



AGENDA APPENDIX
Council Meeting
Wednesday 24 August 2016

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.9 PLANNING SCHEME AMENDMENT C90 HOUSING AND
SETTLEMENT STRATEGY - ADOPTION OF POLICIES AND
STRATEGY REVISIONS FOR AUTHORISATION AND EXHIBITION**

Appendix 2 – New clause numbers and HSS revisions - Clauses 21.15,
21.16, 21.17, 21.18, 21.19, 21.20, 21.22, 21.23 and 21.24

21.15

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C-90-

MUNICIPAL CENTRE - LEONGATHA

Leongatha is the principal centre 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.

[At the 2011 census, Leongatha’s population was 5,332.](#)

Local area implementation

Retain Leongatha as the Principal Centre in the Shire

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*

Settlement

[Provide an attractive and safe residential environment and strengthen the economic future of the Principal Centre.](#)

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

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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 under-utilised 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

Promote integrated storm water management on a ‘whole of catchment’ basis

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 the application of a Development Plan Overlay addressing industrial development in investigation areas

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 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 General Residential 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 General Residential 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:

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- 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

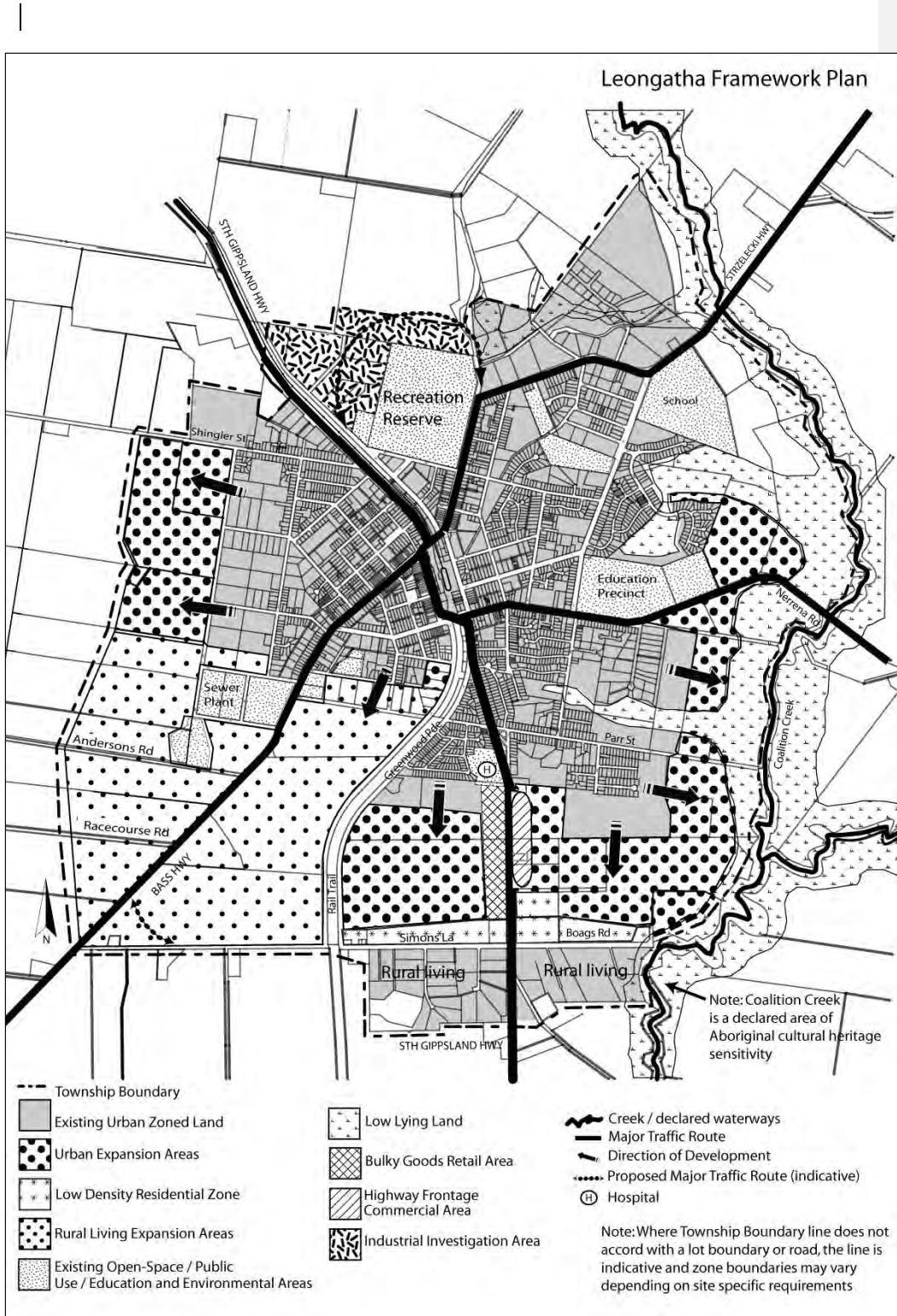
Investigate the application of a Special Use Zone to the 'Bulky Goods Retail Area' and the 'Highway Frontage Commercial Area' to guide the use of the precinct in a manner that responds to the amenity interface issues of the proposed residential areas, does not weaken the established commercial role of the Town Centre, and minimises the 'cross Highway' commercial interrelationships of the land uses.

