate
- Develop a Master Plan, which clearly defines the boundaries of commercial development, and planning controls to ensure that the design of commercial areas is consistent with preferred town character
- Investigate rezoning land to the south of Jupiter Boulevard, Venus Bay, from Township Zone to Business 1 Zone as shown in the *Venus Bay Framework Plan* in order to focus the commercial use and development into a central precinct and reduce these uses amongst residential uses
- Investigate rezoning the Business 1 Zone land in Black Avenue in Venus Bay Estate 2 to Township Zone, in order to recognise and support the existing role of the commercial area in Venus Bay Estate 1

Reference document

Venus Bay Urban Design Framework: Settlement Background Paper (2006)





21.15-10 Waratah Bay

28/11/2013
C68

There is an opportunity to capitalise on the unique views and nature based recreation opportunities in and around Waratah Bay. Views of Waratah Bay, Wilson's Promontory and Cape Liptrap Coastal Park are key features of the area. Flora and fauna, cultural and landscape values and nature based recreation will be promoted and supported. Future population growth will be promoted within the existing zoned land and in the growth areas defined on the *Waratah Bay Framework Plan* when required. It will rely on Foster and Leongatha for access to major retail, industrial and commercial facilities.

Local area implementation

- Ensure that any proposed use and development of land in Waratah Bay is generally in accordance with the *Waratah Bay Framework Plan*

Settlement

- Maintain current housing density
- Ensure that any expansion into the long term development areas identified on the Waratah Bay Framework Plan does not occur until the following Development Prerequisites have been met:
 - a significant proportion of vacant lots within the Township Zone and Low Density Residential Zone has been developed
 - reticulated water and sewerage is made available
 - further investigation is undertaken to confirm the extent of potential problems associated with flooding
 - further investigation is undertaken to confirm the location of sites of recognised cultural heritage significance

- further investigation is undertaken to confirm the location of sites of recognised environmental significance
- plans are included to minimise the visual impact from key viewing locations, particularly town approaches and high points in the coastal landscape

Environment

- Protect the environmental values of Cape Liptrap Coastal Park, the beaches and flora and fauna in and around Waratah Bay
- Promote Waratah Bay as the gateway to Cape Liptrap Coastal Park and as a tourist destination for nature-based recreation
- Promote environmentally sustainable principles within the coastal hamlet
- Develop a network of habitat corridors and vegetation linkages throughout the town

Economy

- Maintain the low level of commercial development within the hamlet

Landscape and built form

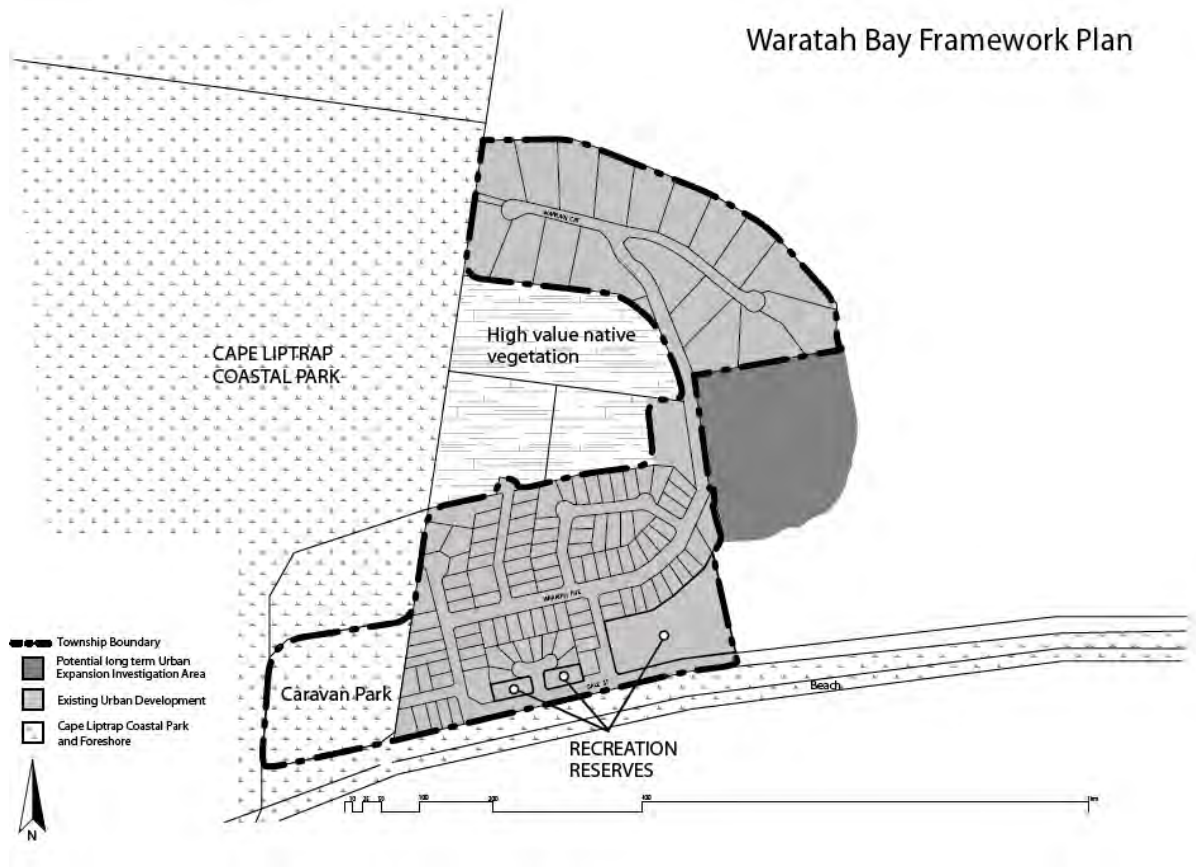
- Maintain areas of indigenous and native vegetation in new development
- Protect the identified landscape values of the area including the views across Waratah Bay, Wilson's Promontory and Cape Liptrap Coastal Park by:
 - maintaining the rural buffer between Waratah Bay and Sandy Point
 - maintaining the low-key, unobtrusive coastal character of the hamlet

Further strategic work

- Rezone land at Waratah Avenue and Caringal Street, Waratah Bay, known as Lots 1, 2 and 3 of LP147252, from Farming Zone to Rural Conservation Zone, in order to better protect the environmental significance of the area
- Develop and implement a planning scheme response to achieve design objectives relating to built form, building heights, siting, setbacks, site coverage, materials, colours, fencing, landscaping treatments and soil disturbance and vegetation retention
- Define long term development areas in Waratah Bay through implementation of the *Waratah Bay Framework Plan*

Reference document

Waratah Bay Urban Design Framework: Settlement Background Paper (2006)



21.15-11 Sandy Point

28/11/2013
C68

Future population growth in Sandy Point, when required, will be promoted within the existing zoned land and in the growth areas defined on the *Sandy Point Framework Plan*. The town will rely on Foster and Leongatha for access to major retail, industrial and commercial facilities. Simple urban forms, low rise development and the natural bushland setting will continue to characterise the appearance of the area.

Local area implementation

- Ensure that any proposed use and development of land in Sandy Point is generally in accordance with the *Sandy Point Framework Plan*

Settlement

- Maintain the current housing density
- Promote long term development areas in locations which maintain pedestrian accessibility to the nearby foreshore and commercial centre
- Ensure that any expansion into the long term development areas identified on the *Sandy Point Framework Plan* does not occur until the following development prerequisites have been met:
 - a significant proportion of vacant lots within the Township Zone and Low Density Residential Zone have been developed
 - reticulated water and sewerage is available
 - further investigation is undertaken to confirm the extent of potential problems associated with acid sulfate soils and flooding

- further investigation is undertaken to confirm the location of sites of recognised cultural and heritage significance
- further investigation is undertaken to confirm the location of sites of recognised environmental significance

Landscape and built form

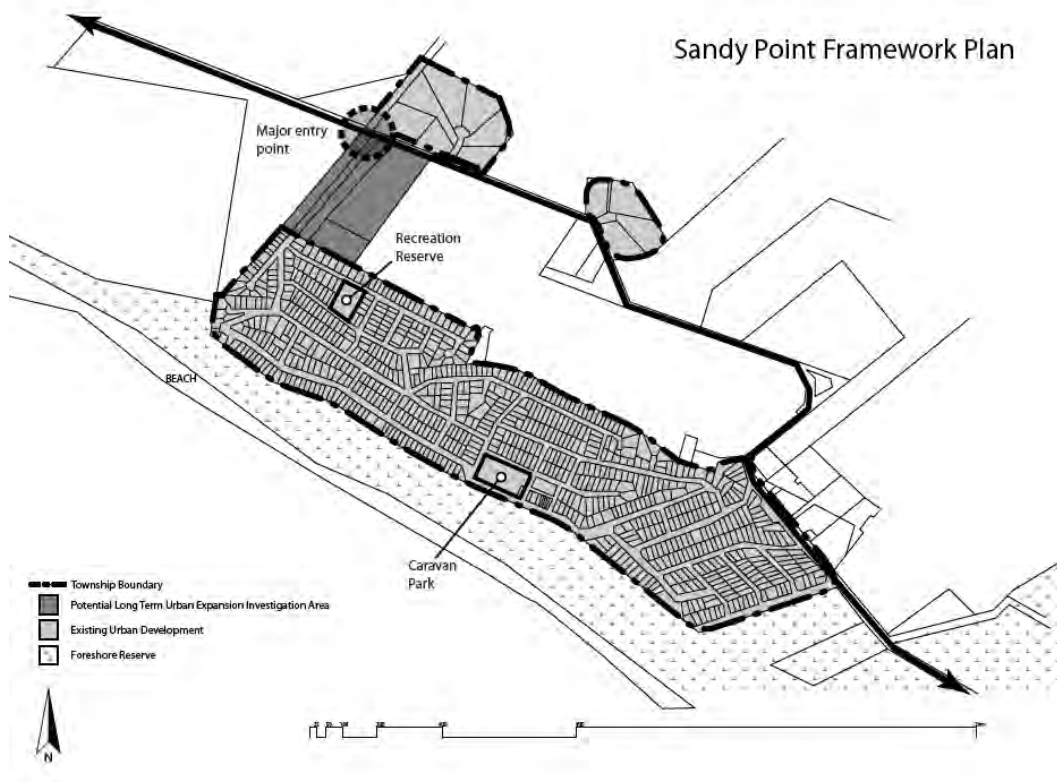
- Maintain the low key, holiday character of the village
- Promote development that respects and enhances the coastal character of the village
- Maintain the rural buffer between Sandy Point and Waratah Bay
- Promote environmentally-sustainable principles within the village, including the use of best practice water sensitive urban design measures for new developments

Further strategic work

- Implement a planning scheme response to achieve design objectives relating to built form, building heights, siting, setbacks, site coverage, materials, colours, fencing, landscaping treatments and soil disturbance and vegetation retention

Reference documents

Sandy Point Urban Design Framework: Settlement Background Paper (2006)



21.15-12 Tarwin Lower28/11/2013
C68

Future population growth for Tarwin Lower will be promoted within the existing zoned land and in the growth areas defined on the *Tarwin Lower Framework Plan* following detailed investigation of site constraints such as flooding and acid sulphate soils. Unobtrusive development will continue to demonstrate the low key character of the hamlet.

Local area implementation

- Ensure that any proposed use and development of land in Tarwin Lower is generally in accordance with the *Tarwin Lower Framework Plan*
- Promote Tarwin Lower as an important local centre serving the needs of the local community and tourists in the southern portion of the Shire

Settlement

- Maintain the current housing density
- Encourage infill development of suitable vacant lots within the Township Zone and Low-Density Residential Zone
- Ensure that any expansion into the long term development areas identified on the *Tarwin Lower Framework Plan* does not occur until the following Development Prerequisites have been met:
 - a significant proportion of vacant lots within the Township Zone and Low Density Residential Zone have been developed
 - reticulated water and sewerage is made available
 - further investigation is undertaken to confirm the extent of potential problems associated with flooding
 - further investigation is undertaken to confirm the location of sites of recognised cultural heritage significance
 - further investigation is undertaken to confirm the location of sites of recognised environmental significance

Environment

- Protect the environmental values of the Tarwin River environment and Anderson Inlet
- Maintain areas of indigenous and native vegetation where possible in new development

Economy

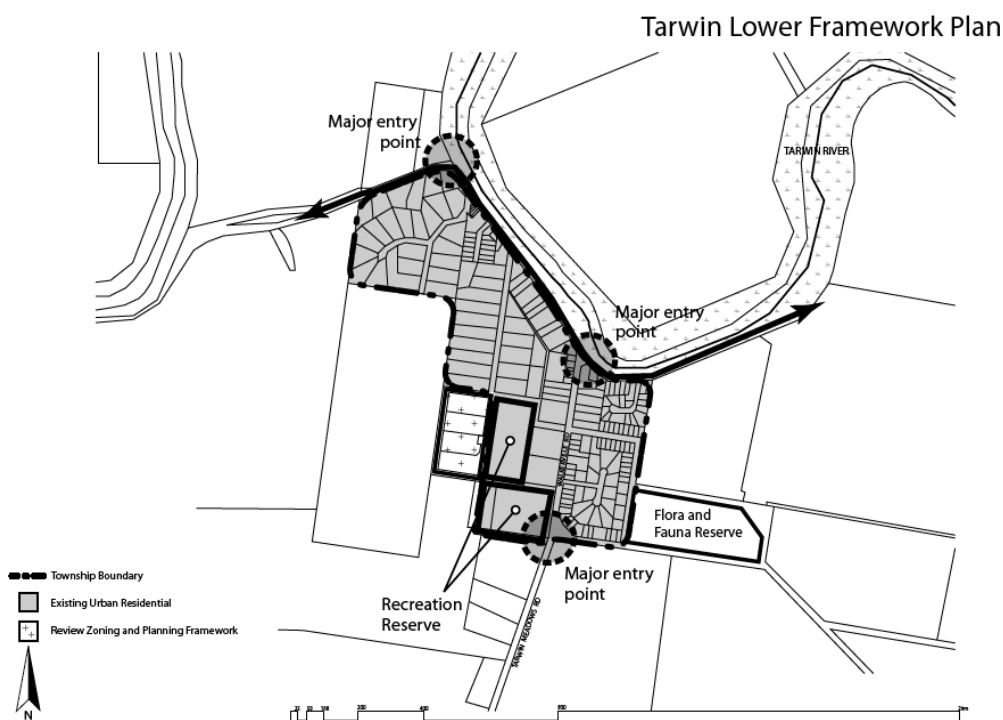
- Focus new commercial and industrial use and development within the existing commercial precinct in Evergreen Road between Walkerville Road and School Road
- Discourage commercial and industrial use and developments within the residential areas