SOUTH GIPPSLAND PLANNING SCHEME

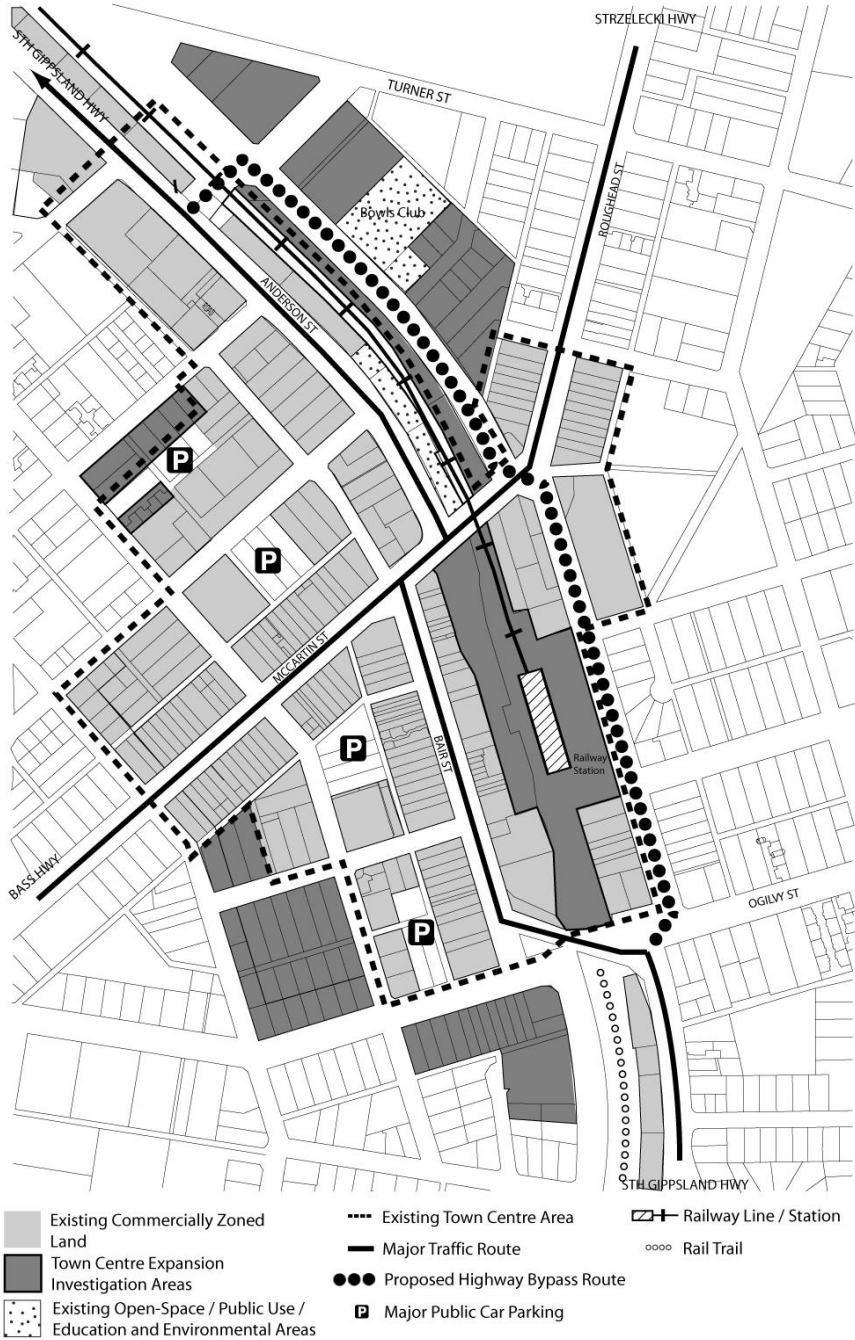
Investigate the implementation of a Design & Development Overlay, or design guidelines, over the land adjoining the highway frontage that will promote urban design outcomes suitable to a township entry point.

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.



Leongatha Town Centre Framework Plan



21.16-1-120-
Proposed C-90**LARGE DISTRICT CENTRE – Korumburra**

Situated on the South Gippsland Highway in a picturesque landscape of rolling hills, Korumburra is the second largest town in the municipality. It is a key service provider to the smaller towns and communities in the Shire's western region. Ongoing improvements to the South Gippsland highway and Monash Freeway 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.

[At the 2011 Census, the population was 4,373.](#)

Local area implementation

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*.

Maintain and promote Korumburra as a [Large District Centre offering](#) significant industrial, retail, service, residential and tourism [functions centre](#) in the Shire.

Settlement

[Provide an attractive and safe residential environment and strengthen the economic future of the large district centre.](#)

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 'manufacture of milk products' operations in the Station Street Industrial Area on rezoning proposals and sensitive land uses, development & subdivision applications that allow, or intensify, the establishment of sensitive land uses in the area surrounding the manufacturing operations.

Economy

Support and encourage Korumburra's role as a retail and service centre with civic and community functions for its population and nearby small communities.

Strongly discourage the development of new retail uses outside of the Korumburra Town Centre Retail Core where such uses may weaken the principal role of the Korumburra Town Centre.

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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 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 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 Korumburra 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

Review and implement the recommendations of the *South Gippsland Heritage Study 2004* in consultation with affected landowners and the community.

In consultation with affected landowners and the community, prepare development plans and overlays for Korumburra's growth areas.

Korumburra town centre

Korumburra Town Centre and the Korumburra Town Centre Retail Core are defined on the Framework Plan map. The Korumburra Town Centre Retail Core is centred on Commercial Street along the section from King Street in the north west to Bridge Street in the south east, and is bounded by the railway line to the north east and Victoria Street to the south west. The Korumburra Town Centre is a wider area which in addition to the Retail Core includes peripheral areas with commercial and civic services. It includes the block on Mine Road between John and Bridge Streets, the courthouse and police station in Bridge Street, the existing supermarket in South Railway Crescent and the service station on the north west corner of the highway and King Street.

Local area implementation

Ensure the use and development of land occurs in accordance with the strategic directions in the Korumburra Town Centre Framework Plan.

Settlement

Encourage the long term development of under-used and vacant land identified in the Korumburra Town Centre Framework Plan as 'potential future development'.

Encourage quality office and high density residential development, in locations identified in the Korumburra Town Centre Framework Plan, to improve the local demand for goods and services and to extend the hours of activity in the Korumburra Town Centre.

Economy

Maintain the primacy of the Korumburra Town Centre as the compact retail and service hub of the town.

Actively support the establishment of new retail opportunities in the Korumburra Town Centre Retail Core.

Actively encourage outdoor, street-based activity within the Korumburra Town Centre.

Actively encourage major retail, office and community developments to concentrate in the Korumburra Town Centre Retail Core, comprising the blocks bounded by Commercial Street, King Street, Victoria Street and Bridge Street.

Focus active retail uses on the Korumburra Town Centre's 'main streets', being Commercial Street, Radovick Street and Bridge Street.

Encourage the consolidation of sites in the Korumburra Town Centre Retail Core to accommodate new, large floorspace developments.

Consider the use of Council-owned sites and Council's potential power to acquire land in order to consolidate sites to facilitate large floorspace retail development.

Actively encourage the development of a major retail use such as an additional supermarket on either of the preferred development sites nominated on the Korumburra Town Centre Framework Plan.

Promote tourism, community and other associated uses and activities at the Korumburra Railway Station Precinct to improve diversity of activities on either side of Commercial Street.

Encourage transition from light industrial to commercial, retail and tourism uses in the Korumburra Town Centre Retail Core.

Landscape and built form

Ensure all new development within the Town Centre respects existing built form character by the application of the following guidelines (as appropriate):

- Conserve and enhance heritage places in recognition of their contribution to the overall image of the Korumburra Town Centre.
- Encourage the reuse, refurbishment, enhancement and conservation of heritage places as identified in the *South Gippsland Heritage Study 2004*.
- Strongly discourage the demolition of heritage places.
- Maintain the traditional built form scale of 2-3 storeys that respect identified view lines.
- Ensure any infill development adjoining heritage places sensitively reflects the particular characteristics of the adjoining places and avoids visual dominance.
- Ensure the fine-grain pattern of development is retained.
- Encourage reinstatement and continuation of traditional verandahs to provide weather protection.

Encourage active and attractive shop frontages throughout the Korumburra Town Centre and the concealment of loading, car parking and service areas to the rear.

Encourage the development of buildings that create a positive Korumburra Town Centre image and are reflective of its character.

Improve and formalise pedestrian connections especially between Little Commercial Street and Commercial Street. As part of any future development proposals, investigate opportunities to provide additional mid-block pedestrian connections between Little Commercial Street parking areas and Commercial Street.

Improve the layout and operation of car parking, pedestrian, cycling and mobility scooter facilities.

Advertising signs to be designed and located to respect the sensitivity of heritage places, strategic views and the town's future desired character as identified in the Korumburra Town Centre Framework Plan.

Encourage the redevelopment of the existing library site and adjoining sites (south east corner of Commercial and King Streets) for a major retail use such as an additional supermarket. Ensure any new development of the site respects and enhances the town character by application of the following guidelines:

Provide a skin of fine-grain speciality retail shops and active pedestrian interfaces to Commercial Street.

Provide a distinctive and attractively designed landmark statement with the building and landscape treatments in recognition of the site's gateway entrance into the Korumburra Town Centre.

Appropriately articulate, screen or treat any blank walls.

Consider inclusion of co-located community facilities and services, such as ~~as~~ as a library, meeting spaces, public toilets and the like.

Promote coordinated directional and wayfinding signage in the Korumburra Town Centre and surrounds.

Ensure infill development provides active interfaces to the street through maximising windows and entry points.

Support redevelopment of the site on the north-west corner of Bridge and Commercial Streets to a retail use and form that is reflective of its main street corner address and consistent with the town's character.

Encourage development of two-storey built form on the potential future development sites on the north-east side of Commercial Street, to address the significant change in ground level so as to allow pedestrian access between the Korumburra Railway Station Precinct and the Korumburra Town Centre.

Maintain strategic views from key vantage points identified in the Korumburra Town Centre Framework Plan by the application of the following guidelines (as applicable):

Maintain a modest two storey traditional built form scale with appropriate roof form designs to ensure the maintenance of long views to landscape.

Frame views to attractive features such as the rolling hills beyond the town and to provide a visual link to surrounding rural land.

Retain and enhance existing streetscape vegetation.

Maintain and extend streetscape plantings in the Korumburra Town Centre and surrounding area to enhance the town's existing 'boulevard' character.

Encourage the provision of additional public open space in the Korumburra Town Centre, with spaces ranging in size from pocket parks to plazas suitable for accommodating festivals and community events.

Encourage provision of artworks in the Korumburra Town Centre

Encourage pedestrian and street activity by applying the principles identified in the Safer Design Guidelines for Victoria (*Department of Sustainability and Environment and Crime Prevention Victoria 2005*) (as amended) to new developments and redevelopments.

Infrastructure

Implement traffic management and calming measures within the Korumburra Town Centre (in consultation with VicRoads) to reduce the impact of heavy vehicles, to increase pedestrian safety and to improve streetscape amenity.

Improve location of pedestrian crossing points throughout the Korumburra Town Centre.

Improve streetscape amenity and pedestrian safety throughout the Korumburra Town Centre by increasing public open spaces and defining pedestrian access areas, particularly in Commercial and Little Commercial Streets.

Encourage the reconfiguration of Little Commercial Street as a pedestrian, cyclist and mobility-scooter friendly space, which provides safe and convenient linkages to existing and new community and retail facilities.