Landscape and built form

- Maintain the low-key rural character of Tarwin Lower
- Encourage development that enhances the character of the commercial precinct
- Maintain the rural buffer between Tarwin Lower and Venus Bay
- Promote environmentally sustainable principles including the use of best practice water sensitive urban design measures for new developments

Further strategic work

- Review the suitability of Environmental Significance Overlay, schedule 6, and develop amended or new controls as appropriate, to address land potentially affected by flooding
- When demand can be demonstrated, investigate rezoning land defined for urban and residential purposes on the *Tarwin Lower Framework Plan*, subject to the detailed investigation of issues including the extent of flooding and acid sulfate soils
- Review the suitability of planning controls relating to land potentially affected by acid sulfate soils and develop amended or new controls as appropriate
- Implement a planning scheme response to achieve design objectives relating to built form, building heights, siting, setbacks, site coverage, materials, colours, fencing, landscaping treatments and soil disturbance and vegetation retention



Reference documents

Tarwin Lower Urban Design Framework: Settlement Background Paper (2006)

21.15-13

28/11/2013
C68

Eastern District towns (Port Franklin, Toora, Welshpool and Port Welshpool) and localities (Mt Best, Agnes and Hedley)

The Eastern District has a network of small towns and localities with a range of roles and services designed to cater for the needs of residents and visitors to the Shire. The towns are Port Franklin, Toora, Welshpool and Port Welshpool. The localities are Mt Best, Agnes and Hedley.

Local area implementation

- To provide an attractive and safe residential environment and strengthen the economic future of the small towns within the Shire.

Settlement

- Promote the use and development of land in accordance with the strategic guidance provided in the Eastern District Urban Design Framework Plans.

Economy

- Encourage economic development, particularly in relation to tourism and industry.
- Identify the Town Centres of Toora and Welshpool as the preferred focus for commercial services and facilities in those towns.
- Encourage small-scale tourism within the Township Zone in Toora, Welshpool Port Welshpool and Port Franklin.
- Encourage medium-scale tourism, compatible with any environmental constraints, in the precinct in the Township Zone in the vicinity of Long Jetty at Port Welshpool.

Landscape and built form

- Promote ecologically sustainable and attractive forms of development that complement the natural and built environmental characteristics of the small coastal towns.
- Encourage development that is sympathetically designed and located so as to protect the environmental and landscape values of the surrounding area.
- Conserve and enhance heritage places, in particular along Stanley Street Toora, in recognition of their contribution to the overall image of the Eastern District towns and localities.

Infrastructure

- Improve community services and facilities in the township.
- Discourage development in the absence of reticulated sewerage at Port Franklin.

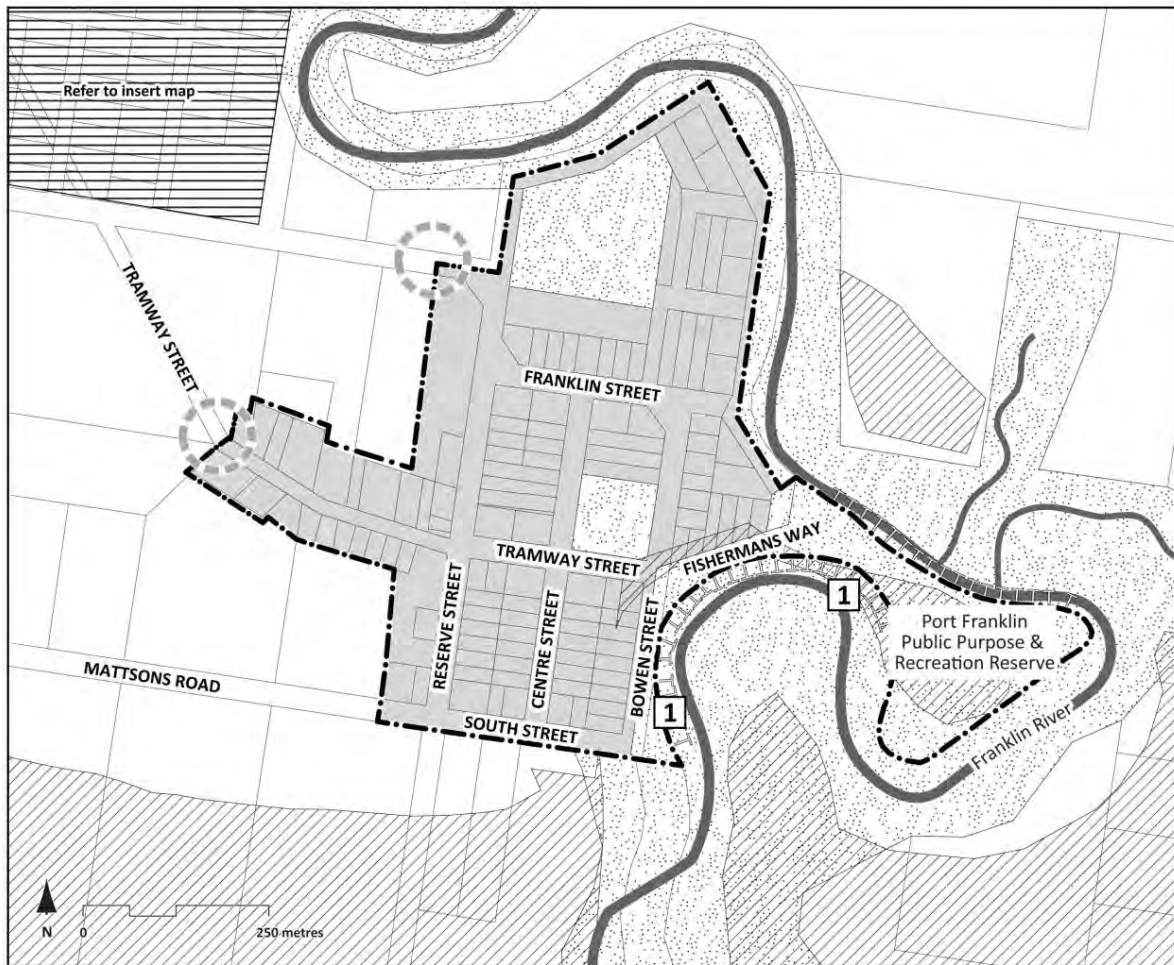
Further strategic work

- Rezone land in accordance with the Port Franklin, Toora, Welshpool and Port Welshpool Land Use Frameworks, and the Urban Design Frameworks for Mt Best, Agnes and Hedley.
- Review zonings, overlays and investigation areas in accordance with the Land Use Frameworks and Urban Design Frameworks for Port Franklin, Toora, Welshpool and Port Welshpool, and the Urban Design Frameworks for Mt Best, Agnes and Hedley.
- Develop and implement urban design actions for the improvement of the visual image of Port Franklin, Toora, Welshpool and Port Welshpool in accordance with the Eastern District Urban Design Frameworks.
- Undertake a review and implement the recommendations of the South Gippsland Heritage Study (2004) for the Eastern District towns and localities. As part of the Heritage Review, investigate application of a Heritage Overlay to Stanley Street properties to protect and enhance the heritage character of Toora's Town Centre.

Reference documents

Eastern District Urban Design Frameworks (January 2012)

Port Franklin Framework Plan



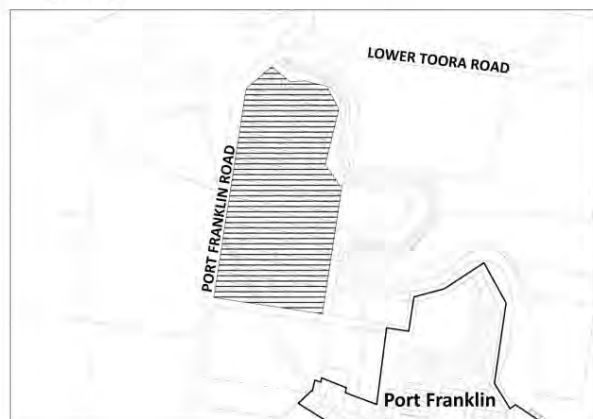
- Urban Zoned land
- Open Space / Public Use / Education & Environmental Areas
- Land potentially subject to flooding*
- Restructure Overlay Investigation Area
- Township Boundary
- Waterway
- Township Gateway

*Note: Refer to Catchment Management Authority for precise flood extent information.

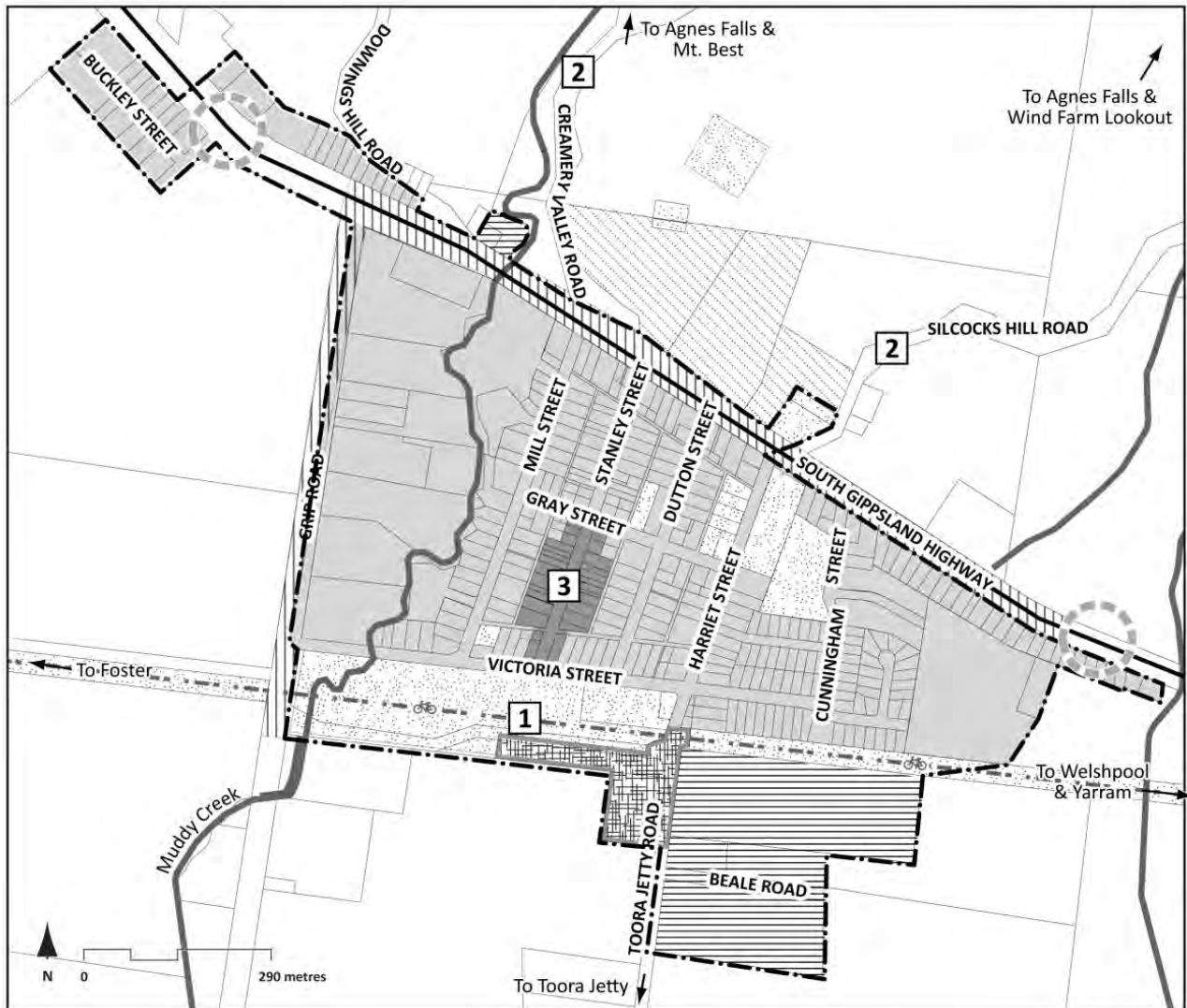
SUPPORT TOURISM OPPORTUNITIES:

- 1** Bowen Street & Fishermans Way Precinct

INSERT MAP:



Toora Framework Plan

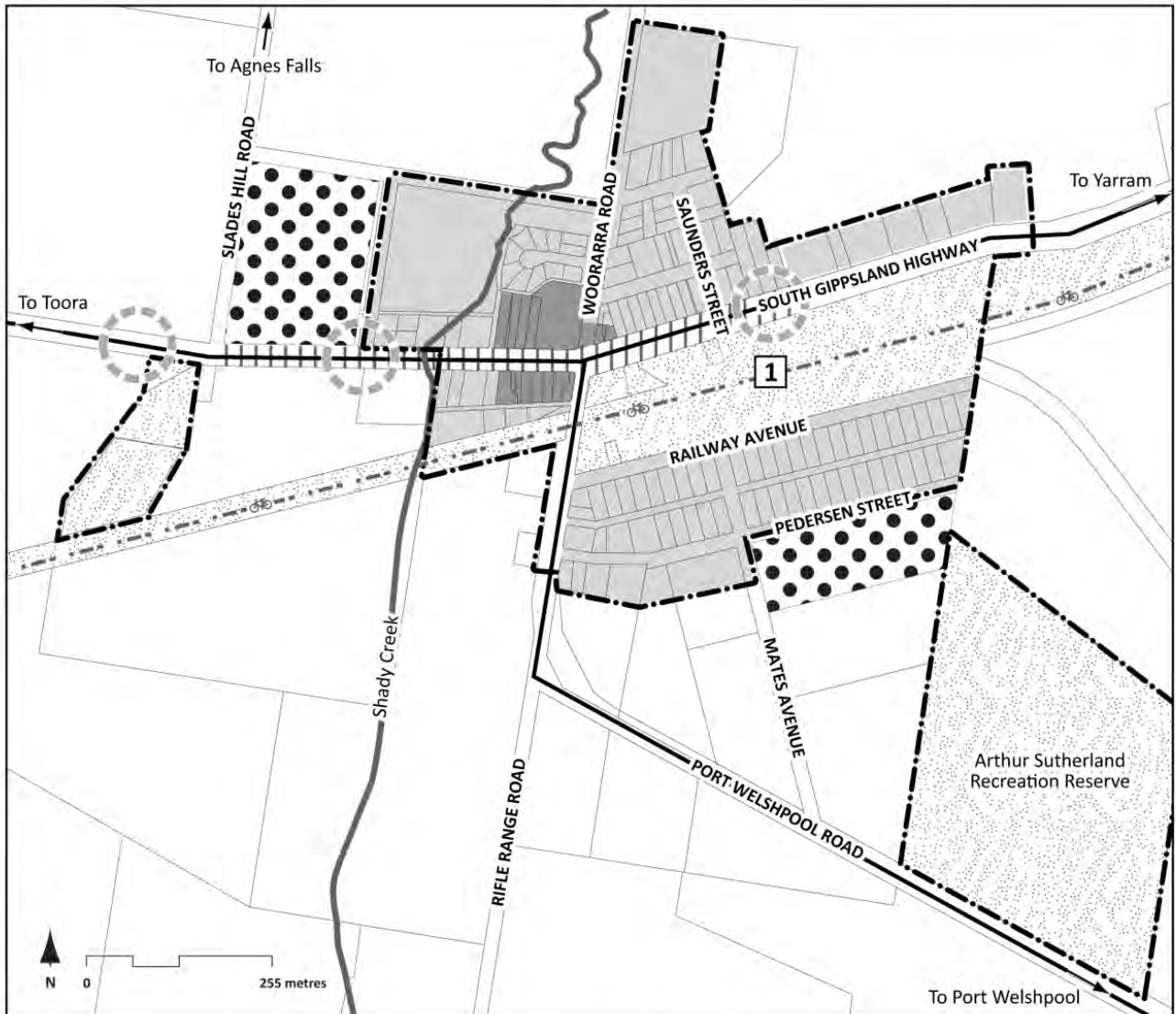


- Town Centre
- Urban Zoned land
- Industrial Zoned land
- Rural Activity Zoned land
- Open Space / Public Use / Education & Environmental Areas
- Future Rezoning Investigation Area
- Township Boundary
- Major Traffic Route
- Great Southern Rail Trail
- Waterway
- Township Gateway
- Avenue of Honour

SUPPORT TOURISM OPPORTUNITIES:

- 1** Great Southern Rail Trail
- 2** Scenic Tourist Drive
- 3** Toora Historic Town Centre

Welshpool Framework Plan

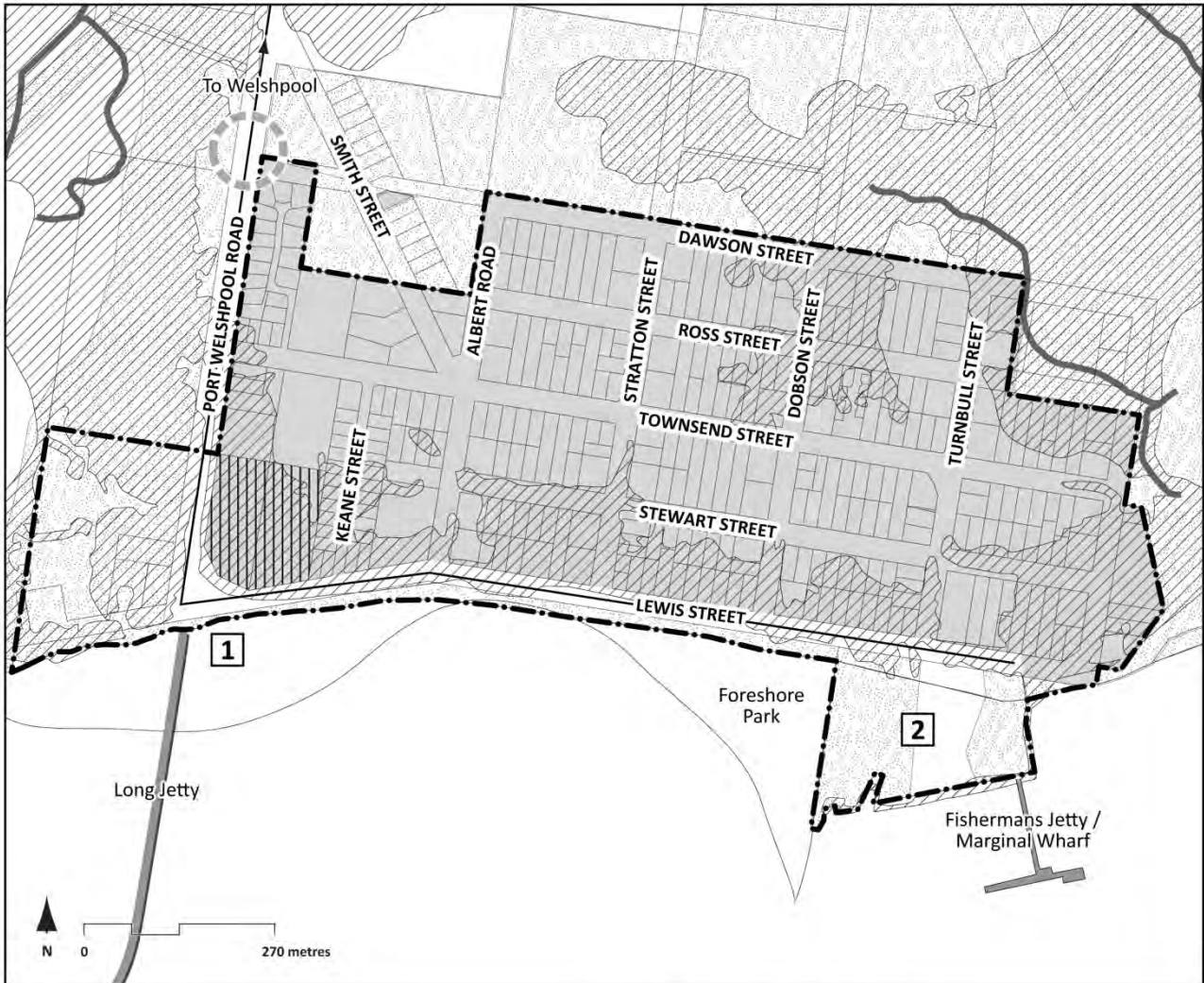


- Town Centre
- Urban Zoned land
- Residential Investigation Expansion Areas
- Open Space / Public Use / Education & Environmental Areas
- Township Boundary
- Major Traffic Route
- Great Southern Rail Trail
- Waterway
- Township Gateway
- Avenue of Honour

SUPPORT TOURISM OPPORTUNITIES:

- Great Southern Rail Trail

Port Welshpool Framework Plan



- Urban Zoned Land
- Open Space / Public Use / Education & Environmental Areas
- Preferred for Tourism-related Use
- Land potentially subject to flooding*
- Township Boundary
- Major Traffic Route
- Waterway
- Township Gateway

SUPPORT TOURISM OPPORTUNITIES:

- 1** Long Jetty Precinct
- 2** Marine Facility

*Note: Refer to Catchment Management Authority for precise flood extent information.

21.15-14 Small towns

28/11/2013
 C68
 Proposed
 C95

South Gippsland Shire's small towns contain a range of roles and services designed to cater for the needs of residents and visitors to the Shire. It is important to maintain an attractive and safe residential environment and to strengthen the economic future of the small towns within the Shire.

Settlement

- Maintain Walkerville, Walkerville North and the Promontory Views Estate as principally unserviced holiday destinations

Economy

- Encourage small towns to identify niche business sectors that can be used to exploit the tourist market
- Encourage aquaculture and other marine related activities at Port Welshpool
- Encourage self-contained tourist development at Yanakie
- Promote equine related land uses between Stony Creek and Meeniyan
- Discourage any further commercial development in the Walkerville, Walkerville North and Promontory Views Estate area apart from non-retail commercial facilities which are aimed at the tourist market and which could be readily confined to a house or residential property
- Ensure that prior to approval of any rezoning proposal that the sealing of Aerodrome Road leading to Leongatha Airport is completed to the satisfaction of Council and any agreement relevant to the property

Landscape and built form

- Promote ecologically sustainable and attractive forms of development that complement the natural environmental characteristics of the small coastal towns
- Encourage sympathetically designed and sited development to protect the environmental and landscape values of the surrounding area
- Improve the visual amenity of the western entrance to Fish Creek

Further strategic work

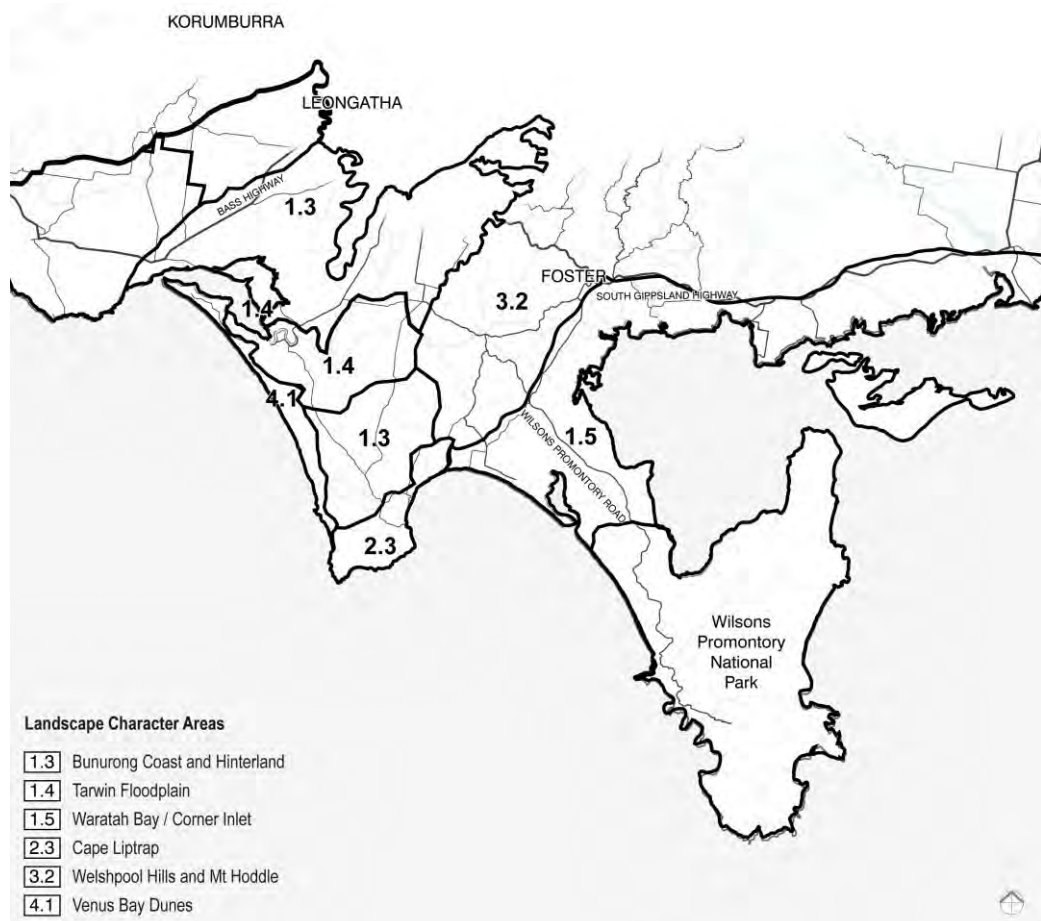
- Develop policies and actions for the future development of Yanakie and the surrounding area, recognising the importance of Yanakie's strategic location in respect to Wilson's Promontory
- Undertake detailed planning in the Cape Liptrap area to ensure preservation of its complex and unique plant communities
- Develop local structure plans for each town to coordinate future development in and around the towns
- Investigate options to provide low cost reticulated sewerage to all small towns
- Develop stormwater management plans for all towns
- Investigate applying a Restructure Overlay over old Crown township areas:
 - west of Meeniyan
 - south of Toora in the vicinity of Grip Road
 - west of Port Franklin
 - west of Stony Creek
 - north east of Fish Creek
 - west of Hedley

- Investigate the future use of the railway land within the town centre of Meeniyan
- Investigate formally closing the old alignment of the South Gippsland Highway – Stony Creek Road in Stony Creek
- Investigate rezoning of land between Stony Creek township and racecourse to Low Density Residential Zone and Rural Living
- Investigate the rezoning of land to the west of Koonwarra to Low Density Residential or Rural Living Zone
- [Investigate the rezoning of the Leongatha airport and land north of the Koonwarra saleyards \(bounded by Hogans Road, the Rail Trail and South Gippsland Highway\) for uses which complement and build upon these existing precincts while not compromising the industrial areas in Leongatha.](#)
- Rezone Council owned land adjacent to ~~new~~the waste management facility in Koonwarra-Inverloch Road to Public Conservation Resource Zone to recognise its significant vegetation and habitat

21.15-15 Landscape character areas

28/11/2013
C68

The *Coastal Spaces Landscape Assessment Study* (2006) assessed the coastal landscapes of the Shire and identified six perceptibly different Character Areas. These are shown on the Landscape Character Areas map and described in this Clause. Further detail, including Landscape Management Guidelines, is found in the *Coastal Spaces Landscape Assessment Study: South Gippsland Municipal Reference Document* (2006).



Insert: FIGURE LANDSCAPE CHARACTER AREAS

Character Area 1.3 – Bunurong coast and hinterland

This area includes the diverse and rugged Bunurong coastline between Kilcunda and Inverloch in Bass Coast Shire, and a largely cleared, rolling pastoral hinterland extending inland to the Strzelecki Range and east to Cape Liptrap (including the Bald Hills) in South Gippsland Shire. Along the Bass Strait coast, high sand dunes, sea cliffs, rocky headlands, rock stacks and beaches are valued landscape features. The immediate hinterland is largely undeveloped and in part supports native heathy vegetation in coastal reserves. Further inland, open grazing land is interspersed with corridors of native vegetation (especially riparian reserves and at roadsides), exotic windbreaks, farmhouses and settlements.

Landscape and built form

- Retain clear views of the coastal dunes, cliffs and formations from coastal areas coastal roads
- Maintain the dominance of the natural landscape along the coastline, on hill slopes visible from main roads and settlements and prominent slopes adjoining Anderson Inlet
- Protect and enhance the character of the near-coastal hinterland by encouraging the progressive revegetation of rural land adjoining coastal reserves, and by siting developments at long setback distances from the coast and out of view of key viewing locations,
- Maintain extensive rural character outside settlements by siting new development long distances apart, back from roads and amongst vegetation, and siting large-scale built development within or close to existing built areas to avoid dominance of built form over the open pastoral hinterland

Reference Documents

Coastal Spaces Landscape Assessment Study, State Overview Report (2006)

Coastal Spaces Landscape Assessment Study, South Gippsland Municipal Reference Document (2006)

Character Area 1.4 – Tarwin Floodplain

This area comprises a wetland environment with very flat topography surrounding the Tarwin River Estuary and part of Anderson Inlet, primarily used for agricultural purposes. The area extends inland to include the flood plains of the Bald Hill Creek and Fish Creek and their confluence with the Tarwin River. Open views are experienced throughout owing to lack of topographic and vegetative screening.

Landscape and built form

- Protect locally significant views and vistas which contribute to the character of the Area, particularly expansive, open out views between Tarwin Lower and Venus Bay, and open views across Anderson Inlet
- Protect the flats between Townsend Bluff and Tarwin Lower from visually dominant development
- Retain the sense of uncluttered openness throughout the Character Area
- Where development on the flats cannot be avoided, use low scale building forms and appropriate materials and colours that are not highly visible, particularly from main road corridors

Reference Documents

Coastal Spaces Landscape Assessment Study, State Overview Report (2006)

Coastal Spaces Landscape Assessment Study, South Gippsland Municipal Reference Document (2006)

Character Area 1.5 – Waratah Bay/Corner Inlet

This low-lying, flat area covers a long stretch of varied coastline at the gateway to Wilsons Promontory. The area exhibits a strong and open rural character wedged between the dramatic topographies of the lower Strzelecki Range and Wilsons Promontory. Scenic coastal landforms and extensive views to the Promontory provide valued visual links to natural landscapes. To the north, the Strzelecki Range and Mount Hoddle form the boundary and create prominent landscape features adjoining the flat plains. Low density development is scattered throughout, with several small lifestyle settlements on the coast and medium sized rural towns in the east.

Landscape and built form

- Protect the rural character and views that create a scenic ‘gateway’ to Wilsons Promontory (especially along Foster – Promontory Road), by restricting linear urban sprawl or the cluttering of built development
- Ensure that long stretches of the coastal strip remain free of development of any kind
- Reduce the visibility of buildings or structures, within the coastal strip, outside settlements
- Carefully manage development at the Corner Inlet coastal edge to retain intact natural coastal character by restricting heights of dwellings, controlling colours and clustering development at already developed centres (e.g. Port Welshpool)
- Contain linear residential expansion of Waratah Bay along access road and avoid exposure of built form above low dunes
- Minimise clutter of built elements throughout hinterland areas to protect the rural character

Reference Documents

Coastal Spaces Landscape Assessment Study, State Overview Report (2006)

Coastal Spaces Landscape Assessment Study, South Gippsland Municipal Reference Document (2006)

Character Area 2.3 – Cape Liptrap

This elevated area consists of a broad rocky headland with a flat undulating plateau creating a unique landscape unit extending from Cape Liptrap to the township of Waratah Bay. Natural landscape features include rugged coastal cliffs. Beaches are scenic and valued elements of the area and intact coastal vegetation communities dominate the few small settlements that occur along the Waratah Bay edge. Historic built elements including Cape Liptrap Lighthouse and limestone kilns at Walkerville add character to the wild natural landscapes.

Landscape and built form

- Maintain the dominance of the natural landscape and vegetation on hill faces and ridges throughout Cape Liptrap
- Preserve the landscape setting for landmarks or features of cultural heritage significance, such as the Cape Liptrap Lighthouse and limestone kilns at Walkerville
- Control the design and siting of development in Walkerville / Walkerville South by:
 - minimising visual intrusion of development into public use areas on the beach
 - maintaining continuous indigenous vegetation canopy

- reducing distant visibility through the use of darker colours / non-reflective materials)
- Ensure development on private land adjoining the coast is set back from the cliff top / coast so as to retain a dominant natural character and views to coastal and near-coastal hinterland features

Reference Documents

Coastal Spaces Landscape Assessment Study, State Overview Report (2006)

Coastal Spaces Landscape Assessment Study, South Gippsland Municipal Reference Document (2006)

Character Area 3.2 – Welshpool hills and Mount Hoddle

This hilly area stretches from Waratah Bay almost to Yarram and is part of the Strzelecki Range landform that extends inland to Warragul and west to the Bass Hills. The southern edge rises sharply from flat coastal plains forming the topographic ‘amphitheatre’ setting to Corner Inlet. Mount Hoddle and the Welshpool Hills are prominent and regionally significant landforms that are highly visible backdrops to coastal and coastal hinterland areas from Yarram to Waratah Bay, while Mount Hoddle is visible as far west as Tarwin Lower and Venus Bay. Much of the area has a cultural landscape quality of cleared land and exotic vegetation and there is a distinct absence of built elements in prominent locations, with the exception of a large wind energy facility in the hills above Toora.

Landscape and built form

- Ensure ridge tops and visually prominent hill faces are largely kept free of development, particularly slopes visible from the coast and coastal hinterland such as between Mount Hoddle and the municipal boundary with Wellington Shire.
- Encourage development to be tucked into in the inland rolling topography and away from prominent viewing locations and skylines
- Ensure large scale infrastructure is sited out of the coastal viewshed wherever possible and away from prominent locations

Reference Documents

Coastal Spaces Landscape Assessment Study, State Overview Report (2006)

Coastal Spaces Landscape Assessment Study, South Gippsland Municipal Reference Document (2006)

Character Area 4.1 – Venus Bay dunes

Extending from Point Smythe at the mouth of Anderson Inlet almost to Cape Liptrap, this area contains large coastal dune landforms extending for up to one kilometre inland. A large portion of the area is reserved as part of Cape Liptrap Coastal Park and, with the exception of the sprawling settlement of Venus Bay in the north, is undeveloped. South of Venus Bay, the area is largely inaccessible except by four-wheel drive. The high dunes are a background landscape feature to the inland agricultural plains for much of the length of the area.

Landscape and built form

- Retain the natural and undeveloped character of the Bass Strait coastal edge by avoiding buildings and structures outside the settlements
- Enhance the dominant vegetated character of the Venus Bay Peninsula as viewed from Anderson Inlet

- Ensure buildings are integrated with their surroundings by using darker colours and landscaping around dwellings to minimise contrast and distant visibility, particularly on the eastern edge of the Character Area

Reference Documents

Coastal Spaces Landscape Assessment Study, State Overview Report (2006)

Coastal Spaces Landscape Assessment Study, South Gippsland Municipal Reference Document (2006)



AGENDA APPENDIX
Council Meeting
Wednesday 16 April 2014

AGENDA ITEM FOR SEPARATE DISTRIBUTION TO COUNCILLORS AND EXECUTIVE LEADERSHIP TEAM DUE TO DOCUMENT SIZE.

THE ITEM IS ACCESSIBLE VIA THE COUNCIL WEBSITE OR BY CONTACTING COUNCIL ON 03 5662 9200.

E.11 SOUTH GIPPSLAND PLANNING SCHEME AMENDMENT C95

Appendix 2 - Extract of Council Minute 24 July 2013 Item E.3 -
ADOPTION OF LEONGATHA INDUSTRIAL LAND
SUPPLY STUDY

Councillor Hutchinson-Brooks left the Meeting at 2.53pm with a declared conflict of interest in Council Reports Item E.3 - ADOPTION OF LEONGATHA INDUSTRIAL LAND SUPPLY STUDY in that he has a conflicting duty given that he is a tenant at Leongatha Aerodrome which is considered in the report.

E.3 ADOPTION OF LEONGATHA INDUSTRIAL LAND SUPPLY STUDY

Development Services Directorate

EXECUTIVE SUMMARY

This report is to seek Council's adoption of the Leongatha Industrial Land Supply Study (the Study) and for the authorisation to prepare an amendment to the South Gippsland Planning Scheme to give effect to the key recommendations of the Study.

Document/s pertaining to this Council Report

- **Attachment 1** - Table of Submissions and response
- **Attachment 2** – Clause 21.11 South Gippsland Shire Planning Scheme
- **Attachment 3** – Clause 21.15 South Gippsland Shire Planning Scheme
- **Attachment 4** – Clause 22.02 South Gippsland Shire Planning Scheme
- **Appendix 1** – Final Version Leongatha Industrial Land Supply Study
- **Confidential Appendix 1** – Copy of Submissions

A copy of the **Appendix 1** is available on Council's website: www.southgippsland.vic.gov.au or by contacting 5662 9200.

LEGISLATIVE / ACTION PLANS / STRATEGIES / POLICIES

Department of Planning and Community Development (DPCD) 2010-2014 Corporate Plan: recognizes that enhancing the amenity of neighbourhoods, communities and improving employment and economic growth are important steps to creating liveable communities that are sustainable, connected and inclusive.

INTERNAL POLICIES / STRATEGIES / DOCUMENTS

Leongatha Structure Plan

COUNCIL PLAN

Outcome:	1.0	A Prosperous Shire.
Objective:	1.1	Work with the business community to support existing business, diversify employment opportunities and to attract new business.
Strategy:	1.1.3	We will actively encourage sustainable development and growth of agriculture, industry and commercial business.

CONSULTATION

Internal consultation:

A Project Control Group (PCG) was formed at the commencement of this project when Meinhardt Consulting were engaged. The PCG was consulted throughout the development of the Study, with input received at each stage of the process. In March 2013 a Council Briefing was conducted by Meinhardt Consulting.

External consultation

The project commenced in October 2012 and following background investigations, consultation sessions were undertaken:

- October 2012 - Business and Public consultation sessions were held at the Leongatha Boardroom with approximately 18 people in attendance to inform the scope of the study.
- October – December 2012 – Separate interviews with real estate agents (four), business owners (two) and key stakeholders (six) were conducted.
- May 2013 – The draft Study was exhibited for 4 weeks from 30 April to 31 May 2013. During this period a community information session was held on 8 May 2013 at 6-830pm with approximately 8 people in attendance.

REPORT**Background**

Leongatha's projected growth of its industrial sector will lead to full occupancy of the existing 6.5ha of developable Industrial Zoned land within 5-8 years. This Study provides an opportunity to plan for growth that delivers efficient and logical expansion of industrial land in Leongatha and its surrounds.

The Study identifies and ranks suitable land for Leongatha's industrial expansion. The Study considered a range of potential industrial sites

including existing and proposed industrial zones. It also assessed service infrastructure constraints and requirements along with a detailed assessment of potential barriers to growth.

The Study considered land that could accommodate industrial growth that complements the existing industrial area and services without detracting from its functionality. High order strategic issues that are considered within the report include establishing a town centre heavy vehicle bypass; development of a bulky goods retail precinct; and development of the surplus railway precinct.

Discussion

Submissions

Following exhibition of the draft Study, five external submissions were received, from the:

- West Gippsland Catchment Management Authority (WGCMA),
- South Gippsland Water (SGW),
- Leongatha Aerodrome Users Group,
- Two individuals detailed in Confidential **Appendix 1**.

West Gippsland Catchment Management Authority (WGCMA): Requires proposals in the current industrial area (Area 1) and the expansion area (Area 4) to retain natural drainage corridors with vegetated buffer zones at least 30m wide each side of a waterway. These are intended to maintain natural drainage function, stream habitat, wildlife corridors and landscape values.

It is considered that flow management and water quality is strongly supported however there are site specific waterway designs and management plans that will address flow quality concerns without the need for a blanket 60m 'corridor' through an industrial estate. The WGCMA are a required referral authority for rezonings and subdivisions.

South Gippsland Water (SGW) noted that the preferred Leongatha industrial expansion areas should recognise the Tarwin River Declared Water Catchment Area. All areas will be required to be connected to reticulated sewer and water. The constraints are acknowledged and the suggested paragraph below has been added to the final version of the strategy:

"This site is in the declared Tarwin Lower Water Catchment and SGW is directing connection to reticulated sewer in the absence of a catchment management plan."

Leongatha Aerodrome users group submitted that the Aerodrome Infrastructure is more extensive than that discussed in the Study and that the current zoning, Public Use Zone 4 – Transport (PUZ4), does not reflect the

actual use. The Study accounts for the submission by recommending that a site specific zone (for example the Special Use Zone) would be appropriate to facilitate the development of the aerodrome. Any change of zone would require a detailed master plan and/or Development Plan. This would provide further opportunity for a detailed infrastructure assessment reflecting current conditions.