Upgrade the pedestrian railway underpass and connections between Commercial Street and Station Street.

Where appropriate and in reference to the *Korumburra Town Centre Car Parking Strategy June 2013* consider reduction or waiving of car parking provision to encourage commercial outcomes, heritage retention, alternative transport use and active frontages.

Korumburra community hub

Strongly encourage the co-location of community services within the Korumburra Town Centre at the preferred Korumburra Community Hub site (existing kindergarten in Victoria St) nominated in the Korumburra Town Centre Framework Plan. Ensure the Korumburra Community Hub is designed, sited and located to:

Provide active uses on the ground floor at public interfaces.

Incorporate links to pedestrian connections between Commercial Street and Little Commercial Street.

Provide a generous public open space / landscape opportunity along the Little Commercial Street frontage.

Maintain and encourage active through-access to Victoria Street and Boston Place to maximise site frontage and accessibility.

Further strategic work

Continue implementation of the recommendations of the *Korumburra Town Centre Framework Plan: Framework Report October 2013* as appropriate in consultation with landowners, stakeholders and the community.

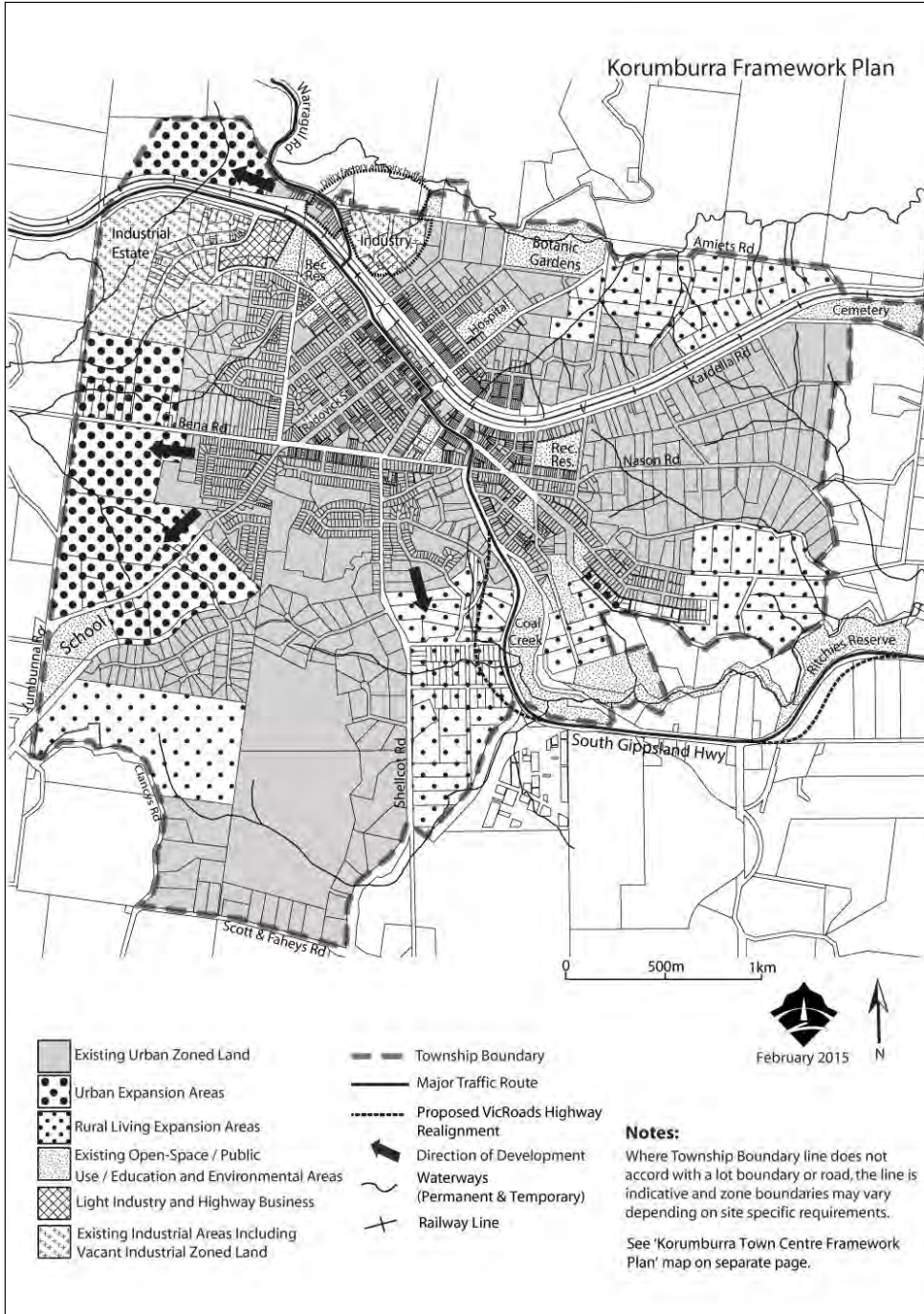
Investigate the most appropriate zone to be applied to 4 Victoria Street (existing kindergarten and preferred Korumburra Community Hub site) based on a consideration of the land ownership, management and range of land use and activities to be accommodated on the site.

Prepare and implement a Design and Development Overlay for the Korumburra Town Centre, especially for the Korumburra Town Centre Retail Core, in order to protect and enhance the town's character.