Key recommendations of the report include:

- Area 2 – Hughes Street - provides the best logical direction of industrial growth given its proximity to the existing urban area. Development of this area will enable lower cost transport connections and service infrastructure connections. The land can accommodate future industrial growth in a single cluster and is separated from most sensitive uses. The key constraints of the area are access and drainage. Detailed master planning would seek a design resolving drainage and other environmental issues. The precinct's future use for industrial purposes was previously identified in the existing 2008 Leongatha Structure Plan.
- Area 5 Aerodrome – Recommends consideration of a SUZ to provide for aeronautical service related uses, thus leveraging the existing assets and transport and logistics services. This area is not considered appropriate to accommodate future general industrial expansion.
- Area 7 Adjacent to Koonwarra Saleyards - Recommends consideration of a SUZ for agricultural servicing and allied retail to reflect its location adjacent to a major saleyard and its separation from Leongatha.
- Other strategic land was identified and includes land adjacent to the Andersons Road/Bass Highway turnoff / north of the Area 1. These areas have been identified as being unsuitable for an industrial estate but would be suitable to potentially accommodate a single large scale 10-20ha industrial facility. Any such large development will require site specific consideration at time of development.

Leongatha's Industrial land costs are comparable to surrounding towns which offer alternative industrial land locations as detailed below:

Estimated Industrial Land Sales Prices, Selected Areas, 2013

Area	Estimated Industrial Land		Comparison with Land Prices in Leongatha
	Sales Price (Low)	Sales Price (High)	
Tarran	\$280,000	\$300,000	-25%
Traaligon	\$350,000	\$380,000	-5%
Wonthaggi	\$370,000	\$400,000	0%
Warragul	\$410,000	\$440,000	+10%
Pakenham	\$680,000	\$740,000	+90%
Chesham	\$760,000	\$840,000	+110%
Leongatha	\$370,000	\$400,000	0%

Source: Consultation with real estate agents.

Note: Indicative prices pertain to a typical 4,000m² vacant industrial land parcel.

Consideration of the land price differential is undertaken by developers when determining the costs and benefits to develop vacant land.

Options

Option 1 - Council rezones land with landowner support to make development more attractive to prospective businesses. This would require substantial Council funding / resources and would be a financial impost to Council.

Option 2 - Council adopts the Leongatha Industrial Land Supply Study as presented; and references the Study in the Planning Scheme by way of a Planning Scheme Amendment. This Amendment would make changes to the Local Planning Policy and include the Study and its findings as a Reference Document. The Amendment would provide strong strategic support for Industrial Growth and could be used to gain State Government Assistance

Proposal

It is recommended that Council adopts the Strategy and authorize officers to prepare the Planning Scheme Amendment for Option 2.

FINANCIAL CONSIDERATIONS

Once a rezoning proposal is put to Council for Industrial land, there will be an opportunity for Council to require contributions to the infrastructure costs required to develop the land.

RISK FACTORS

Leongatha is a key area of industrial activity in the shire. Adoption of this study will assist in driving the local economy through the appropriate allocation of suitable land for industrial purposes.

CONCLUSION

Given the expected increase in population and continued demand for industrial land in Leongatha it is recommended that Council undertake a Planning Scheme Amendment to support future Industrial Growth in accordance with Option 2.

Council should actively work with the landowners of the land identified commence investigation of the future uses of their land.

RECOMMENDATION

That Council:

1. Adopt the Leongatha Industrial Land Supply Study.
2. Request that the Minister for Planning authorise the preparation of a planning scheme amendment to reference the study.

3. Prepare and publicly exhibit a Planning Scheme Amendment to include the Leongatha Industrial land Study as a Reference Document in the South Gippsland Planning Scheme.

STAFF DISCLOSURE OF INTEREST

Nil

MOVED: Cr Fawcett

SECONDED: Cr Hill

THAT COUNCIL:

1. **ADOPT THE LEONGATHA INDUSTRIAL LAND SUPPLY STUDY.**
2. **REQUEST THAT THE MINISTER FOR PLANNING AUTHORISE THE PREPARATION OF A PLANNING SCHEME AMENDMENT TO REFERENCE THE STUDY.**
3. **PREPARE AND PUBLICLY EXHIBIT A PLANNING SCHEME AMENDMENT TO INCLUDE THE LEONGATHA INDUSTRIAL LAND STUDY AS A REFERENCE DOCUMENT IN THE SOUTH GIPPSLAND PLANNING SCHEME.**

CARRIED UNANIMOUSLY

**Attachment 1
Table of Submissions and
Response**

Submission No	Key Issues	Preliminary Response(s)
Submission 1	<p><u>Area 3 Young and Holt Street</u></p> <p>Residential within Industrial area:</p> <ul style="list-style-type: none"> ▪ 7 residential properties within Area 3, along Young Street between Bruce and Holt Street. ▪ Not correct zoning for existing uses. <p>Recommend:</p> <ul style="list-style-type: none"> ▪ Re-zoning of existing Industrial 1 Zone (IN1Z) to Business 1 Zone (B1Z) similar to north side of Young Street. ▪ Cash's factory should remain Industrial 1 Zone (IN1Z). ▪ Re-zoning of 8 Holt Street and vacant lot directly to the rear (west) on Leslie Court (southern boundary of Area 3 Industrial 1 Zone) from Industrial 1 Zone (IN1Z) to a Residential Zone. 	<p>It is acknowledged that the existing Industrial 1 Zone Area 3 may need to better reflect the existing uses within the boundaries of this zone, however this study is to focus on where future industrial growth should occur within the town.</p> <p>Council to consider this request outside of this Study. No change proposed</p>
Submission 2	<p><u>Aerodrome</u></p> <p>Existing Infrastructure:</p> <ul style="list-style-type: none"> ▪ Aerodrome has more utilities and services than stated in the draft LILSS report. ▪ Reticulated bore water is available to most buildings. ▪ Town water mains extend as far as an abattoir (now demolished) on Anderson Road approximately 3km east of the aerodrome. ▪ The main gas pipeline to Leongatha passes within 1.5km to the north of the aerodrome. ▪ The existing drainage system is capable of maintaining operational capability up to at least 50 year return events, subject to regular maintenance. ▪ There is an existing septic system for public toilets on site that services other buildings and has capacity for further connections. ▪ Several locations within the aerodrome vicinity appropriate for a package sewerage treatment plant. <p>Zoning:</p> <ul style="list-style-type: none"> ▪ Existing zoning of aerodrome Public Use Zone 4 – Transport (PUZ4) is inappropriate. <p>Recommend:</p> <ul style="list-style-type: none"> ▪ Re-zone aerodrome area to a Mixed Use Zone that allows for commercial, industrial and residential uses e.g. West Sale airport (SUZ1) and Yarrawonga airport (PUZ4). ▪ Allow flexibility for non-aviation uses where appropriate. ▪ Rectify zoning as there is a need for more on-site student accommodation. ▪ Existing owners would like to work with Council to investigate the potential to expand the aerodrome as an employment centre. 	<p>The service infrastructure assessment undertaken was at a desktop level only with information provided at that time.</p> <p>This study focuses on potential land for future industrial growth taking multiple factors into account including available (known) infrastructure services, proximity to existing industrial areas, topography etc.</p> <p>It is agreed that a site specific zone like a SUZ may be appropriate to facilitate the development of the aerodrome.</p> <p>An Implementation Plan will be prepared to provide further direction regarding potential re-zoning of land.</p> <p>In the event that the Aerodrome is to be developed or rezoned, a detailed Master plan would be proposed. This would provide an opportunity for a detailed infrastructure assessment.</p> <p>Proposed change: It is proposed that the draft report include minor changes to Attachment 3 to reflect this submission.</p>

Submission No	Key Issues	Preliminary Response(s)
Submission 3	<p><u>WGCMA</u></p> <p>Area 1:</p> <ul style="list-style-type: none"> Requires that any new development creates reserves or waterways and develops an appropriate Waterway Management Plan. Any development that requires direct <u>stormwater</u> discharge to a designated waterway must demonstrate (to the satisfaction of WGCMA) that best practice standards for <u>stormwater</u> treatment will be achieved prior to discharge. <p>Area 2 and 3:</p> <ul style="list-style-type: none"> No comments. <p>Area 4:</p> <ul style="list-style-type: none"> Proposed infrastructure <u>costings</u> of \$180,000 underestimated due to number of designated waterways requiring a 30m buffer from development. 	<p>Recommend Council note these comments to be incorporated into a Master Plan and as conditions for any potential future Planning Permit issued in all areas.</p> <p>Comments regarding infrastructure <u>costings</u> are noted.</p> <p>No change proposed</p>
Submission 4	<p><u>South Gippsland Water</u></p> <ul style="list-style-type: none"> The document should <u>recognise</u> the <u>Tarwin</u> River Declared Water Catchment Area. All areas will be expected to be connected to reticulated sewer and water. Clause 10.2 "Responsibility for Delivery" – should say South <u>Gippsland</u> Water not <u>Gippsland</u> Water. Page 70 – Area 5 Aerodrome "This site is in the declared <u>Tarwin</u> Lower Water Catchment and CMA are directing reticulated sewer in the absence of a catchment management plan." – check if there is a <u>Tarwin</u> Lower Water Catchment under control of CMA? 	<p>Proposed change: Report to be updated to reflect Authority comments.</p>
Council comments	<p><u>Area 8 (Other)</u></p> <ul style="list-style-type: none"> On Page 39, Investigation Area 8: insert a paragraph allowing a one off large industrial use subject to appropriate strategic justification. The most likely location would be adjacent to the Andersons Rd and Bass Hwy turnoff This paragraph needs to be included (probably in the Area 8) in case there is a substantial proposal put forward to Council in the future. It is not intended to have an Industrial "Estate" rather than consideration for a one-off self contained proposal. 	<p>Proposed change: Agree. The following paragraph will be added to page 39, 41 and 47:</p> <p>"It is noted that Council has held discussions with a number of large industrial businesses over time. In the event that such a business cannot locate within the existing or proposed industrial areas within <u>Leongatha</u> then Strategic justification will be considered by Council to facilitate this use."</p>
Council comments	<p><u>Page 7</u></p> <ul style="list-style-type: none"> Could use a better aerial photo of the town. 	<p>Proposed change:</p> <p>Better aerial image to be inserted provided by Nick.</p>

Submission No	Key Issues	Preliminary Response(s)
Council comments	<p><u>Section 7</u></p> <ul style="list-style-type: none"> • Need a brief description <u>rationalising</u> the selection of the Area 8 sites for inclusion • To justify a logical rationale for selecting the Area 8 "Investigation areas", apart from 3 already existing. 	<p>No change: There have been no specific sites nominated in Area 8. Paragraph to be inserted as above.</p>
Council comments	<p><u>Attachment 3</u></p> <ul style="list-style-type: none"> • <u>Area 1- Main Industrial Estate</u> Not clear what or where the intersection upgrade is meant to be. An indication of location should be included. • If it is referring to the existing intersection at Cusack/Yarragon then I doubt that any further works are required at this intersection as it already has full turning lane treatment. • If a new intersection is required further along Yarragon Rd then the cost of this intersection should be reflected in accordance with the discussion above. • The access road cost would normally be borne by the developer who subdivided the land. • <u>Area 2 – Hughes Street</u> • Estimated costs for Hughes St and Turner St should be noted as provisional only for upgrade of pavement, subject to pavement testing, as both roads are already constructed and sealed. • <u>Area 4 (Area G – adjacent to golf course)</u> Intersection at Wild Dog Valley Rd estimate is grossly low and I consider should be at least \$200,000. • <u>Area 5 – Aerodrome</u> • Turning lanes at Anderson/Bass should be at least \$300,000. • Maybe better to show as single estimated items than try to <u>itemise</u> into individual components. • Generally the extent of works indicated is an initial guess and would be subject to detail survey and design and approval of all relevant authorities. 	<p>We have provided a high level infrastructure costs assessment. We are happy to complete the requested changes to provide more detail, as a variation.</p> <p>Comment – Pending confirmation from Council regarding variation request.</p>

Submission No	Key Issues	Preliminary Response(s)
Council comments.	<p><u>Attachment 4</u></p> <ul style="list-style-type: none"> ▪ This section outlines estimated costs for component items used to estimate costs for larger projects and these appear to be appropriate. ▪ A number of construction cost items have been omitted and should be included. ▪ These are: ▪ Earthworks/excavation (incl. cut and fill) can be a significant cost item for intersection upgrades to ensure the sub-base is appropriately prepared before the pavement layers are added. I note VicRoads estimated costs for intersection works usually start at \$300,000 and go up. ▪ Service relocation costs can vary wildly from project to project but it is always better to include some cost even if it may only be a guess. ▪ A 15% allowance for traffic management. ▪ A 15% allowance for contractor uplift. ▪ A 10% allowance for planning & design, and ▪ A 40% allowance for contingencies because these estimated costs are conceptual, 20% is too low. 	<p>Comments as above.</p> <p>We have provided a high level infrastructure costs assessment. We are happy to complete the requested changes to provide more detail, as a variation.</p> <p><u>Comment</u> – Pending confirmation from Council regarding variation request.</p>

Attachment 2
Proposed Planning Scheme Amendment,
Clause 21.11 South Gippsland Shire Planning Scheme

21.11 - ECONOMIC DEVELOPMENT¶

21.11-1
CS¶

21.11-1 - Processing and manufacturing¶

21.11-1
CS¶

Overview¶

Value adding manufacturing and processing plays an important part in the future economic growth opportunities in the Shire. The lower operational costs for businesses and the unique lifestyle that the Shire offers should be promoted to attract new employment opportunities and population growth.¶

Objectives and strategies¶

Objective 1 - To attract and develop value adding opportunities to diversify the industry base and maximise employment opportunities.¶

Strategy 1.1 - Encourage the development of meat processing facilities as vital industries supporting the local agricultural sector.¶

Strategy 1.2 - Promote the Leongatha, Korumburra, Foster and Mirboo North industrial precincts as locations for new manufacturing industries.¶

Strategy 1.3 - Encourage opportunities for the expansion of industry and the provision of related infrastructure.¶

Strategy 1.4 - Maximise the economic benefits of timber production to the municipality by supporting value adding opportunities within the Shire.¶

Strategy 1.5 - Encourage the location of industries within existing industrial precincts.¶

Objective 2 - To ensure that industries in rural areas specifically support the agricultural sector.¶

Strategy 2.1 - Encourage and facilitate limited value adding of primary produce at the source.¶

Strategy 2.2 - Encourage industries in rural areas that add value to primary produce and/or provide a necessary service to the local agricultural sector.¶

Strategy 2.3 - Encourage the development of equine and horse racing related industries around Stony Creek.¶

Objective 3 - To promote emerging natural resource based industries.¶

Strategy 3.1 - Encourage the use of wind, tidal, solar and methane as alternative energy sources.¶

Strategy 3.2 - Encourage industries that develop products from the reuse and recycling of industrial waste.¶

Strategy 3.3 - Encourage and promote niche industries such as the packaging and export of natural spring water.¶

Objective 4 - To encourage well designed, sustainable industrial development that enhances the visual amenity of the neighbourhood.¶

Strategy 4.1 - Ensure new development is designed and constructed to be responsive to environmental standards, is safe and functional in its layout, and improves the appearance and amenity of industrial areas.¶

Strategy 4.2 → Promote the use of passive and active energy efficient systems for commercial/industrial development¶

Strategy 4.3 → Encourage the provision of shared infrastructure such as car parking, power and telecommunications¶

Strategy 4.4 → Ensure adequate car parking, at a rate appropriate for rural and regional areas, is provided for all new industrial development¶

Implementation¶

Strategies relating to processing and manufacturing will be implemented by:¶

Policy guidelines¶

• → Using the Industrial Development local policy at clause 22.02 to ensure that new industrial developments are designed and sited to improve visual amenity and solar efficiency and to provide adequate on site car parking and vehicular access¶

• → [Referring to the Leongatha Industrial Land Supply Study 2013 \(or as amended\) when assessing applications for industrial rezoning's in Leongatha¶](#)

Application of zones and overlays¶

• → Applying the Industrial 1 and 3 zones to existing and serviced industrial areas to accommodate existing and future industrial development¶

Further strategic work¶

• → Investigating the potential for development of industries within the industrial zoned land at Barry Point that will support the proposed deepwater port facility¶

21.11-2 → Technology and service industry¶

21.11-2
C68¶

Overview¶

The beauty of the Shire and its proximity to Melbourne makes it attractive to those who can telecommute or have transportable businesses in the information technology, consulting and business services sectors. The promotion of the Shire to these groups and to those seeking improved lifestyle will lead to population and economic growth.¶

Objectives and strategies¶

Objective 1 → To encourage the location of service industries in towns to support the local population and provide employment opportunities¶

Strategy 1.1 → Support increased development of regional transaction centres at strategic locations throughout the Shire¶

Strategy 1.2 → Encourage the expansion of regional services in the main towns of Leongatha, Korumburra, Foster and Mirboo North¶

Implementation¶

Strategies for technology and service industry will be by:¶

Policy guidelines¶

• → Applying the particular provisions of clause 52.11 Home Occupation¶

Further strategic work¶

- - Investigating the feasibility of establishing a Technology Park within the Shire¶

21.11-3 → Office and commercial uses¶

1.1-3
C68¶

Overview¶

Vibrant and functional town centres are integral to local economic development as well as servicing the needs of the business sector and the community. New commercial and industrial developments should be located within appropriate areas of the town centres to ensure that town viability is retained. There is also a need to retain a high level of services within the region to meet the needs of the community and provide employment opportunities.¶

Objectives and strategies¶

Objective 1 → To encourage businesses which generate employment opportunities and provide goods and services to meet the needs of the community.¶

Strategy 1.1 → Encourage the establishment of new offices to service the region¶

Strategy 1.2 → Encourage retail facilities offering higher order goods within Korumburra and Leongatha¶

Objective 2 → To strengthen the commercial capacity of existing town centres¶

Strategy 2.1 → Encourage retail and office activities to locate in precincts identified in the local area structure and framework plans at clause 21.15 for each town¶

Strategy 2.2 → Discourage the establishment of office and retail developments outside existing business precincts¶

Strategy 2.3 → Encourage and support new investment through the redevelopment of existing retail facilities within town centres identified on the township structure and framework plans at clause 21.15 and the promotion of new retail facilities on key redevelopment sites within established town centres¶

Strategy 2.4 → Encourage the visual improvement of town centre business precincts to attract new commercial development¶

Strategy 2.5 → Support commercial development that enhances the amenity of the towns and is safe and functional in its layout¶

Implementation¶

Strategies relating to office and commercial uses will be implemented by:¶

Policy guidelines¶

- - Using the Advertising Sign local policy at clause 22.01 to ensure that the design and siting of advertising signs complements the streetscape and individual building lines, particularly in heritage places and precincts¶

Application of zones and overlays¶

- -> Applying the Business 1 Zone to the existing commercial areas of the major towns to concentrate office, retail and other commercial activities within the existing commercial centres¶
- -> Applying the Township Zone to the existing commercial areas of the small towns to concentrate commercial and retail activities within and adjacent to the existing town centres¶
- -> Applying the Design and Development Overlay to the Leongatha town entrance to provide an attractive and distinctive town approach¶

Further strategic work¶

- -> Investigating the need to apply a Design and Development Overlay to the entrances to all towns within the Shire¶
- -> Developing a commercial development policy to ensure that the design and siting of commercial development is of a high standard and enhances the amenity of the surrounding area¶

21.11-4 -> Tourism¶

CG2¶

Overview¶

Tourism is fast becoming a significant employer and generator of economic activity within the Shire. The region boasts one of the State's major icons, Wilson's Promontory National Park, and borders the internationally recognised Phillip Island. The quality of the Shire's rural landscapes, spectacular coastal areas and environmental features, and numerous historic and culturally significant sites are major tourism attractions. The South Gippsland region provides a diverse range of recreational and tourism related experiences, such as festivals, Coal Creek Heritage Village, Grand Ridge Road scenic drive, Grand Ridge Brewery and the Nyora Speedway. Growth opportunities exist in eco-tourism and various types of agricultural and farming activities can also provide services to the tourism industry through the development of agri-tourism.¶

Objectives and strategies¶

Objective 1 -> To encourage a diverse range of tourism opportunities¶

- Strategy 1.1 -> Encourage the development of eco-tourism and agri-tourism, building on the Shire's natural assets and agricultural land use¶
- Strategy 1.2 -> Promote the development of new or expanding tourism enterprises that are ecologically sustainable¶
- Strategy 1.3 -> Encourage outdoor education and adventure type tourism activities¶
- Strategy 1.4 -> Encourage the development of tourism and education packages based on sustainable energy projects¶
- Strategy 1.5 -> Encourage the development of a major tourist accommodation facility within reasonable proximity of Wilson's Promontory¶
- Strategy 1.6 -> Encourage the development of bed and breakfast, cabin, homestead and motel accommodation in appropriate locations¶

Objective 2 -> To recognise the importance of the Shire's natural environment and built form to the tourism industry¶

- Strategy 2.1 -> Protect and promote the Shire's heritage assets, coastline, environmental qualities, rural landscape and agricultural produce for their tourism value¶

Strategy 2.2 → Encourage a high standard of streetscape amenity for residential and commercial centres within the Shire¶

Objective 3 → To promote and encourage tourism use and development in the Rural Activity Zone that is compatible with agricultural production and the environmental attributes of the area¶

Strategy 3.1 → Implement the policy contained in the *Rural Tourism Development Strategy 2010* and those aspects of the *Rural Land Use Strategy 2011* related to tourism¶

Implementation¶

Strategies relating to tourism will be implemented by:¶

Further strategic work¶

- → Developing and implementing a tourism strategy for the Shire¶

¶

**Attachment 3
Proposed Planning Scheme Amendment,
Clause 21.15 South Gippsland Shire Planning
Scheme**

South Gippsland Shire Council
Municipal Strategic Statement

21.15 → LOCAL AREAS

This clause focuses on local area implementation of the objectives and strategies for particular townships or landscape character areas. This clause should be read in conjunction with the rest of the Municipal Strategic Statement.

This clause is organised under the following local area headings:

- 21.15-1 → Leongatha
- 21.15-2 → Korumburra
- 21.15-3 → Mirboo North
- 21.15-4 → Foster
- 21.15-5 → Nyora
- 21.15-6 → Loch
- 21.15-7 → Venus Bay
- 21.15-8 → Waratah Bay
- 21.15-9 → Sandy Point
- 21.15-10 → Tarwin Lower
- 21.15-11 → Small towns
- 21.15-12 → Landscape Character Areas
 - Character Area 1.3 – Bunurong coast and hinterland
 - Character Area 1.4 – Tarwin floodplain
 - Character Area 1.5 – Waratah Bay Corner Inlet
 - Character Area 2.3 – Cape Liptrap
 - Character Area 3.2 – Welshpool hills and Mount Hoddle
 - Character Area 4.1 – Venus Bay dunes

21.15-1 → Leongatha

Leongatha is the principal township of the South Gippsland Shire and a centre of State significance in the dairy milk processing industry. Key issues in Leongatha include establishing a town centre heavy vehicle bypass route, the development of a bulky goods retail precinct, the provision of additional industrial land, and development of the surplus railway precinct land. Leongatha's future will depend on consolidating and growing its commercial sector, promoting residential development, and defining and building upon Leongatha's broader role within the greater West Gippsland region.

Local area implementation

- Ensure that any proposed use and development of land in Leongatha is generally in accordance with the *Leongatha Framework Plan* and the *Leongatha Town Centre Framework Plan and the Leongatha Industrial Land Supply Study*.
- Retain Leongatha as the major regional service centre in the Shire.

MUNICIPAL STRATEGIC STATEMENT (LALM) | 17 | Page | 87

SOUTH GIPPSLAND PLANNING STRATEGY

Settlement

- Ensure that sufficient areas of residential land, at a range of densities, are available to accommodate future township growth
- Achieve sequential and staged residential development that integrates with existing infrastructure networks
- Encourage the rezoning of appropriate areas identified in the *Leongatha Framework Plan* to maintain an estimated 15 year residential land supply
- Promote higher density residential development and retirement living within a 400m radius of the existing commercially zoned land in the town centre
- Require the preparation of development plans for new residential estates that establish appropriate integration with existing residential areas and infrastructure, provide pedestrian and cyclist connectivity to the town centre, and protect the environmental values of the land

Economy

- Maintain the primacy of the town centre as the retail and service hub of the settlement
- Discourage the development of retail uses outside of the town centre where such uses may weaken the principal role of the town centre
- Maintain a compact town centre that reduces the need for car usage, with all key features and major retail activities within comfortable walking distance of the intersection of Bair Street and McCartin Street
- Ensure that adequate land is available to accommodate additional retail, social, community, commercial and entertainment facilities within the town centre
- Provide adequate areas of commercial and industrial land
- Promote the establishment of a bulky goods retail precinct on the western side of the South Gippsland Highway, and commercial use precinct for uses not appropriate to a town centre location on the eastern side of the Highway, at the southern entry to the township
- Focus industrial development within existing industrial areas
- Encourage the rezoning of appropriate areas identified in the *Leongatha Industrial Land Supply Study* in particular the land north and west of the golf course recreation reserve while integrating the potential for heavy vehicle connectivity to the South Gippsland Highway
- Encourage the rezoning of the areas identified in the *Leongatha Industrial Land Supply Study* in the vicinity of the Koonwarra Saleyards for rural service industries
- Encourage the rezoning of the areas identified in the *Leongatha Industrial Land Supply Study* in the vicinity of the Leongatha Airport for aviation related industries

Landscape and built form

- Ensure a high standard of building design, layout and landscaping for all new development, and particularly at the highway entrances to the town

Infrastructure

- Provide strong pedestrian and cycling connectivity to the town centre and key community assets
- Improve heavy vehicle and highway traffic movement through and around the township

MUNICIPAL STRATEGIC STATEMENT - CLAUSE 21.15 PAGE 3.08

SOUTH GIPPSLAND PLANNING SCHEME

- Ensure new development and road traffic improvements do not compromise the longer-term potential return of rail services to Melbourne