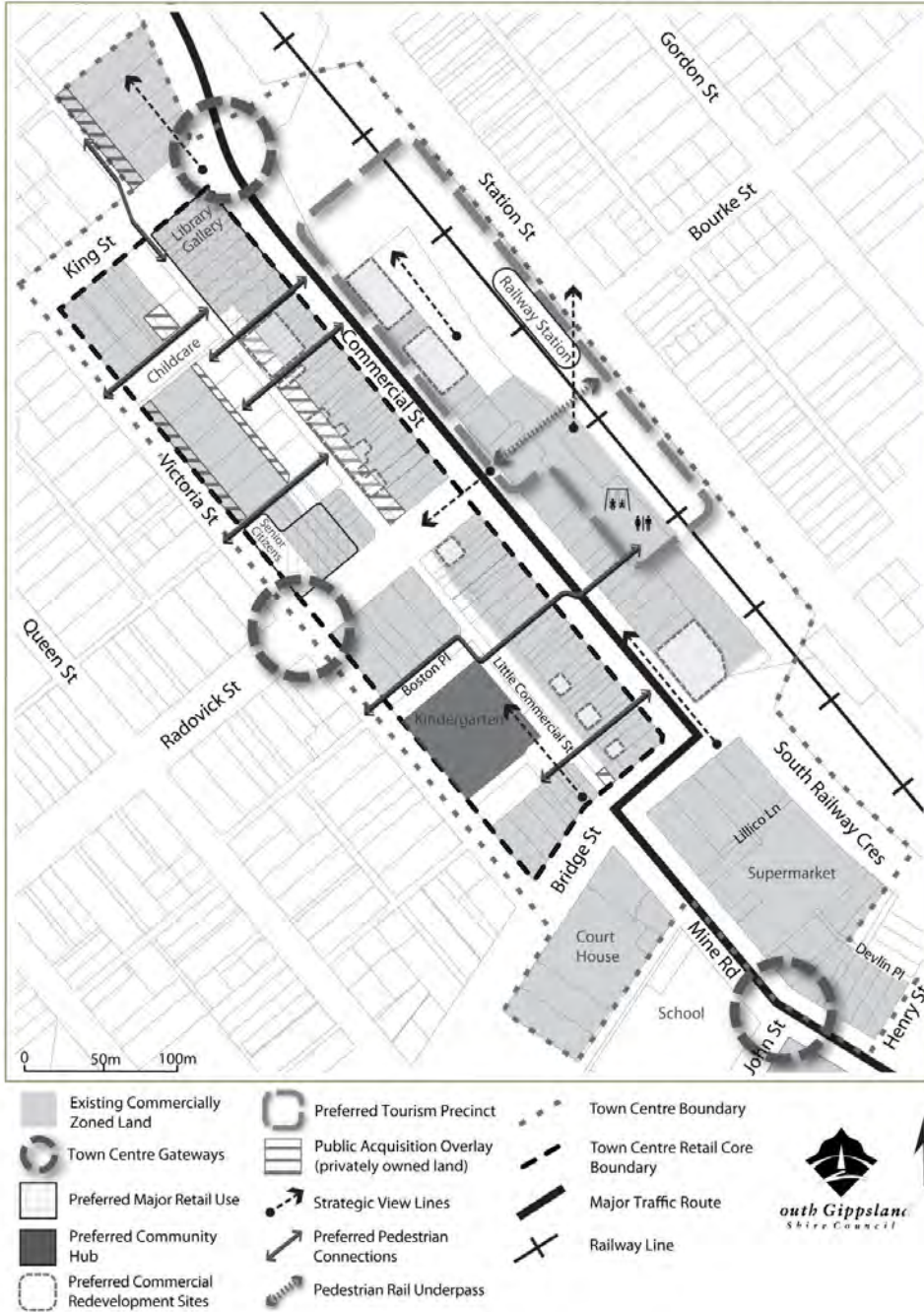
Review and implement recommendations of the *South Gippsland Heritage Study 2004* relevant to the Korumburra Town Centre in consultation with affected landowners and the community.

Investigate applying a Public Acquisition Overlay to sites in Victoria Street, King Street, Radovick and Bridge Street to facilitate consolidation of and access to major development sites, improvement of access to Little Commercial Street car parking and/or to maintain view lines.

Investigate appropriate zoning and layout of Council-owned car parking land.



Korumburra Town Centre Framework Plan



21.17 DISTRICT TOWNS – Foster and Mirboo North

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Proposed C--90

Foster is the principal town 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. At the 2011 Census, the population was 1,677.

Mirboo North is the principal town in the north of the municipality. The local economy is based on servicing the surrounding agricultural activities and rural population. 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. At the 2011 Census, the population was 2,290.

Local area implementation

Ensure that any proposed use and development of land in the district towns is generally in accordance with the individual District Town's *Framework Plan* provided in this clause.

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Consolidate Foster's role as the key commercial and community service provider to the eastern region of the municipality

Promote Mirboo North as a sustainable community and the principal town in the north of the Shire

Settlement

Provide an attractive and safe residential environment and strengthen the economic future of the district towns in the Shire.

Promote a range of residential options that respects the small town character and landscape values of Foster and Mirboo North

Promote higher density residential development and retirement living in a walkable environment within 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

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, and with a range of densities that decrease with distance from the town centre

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

In Mirboo North, retain retailing and other commercial development along Ridgeway

In Foster, support the expansion of the town's commercial 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 towns

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 Foster to build upon the town'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 on the district towns' public open space reserves to promote pedestrian and cycle friendly development with strong linkages to the town centre including from the nearby rail trails.