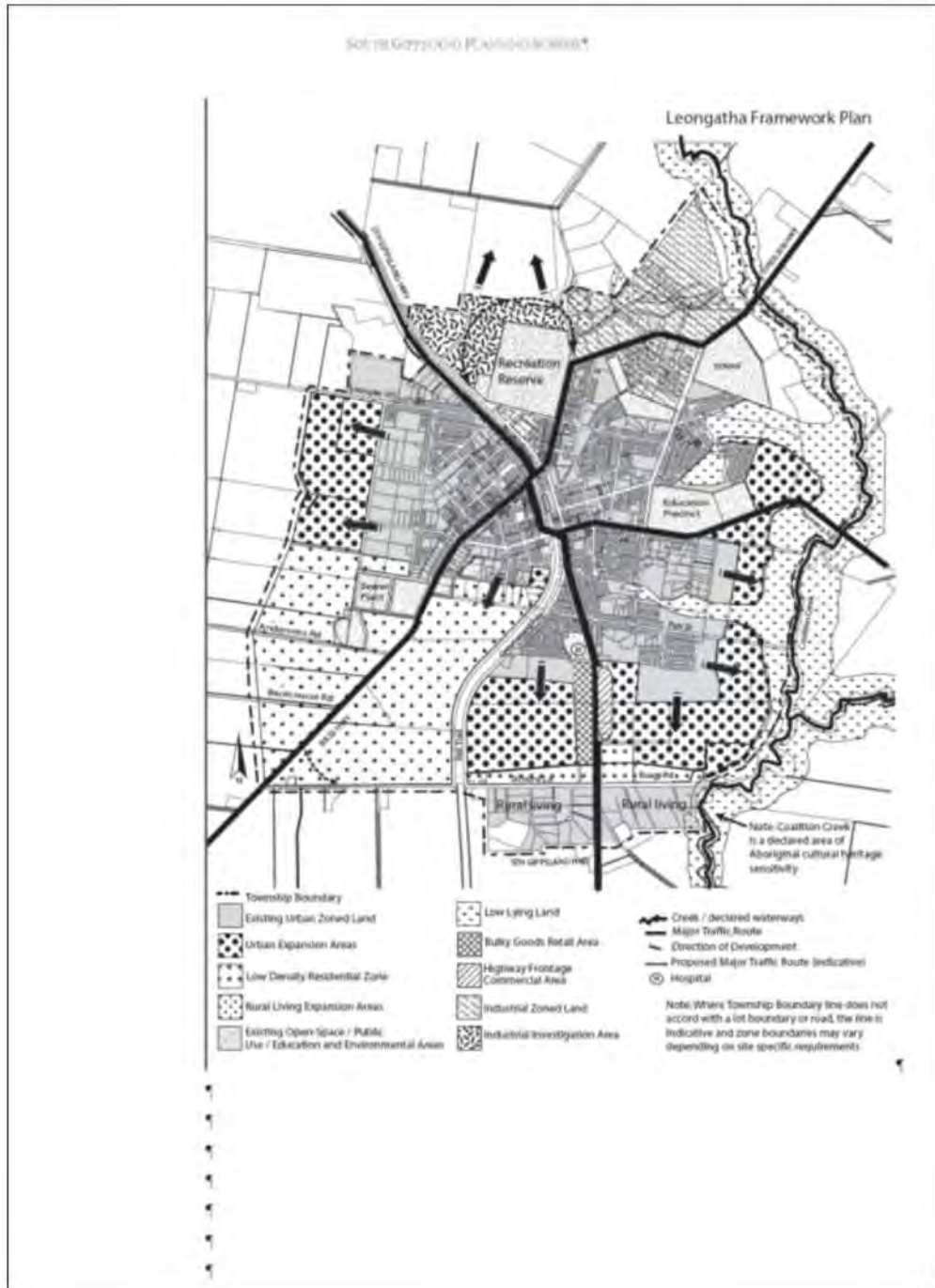
Further strategic work

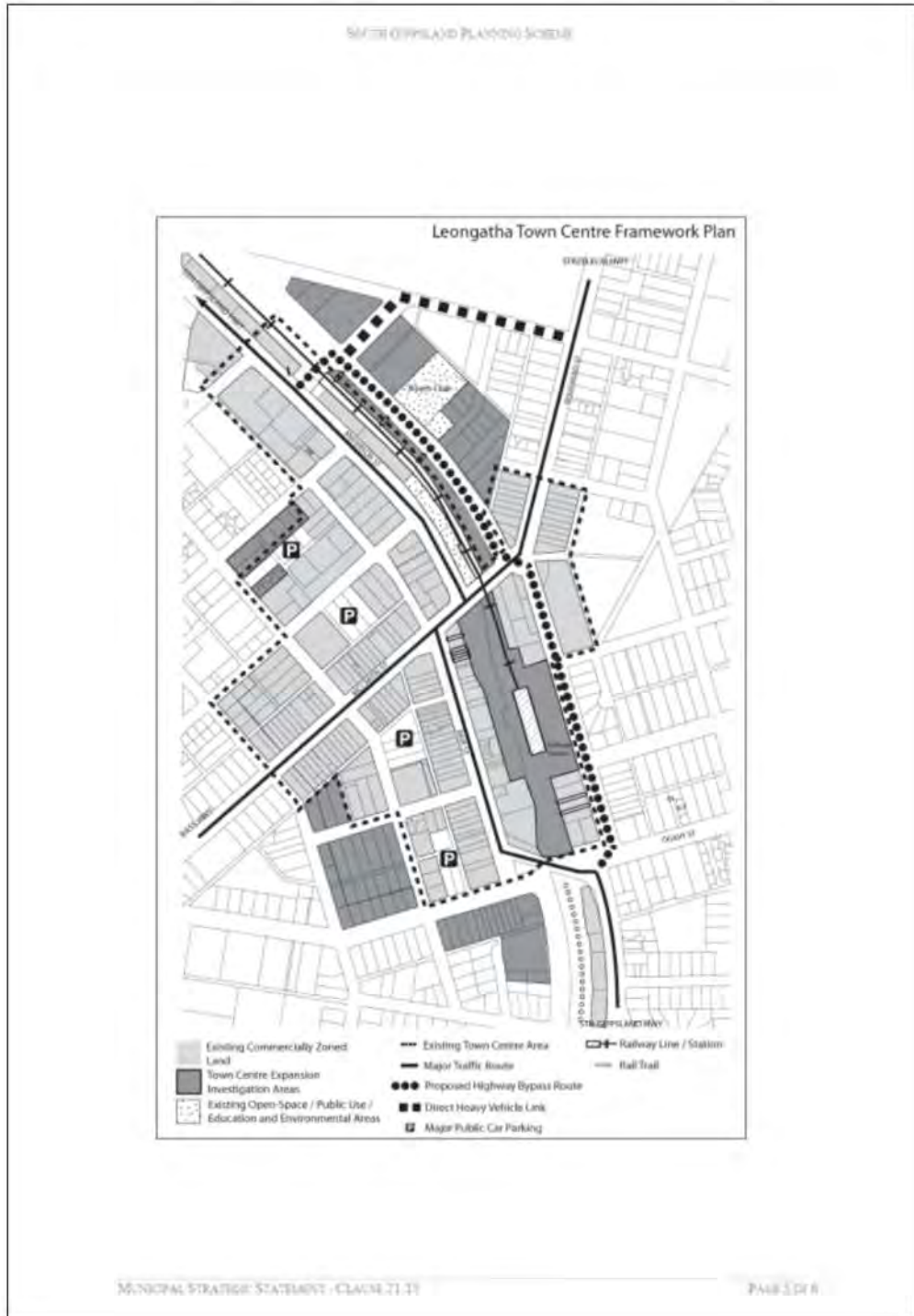
- Review the existing zoning of the town centre and immediate surrounds and prepare a detailed strategic plan for the town centre which includes consideration of the areas identified as 'Town Centre Expansion Investigation Areas' and 'Future Commercial Investigation Area'
- Pursue the establishment of a highway bypass of the Leongatha town centre by the diversion of South Gippsland Highway traffic along Long Street and Hughes Street in accordance with the *Leongatha Town Centre Framework Plan*
- Pursue options to improve heavy vehicle traffic movements from the South Gippsland Highway to the industrial estate
- Prepare an outline development strategy to guide the integrated planning of the proposed residential and commercial land uses between areas north of Boags Road and Simons Lane and the established township
- Pursue rezonings for Industrial Purposes and the preparation of Development Plan Overlays or Development and Design Overlays to accord with the *Leongatha Industrial Land Supply Study 2013*

•→

Reference documents*Leongatha Structure Plan, 2008**Leongatha Town Centre Framework Plan**Leongatha Industrial Land Supply Study 2013 (or as amended)*

•





**Attachment 4
Proposed Planning Scheme Amendment,
Clause 22.02 South Gippsland Shire Planning Scheme**

Municipal Strategic Statement - Planning Scheme

22.02 INDUSTRIAL DEVELOPMENT
XXXXXX
CIR

This policy applies to all industrial development that requires a permit.

Policy basis

Clause 21.11-1 of the Municipal Strategic Statement refers to the need to improve the appearance and overall amenity of industrial areas to make these areas more attractive to new industries seeking to establish within the Shire. The appearance and function of industrial areas can be improved by applying particular attention to the layout of the site, building materials, screening and landscaping. All industrial development is encouraged to incorporate responsive environmental design standards for improved energy efficiency.

Objectives

- To encourage well designed industrial development, which is safe and functional in its layout.
- To encourage industrial development that does not detract from the amenity of surrounding area.
- To ensure that industrial development is designed and constructed to responsive environmental design standards.

Policy

It is policy to:

- Encourage all new buildings and building additions to incorporate passive solar and energy efficient design principles in their siting and design.
- Ensure that new buildings and building additions are designed so that their height and bulk enhances the visual amenity of the surrounding area.
- Ensure that new industrial development is provided with adequate parking, loading and storage facilities and sites are drained adequately.

Application Requirements

An application for development must be accompanied by the following information, as appropriate:

- A site analysis indicating:
 - built form and scale of development on adjoining land
 - variation in ground levels between the site and adjoining land
 - location and height of walls built to the boundary on adjoining sites
 - solar access enjoyed by surrounding developments.

Performance measures

It is policy to assess proposals against the following criteria:

- External finishes of walls and roofs of buildings should be brick, stone, concrete, colour impregnated steel cladding (such as "Colorbond") or other non-reflective material.
- A minimum two metre wide strip of landscaping should be provided along the front title boundary (principal road frontage) of the site.

Municipal Strategic Statement - Clause 22.02 Page 1 of 1

SOUTH GIPPSLAND PLANNING SCHEME

- The area of the site between the landscaping strip and building envelope should be designated for customer car parking.
 - Staff car parking areas should be located at the rear of the site.
 - External storage areas should be located at the rear of the site.
 - Car parking and access areas, including loading & unloading areas, should be sealed with an all weather surface, such as asphalt, concrete, brick pavement or other similar treatment.
 - Car parking areas should be designed so that vehicles are able to enter and exit the site in a forward motion.
 - External storage areas should be surfaced in either a gravel or all-weather surface such as asphalt, concrete or other similar treatment.
 - External storage areas should be screened from view from adjoining sites or nearby roads through the use of landscaping or fencing.
 - Fencing along the frontage of the site should be a minimum of fifty percent (50%) transparent, not exceed 1.5 metres in height and be constructed out of non-reflective materials.
 - Landscaping should be provided on each site which:
 - is used in place of fencing along the frontage
 - is low maintenance
 - uses indigenous vegetation
 - screens areas where visibility for safety is not essential
 - defines areas of pedestrian and vehicular movement.
 - On-site infiltration trenches, incorporated into landscaping areas, should be used to minimise stormwater run-off from the site.
 - Stockpiles should be located at least 10 metres away from drainage lines and surrounded by batter(s) and silt fences.
 - Buildings should be setback from the frontage generally in line with the setback of buildings on adjoining properties.
 - Where no adjoining buildings exist, buildings should be setback no closer than seven metres to the frontage of the site.
 - Buildings should be designed and sited to maximise the use of natural light and solar energy.
 - North-facing windows should be maximised to improve solar efficiency.
 - Sites adjacent a Residential or Township zone containing residential development should be landscaped along the boundaries to screen the activities on the site.
- Proposals that do not meet these criteria may still meet the objectives of the policy.

Decision guidelines

Before deciding on an application, the responsible authority will consider, as appropriate:

- any adopted outline development or concept plan that applies to the subject land
- the layout of the development and building materials proposed to be used
- whether the development incorporates energy efficient principles in its siting and design
- the impact of the development on the solar access enjoyed by adjoining development
- the design and treatment of car parking, access and loading areas
- the type and extent of landscaping proposed
- the requirements of Council's Infrastructure Design Manual (as amended)

Municipal Strategic Statement - Clause 22.01

Page 2 of 3

SOUTH GIPPSLAND PLANNING SCHEME

- The findings and recommendations of the Leongatha Industrial Land Supply Study 2013 (or as amended)



AGENDA APPENDIX
Council Meeting
Wednesday 16 April 2014

AGENDA ITEM FOR SEPARATE DISTRIBUTION TO COUNCILLORS AND
EXECUTIVE LEADERSHIP TEAM DUE TO DOCUMENT SIZE.

THE ITEM IS ACCESSIBLE VIA THE COUNCIL WEBSITE OR BY
CONTACTING COUNCIL ON 03 5662 9200.

E.11 SOUTH GIPPSLAND PLANNING SCHEME AMENDMENT C95

Appendix 3 – Proposed Clause 21.11 Economic Development

21.11 ECONOMIC DEVELOPMENT

28/11/2013

~~C68~~

[Proposed C95](#)

21.11-1 Processing and manufacturing

28/11/2013

~~C68~~

[Proposed C95](#)

Overview

Value adding manufacturing and processing plays an important part in the future economic growth opportunities in the Shire. The lower operational costs for businesses and the unique lifestyle that the Shire offers should be promoted to attract new employment opportunities and population growth.

Objectives and strategies

Objective 1 To attract and develop value adding opportunities to diversify the industry base and maximise employment opportunities

Strategy 1.1 Encourage the development of meat processing facilities as vital industries supporting the local agricultural sector

Strategy 1.2 Promote the Leongatha, Korumburra, Foster and Mirboo North industrial precincts as locations for new manufacturing industries

Strategy 1.3 Encourage opportunities for the expansion of industry and the provision of related infrastructure

Strategy 1.4 Maximise the economic benefits of timber production to the municipality by supporting value adding opportunities within the Shire

Strategy 1.5 Encourage the location of industries within existing industrial precincts

Objective 2 To ensure that industries in rural areas specifically support the agricultural sector

Strategy 2.1 Encourage and facilitate limited value adding of primary produce at the source

Strategy 2.2 Encourage industries in rural areas that add value to primary produce and/or provide a necessary service to the local agricultural sector

Strategy 2.3 Encourage the development of equine and horse racing related industries around Stony Creek

Objective 3 To promote emerging natural resource-based industries

Strategy 3.1 Encourage the use of wind, tidal, solar and methane as alternative energy sources

Strategy 3.2 Encourage industries that develop products from the reuse and recycling of industrial waste

Strategy 3.3 Encourage and promote niche industries such as the packaging and export of natural spring water

Objective 4 To encourage well designed, sustainable industrial development that enhances the visual amenity of the neighbourhood

Strategy 4.1 Ensure new development is designed and constructed to be responsive to environmental standards, is safe and functional in its layout, and improves the appearance and amenity of industrial areas

- Strategy 4.2 Promote the use of passive and active energy efficient systems for commercial/industrial development
- Strategy 4.3 Encourage the provision of shared infrastructure such as car parking, power and telecommunications
- Strategy 4.4 Ensure adequate car parking, at a rate appropriate for rural and regional areas, is provided for all new industrial development

Implementation

Strategies relating to processing and manufacturing will be implemented by:

Policy guidelines

- Using the Industrial Development local policy at clause 22.02 to ensure that new industrial developments are designed and sited to improve visual amenity and solar efficiency and to provide adequate on site car parking and vehicular access

Application of zones and overlays

- Applying the Industrial 1 and 3 zones to existing and serviced industrial areas to accommodate existing and future industrial development

Further strategic work

- [Investigating the potential for development of industries within the industrial zoned land at Barry Point that will support the proposed deepwater port facility](#)
- [Investigate a development contribution framework to support industry related infrastructure provision in Leongatha and other townships as required](#)
- [Identify appropriate zones to support specific industry-related development at the Leongatha airport and land north of the Koonwarra saleyards to the Rail Trail.](#)

21.11-2
28/11/2013
C68

Technology and service industry

Overview

The beauty of the Shire and its proximity to Melbourne makes it attractive to those who can telecommute or have transportable businesses in the information technology, consulting and business services sectors. The promotion of the Shire to these groups and to those seeking improved lifestyle will lead to population and economic growth.

Objectives and strategies

Objective 1 To encourage the location of service industries in towns to support the local population and provide employment opportunities

- Strategy 1.1 Encourage the expansion of regional services in the main towns of Leongatha, Korumburra, Foster and Mirboo North

Implementation

Strategies for technology and service industry will be by:

Policy guidelines

- Applying the particular provisions of clause 52.11 Home Occupation

Further strategic work

- Investigating the feasibility of establishing a Technology Park within the Shire

21.11-3

28/11/2013
C68

Office and commercial uses

Overview

Vibrant and functional town centres are integral to local economic development as well as servicing the needs of the business sector and the community. New commercial and industrial developments should be located within appropriate areas of the town centres to ensure that town viability is retained. There is also a need to retain a high level of services within the region to meet the needs of the community and provide employment opportunities.

Objectives and strategies

Objective 1 To encourage businesses which generate employment opportunities and provide goods and services to meet the needs of the community

- Strategy 1.1 Encourage the establishment of new offices to service the region
- Strategy 1.2 Encourage retail facilities offering higher order goods within Korumburra and Leongatha

Objective 2 To strengthen the commercial capacity of existing town centres

- Strategy 2.1 Encourage retail and office activities to locate in precincts identified in the local area structure and framework plans at clause 21.15 for each town
- Strategy 2.2 Discourage the establishment of office and retail developments outside existing business precincts
- Strategy 2.3 Encourage and support new investment through the redevelopment of existing retail facilities within town centres identified on the township structure and framework plans at clause 21.15 and the promotion of new retail facilities on key redevelopment sites within established town centres
- Strategy 2.4 Encourage the visual improvement of town centre business precincts to attract new commercial development
- Strategy 2.5 Support commercial development that enhances the amenity of the towns and is safe and functional in its layout

Implementation

Strategies relating to office and commercial uses will be implemented by:

Policy guidelines

- Using the Advertising Sign local policy at clause 22.01 to ensure that the design and siting of advertising signs complements the streetscape and individual building lines, particularly in heritage places and precincts

Application of zones and overlays

- Applying the Business 1 Zone to the existing commercial areas of the major towns to concentrate office, retail and other commercial activities within the existing commercial centres
- Applying the Township Zone to the existing commercial areas of the small towns to concentrate commercial and retail activities within and adjacent to the existing town centres
- Applying the Design and Development Overlay to the Leongatha town entrance to provide an attractive and distinctive town approach

Further strategic work

- Investigating the need to apply a Design and Development Overlay to the entrances to all towns within the Shire
- Developing a commercial development policy to ensure that the design and siting of commercial development is of a high standard and enhances the amenity of the surrounding area

21.11-4

28/11/2013
C68

Tourism

Overview

Tourism is fast becoming a significant employer and generator of economic activity within the Shire. The region boasts one of the State's major icons, Wilson's Promontory National Park, and borders the internationally recognised Phillip Island. The quality of the Shire's rural landscapes, spectacular coastal areas and environmental features, and numerous historic and culturally significant sites are major tourism attractions. The South Gippsland region provides a diverse range of recreational and tourism related experiences, such as festivals, Coal Creek Heritage Village, Grand Ridge Road scenic drive, Grand Ridge Brewery and the Nyora Speedway. Growth opportunities exist in eco-tourism and various types of agricultural and farming activities can also provide services to the tourism industry through the development of agri tourism.

Objectives and strategies

Objective 1 To encourage a diverse range of tourism opportunities

- Strategy 1.1 Encourage the development of eco-tourism and agri-tourism, building on the Shire's natural assets and agricultural land use
- Strategy 1.2 Promote the development of new or expanding tourism enterprises that are ecologically sustainable
- Strategy 1.3 Encourage outdoor education and adventure type tourism activities
- Strategy 1.4 Encourage the development of tourism and education packages based on sustainable energy projects
- Strategy 1.5 Encourage the development of a major tourist accommodation facility within reasonable proximity of Wilson's Promontory
- Strategy 1.6 Encourage the development of bed and breakfast, cabin, homestead and motel accommodation in appropriate locations

Objective 2 To recognise the importance of the Shire's natural environment and built form to the tourism industry

- Strategy 2.1 Protect and promote the Shire's heritage assets, coastline, environmental qualities, rural landscape and agricultural produce for their tourism value

Strategy 2.2 Encourage a high standard of streetscape amenity for residential and commercial centres within the Shire

Objective 3 To promote and encourage tourism use and development in the Rural Activity Zone that is compatible with agricultural production and the environmental attributes of the area

Strategy 3.1 Implement the policy contained in the *Rural Tourism Development Strategy 2010* and those aspects of the *Rural Land Use Strategy 2011* related to tourism

Implementation

Strategies relating to tourism will be implemented by:

Further strategic work

- Developing and implementing a tourism strategy for the Shire



AGENDA APPENDIX
Council Meeting
Wednesday 16 April 2014

AGENDA ITEM FOR SEPARATE DISTRIBUTION TO COUNCILLORS AND EXECUTIVE LEADERSHIP TEAM DUE TO DOCUMENT SIZE.

THE ITEM IS ACCESSIBLE VIA THE COUNCIL WEBSITE OR BY CONTACTING COUNCIL ON 03 5662 9200.

E.11 SOUTH GIPPSLAND PLANNING SCHEME AMENDMENT C95

Appendix 4 – Proposed Clause 21.16 Reference Documents

21.16 REFERENCE DOCUMENTS

28/11/2013

G68

[Proposed C95](#)

The following strategic studies have informed the preparation of this planning scheme. All relevant material has been included in the Scheme. Decision-makers should use these for background research only. Material in these documents that potentially provides policy guidance on decision-making but which is not specifically referred to by the Scheme, should not be given any weight.

- *Coastal Spaces Landscape Assessment Study, South Gippsland Municipal Reference Document* (2006)
- *Coastal Spaces Landscape Assessment Study, State Overview Report* (2006)
- *Draft Guidelines for the Assessment of Heritage Planning Applications* (Heritage Victoria, 2000)
- *Foster Structure Plan*, (2008)
- *Gippsland Regional Waste Management Plan* (Gippsland Regional Waste Management Group, 1999) (as amended)
- *Infrastructure Design Manual* (version 3.0 September 2010)(as amended)
- *Korumburra Structure Plan* (2010) (as amended)
- *Korumburra Town Centre and Structure Plan Priority Development Panel Report* (May 2010)
- [Leongatha Industrial Land Supply Study \(2013\) \(as amended\)](#)
- *Leongatha Structure Plan*, (2008)
- *Loch Urban Design Framework* (2005)
- *Mirboo North Structure Plan*, (2004)
- *Nyora Structure Plan*
- *Regional Sand Extraction Strategy: Lang Lang to Grantville* (1996, Department of Infrastructure)
- *Rural Tourism Development Strategy* (2009)
- *Sandy Point Urban Design Framework: Settlement Background Paper* (2006)
- *South Gippsland Heritage Study* (2004)
- *South Gippsland Municipal Public Health and Wellbeing Plan* (as amended)
- *South Gippsland Rural Land Use Strategy*, (2011)
- *South Gippsland Shire Council Paths and Trails Strategy* (2010) (as amended)
- *Tarwin Lower Urban Design Framework: Settlement Background Paper* (2006)
- *The Burra Charter: The Australia ICOMOS Charter for the Conservation of Places of Cultural Heritage Significance* (1999)
- *Tourist Signing Guidelines – Information for Tourism Businesses* (VicRoads, 2009) (as amended)
- *Venus Bay Urban Design Framework: Settlement Background Paper* (2006)
- *Waratah Bay Urban Design Framework: Settlement Background Paper* (2006)
- *Water Supply Catchment Development and Land Use Guidelines* (South Gippsland Water, 2012)



AGENDA APPENDIX
Council Meeting
Wednesday 16 April 2014

AGENDA ITEM FOR SEPARATE DISTRIBUTION TO COUNCILLORS AND EXECUTIVE LEADERSHIP TEAM DUE TO DOCUMENT SIZE.

THE ITEM IS ACCESSIBLE VIA THE COUNCIL WEBSITE OR BY CONTACTING COUNCIL ON 03 5662 9200.

E.11 SOUTH GIPPSLAND PLANNING SCHEME AMENDMENT C95

Appendix 5 – Proposed Clause 22.02 Industrial Development

22.02 INDUSTRIAL DEVELOPMENT

28/11/2013
G68
Proposed
C95

This policy applies to all industrial development that requires a permit.

Policy basis

Clause 21.11-1 of the Municipal Strategic Statement refers to the need to improve the appearance and overall amenity of industrial areas to make these areas more attractive to new industries seeking to establish within the Shire. The appearance and function of industrial areas can be improved by applying particular attention to the layout of the site, building materials, [proximity to complementary uses](#) ~~screening~~ and landscaping. All industrial development is encouraged to incorporate responsive environmental design standards for improved energy efficiency.

Objectives

- To encourage well designed industrial development, which is safe and functional in its layout
- To encourage industrial development that does not detract from the amenity of surrounding area
- To ensure that industrial development is designed and constructed to responsive environmental design standards

Policy

It is policy to:

- Encourage all new buildings and building additions to incorporate passive solar and energy efficient design principles in their siting and design
- Ensure that new buildings and building additions are designed so that their height and bulk enhances the visual amenity of the surrounding area
- ~~Ensure that new industrial development is provided with adequate parking, loading, servicing and storage facilities~~ ~~and sites are drained adequately~~
- ~~Ensure that new industrial development responds to the environmental context and addresses drainage, waste management and all forms of pollution~~
- ~~Ensure that new industrial development considers infrastructure and any adverse impacts on existing neighbouring uses~~
- ~~Ensure new industrial development considers freight connections and other important transport networks~~

Application Requirements

An application for development must be accompanied by the following information, as appropriate:

- A site analysis indicating:
 - built form and scale of development on adjoining land
 - variation in ground levels between the site and adjoining land
 - location and height of walls built to the boundary on adjoining sites
 - solar access enjoyed by surrounding developments.

Performance measures

It is policy to assess proposals against the following criteria:

- External finishes of walls and roofs of buildings should be brick, stone, concrete, colour impregnated steel cladding or other non-reflective material
- A minimum two metre wide strip of landscaping should be provided along the front title boundary (principal road frontage) of the site
- The area of the site between the landscaping strip and building envelope should be designated for customer car parking
- Staff car parking areas should be located at the rear of the site
- External storage areas should be located at the rear of the site
- Car parking and access areas, including loading & unloading areas, should be sealed with an all weather surface, such as asphalt, concrete, brick pavement or other similar treatment
- Car parking areas should be designed so that vehicles are able to enter and exit the site in a forward motion
- External storage areas should be surfaced in either a gravel or all-weather surface such as asphalt, concrete or other similar treatment
- External storage areas should be screened from view from adjoining sites or nearby roads through the use of landscaping or fencing
- Fencing along the frontage of the site should be a minimum of fifty percent (50%) transparent, not exceed 1.8 metres in height and be constructed out of non -reflective materials
- Landscaping should be provided on each site which:
 - is used in place of fencing along the frontage
 - is low maintenance
 - uses indigenous vegetation
 - screens areas where visibility for safety is not essential
 - defines areas of pedestrian and vehicular movement
- On-site infiltration trenches, incorporated into landscaping areas, should be used to minimise stormwater run-off from the site
- Stockpiles should be located at least 10 metres away from drainage lines and surrounded by batter(s) and silt fences
- Buildings should be setback from the frontage generally in line with the setback of buildings on adjoining properties
- Where no adjoining buildings exist, buildings should be setback no closer than seven metres to the frontage of the site
- Buildings should be designed and sited to maximise the use of natural light and solar energy
- North-facing windows should be maximised to improve solar efficiency
- Sites adjacent a Residential or Township zone containing residential development should be landscaped along the boundaries to screen the activities on the site

Proposals that do not meet these criteria may still meet the objectives of the policy

Decision guidelines

Before deciding on an application, the responsible authority will consider, as appropriate:

- any adopted outline development or concept plan that applies to the subject land
- the layout of the development and building materials proposed to be used
- whether the development incorporates energy efficient principles in its siting and design

Appendix 5
SOUTH GIPPSLAND PLANNING SCHEME

- the impact of the development on the solar access enjoyed by adjoining development
- the design and treatment of car parking, access and loading areas
- the type and extent of landscaping proposed
- [the findings and recommendations of the *Leongatha Industrial Land Supply Study, 2013 \(or as amended\)*](#)