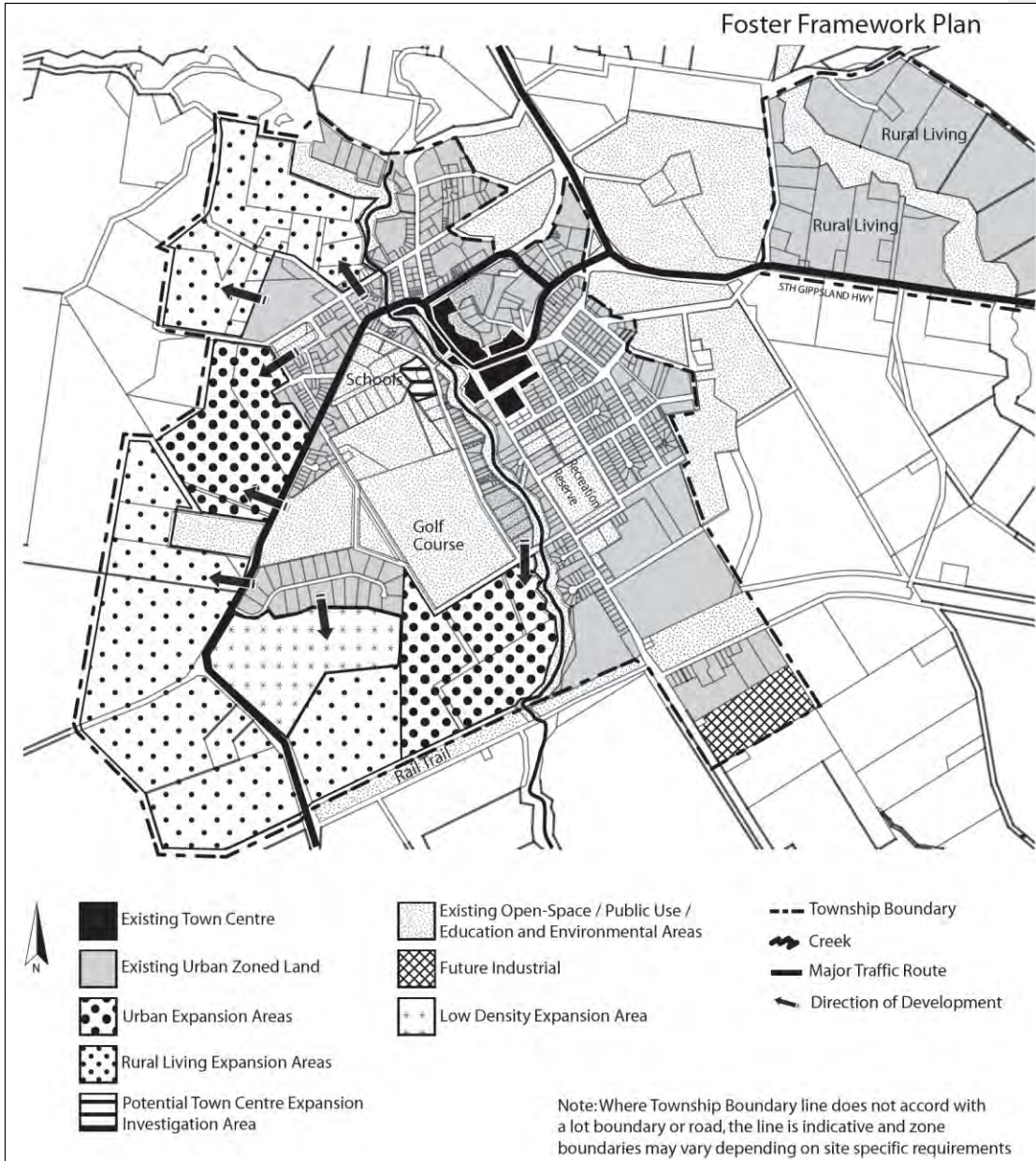
Further strategic work

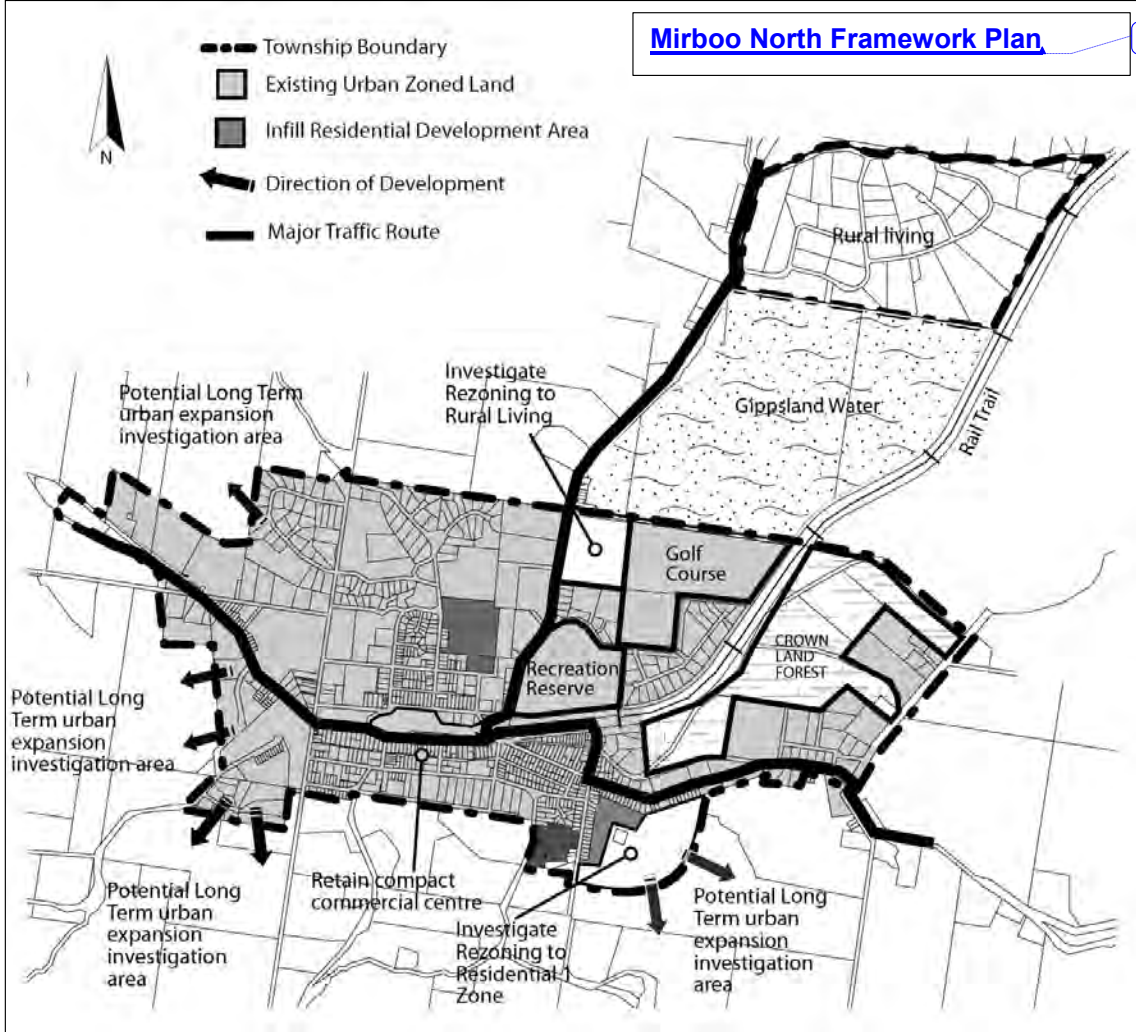
Review the existing zoning of the Foster and Mirboo North town centres and immediate surrounds and prepare a master plan for each town centre to improve their layout and function. Include consideration of the 'Potential Town Centre Expansion Investigation Areas' in the *Foster Framework Plan* the review of the Foster town centre.

Review the residential development growth options in the *Mirboo North Structure Plan* to provide increased certainty around future land releases

Review the extent and appropriateness of the existing Mixed Use Zone at the northern entry to Foster 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.

Investigate the application of a planning scheme overlay to protect native vegetation within the settlement boundaries.





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21.18 SMALL TOWNS - Fish Creek, Loch, Meeniyan, Nyora, Poowong and Toora

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Proposed C90

These small towns provide limited services to their rural hinterlands and rely on nearby larger towns to provide higher level services. They are desirable lifestyle locations with unique character and rural views of rolling green hills. Nyora is the closest settlement in the Shire to metropolitan Melbourne and is an expanding dormitory residential location. All small towns except Poowong were located on the former railway line. Poowong and Toora are the only small towns in the Shire retaining industries processing agricultural products.

All of the small towns have reticulated water supply and, excepting Fish Creek, have reticulated sewerage. They vary in growth opportunities. Nyora has strong growth anticipated, Loch, Poowong and Meeniyan have moderate growth opportunities and Fish Creek and Toora have low growth expectations. At the 2011 Census, the respective populations were: Fish Creek 791, Loch 967, Meeniyan 645, Nyora 1,332, Poowong 610 and Toora 887.

Local area implementation

Ensure that the use and development of land in the small towns is generally in accordance with the requirements of the individual Small Town's *Framework Plan* provided in this clause.

Settlement

Provide an attractive and safe residential environment and strengthen the economic future of the small towns.

Promote a range of residential options that respects the small town's character and landscape values.

Promote medium density residential development near the commercial centre to support retirement living and smaller household opportunities.

Encourage infill development in the residential zoned land adjoining the Town Centre in a coordinated and integrated manner.

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 subdivision in the Residential Expansion, Potential Residential Development and Low Density Residential Development areas identified in the *Framework Plans* does not occur until:

- Reticulated sewerage can be provided to the land, or in the absence of reticulated sewer, it is demonstrated that treatment and management of wastewater can be satisfactorily undertaken onsite
- 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 Plan Overlay (where required by the Responsible Authority) 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
- A Design and Development Overlay, or similar control, has been prepared to promote new development that is complementary to the existing built form and character of the small town.

Discourage low density and rural residential development close to the town, unless the land has constraints that make it inappropriate for higher density development.

Discourage development in areas susceptible to water logging

Economy

Consolidate and develop the town centre precinct as the preferred focus for commercial business, community and tourist services and facilities to residents and the smaller surrounding settlements, including:

- In Fish Creek consolidate commercial development on Falls Rd
- In Meeniyan:
 - Consolidate commercial development in the precinct from the intersection of Whitelaw Street and Geale Street to the intersection of Whitelaw Street and Ross Street.
 - Encourage the development of music, arts, culture and food services
- In Nyora 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, and support improvement to the retail offer of the town centre.
- In Poowong consolidate the Town Centre on the Poowong-Ranceby Road and support improvement to the retail and community services offer of the town centre.
- In Toora consolidate commercial development on Stanley St

Strongly discourage retail development outside of the small towns' Town Centres.

Encourage the development of tourist services that complement the natural environment, agricultural and landscape values of the region and take advantage of proximity to tourist routes and the Great Southern Rail Trail.

Encourage small-scale tourism and tourist accommodation within the Township Zone

Encourage new commercial and economic development opportunities in the Town Centre of the small towns that support the needs of the local community.

Improve community, industrial and retail services, facilities and employment opportunities to support the small towns' residents and visitors, including:

- Continue to support the operation of abattoir, milk processing and other industrial businesses as important employment providers in the small towns
- In Meeniyan, support the development of service industrial uses on the Meeniyan - Nerrena Road and in appropriately zoned locations on the South Gippsland Highway
- In Nyora, encourage new light industrial activities to locate within the designated industrial area in Watts Road

Landscape and built form

Ensure that new growth, infill and redevelopment is responsive and respectful of the site and the small towns' rural character, picturesque locations and unique identities.

Conserve and enhance heritage places in the small towns in recognition of their contribution to the overall character and image of the small towns, including retention of existing heritage character, design and built form along:

- Victoria Street and Smith Street (north of Victoria Street) in Loch
- Stanley Street in Toora

Promote ecologically sustainable and sympathetically designed and located development that complements the environmental and landscape values of the surrounding area.

Infrastructure

Improve community services and facilities in the small towns

Ensure that new growth and development occurs in coordination with the provision of development infrastructure and that development contributes to provision of community services and facilities

In Nyora, 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.

In Fish Creek, support development of an off-site wastewater management system.

Build on the small towns' public open space reserves to promote pedestrian and cycle friendly development with strong linkages to the town centre including from the nearby rail trails (where relevant).

Implementation

Strategies relating to the small towns' Framework Plans will be implemented by:

- Requiring the following information (as appropriate) to be supplied to accompany an application to rezone land and/or to develop land:
 - 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 detailed Development Plan Overlay that provides for:
 - 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.
 - 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 the rural small town character.
 - Provision of and contribution towards development infrastructure and community infrastructure within the site and within the township
 - 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

Review rezoning investigation areas identified in the Small Towns Framework Plans, at the initiation of landowners, when demand can be justified, and the policies for the relevant small town 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 small towns' boundaries to inform a Design and Development Overlay (DDO) and/or Significant Landscape Overlay. The guidelines should consider such matters and principles as, height, setbacks, site coverage, external colours, existing vegetation and slope sensitive design that minimises the requirement for earthworks and ensure that future development will maintain the desired character and image.

Investigate application of a DDO to greenfield residential land, based on the guidelines above, to promote development in keeping with the character of the respective small towns.

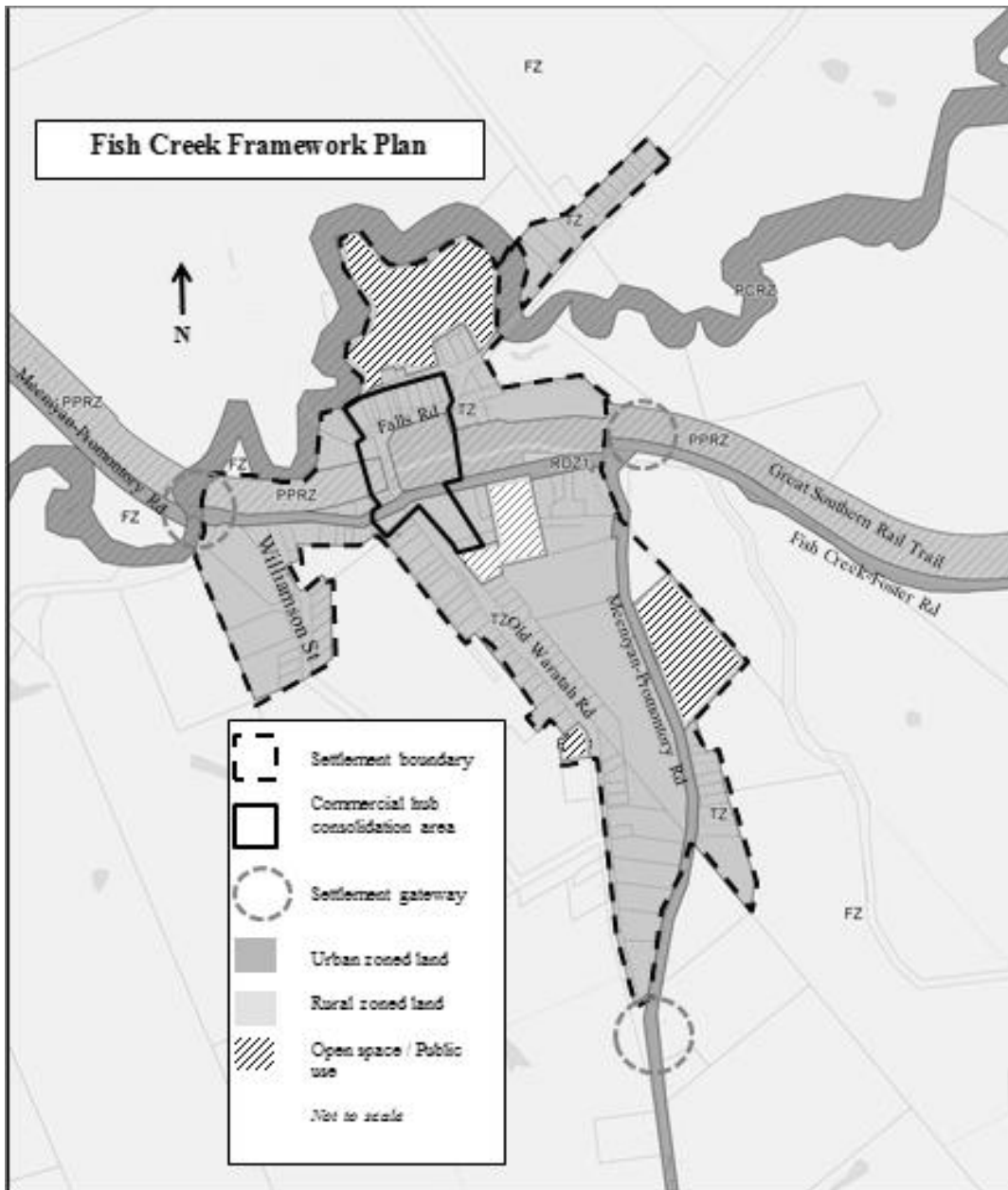
In Nyora:

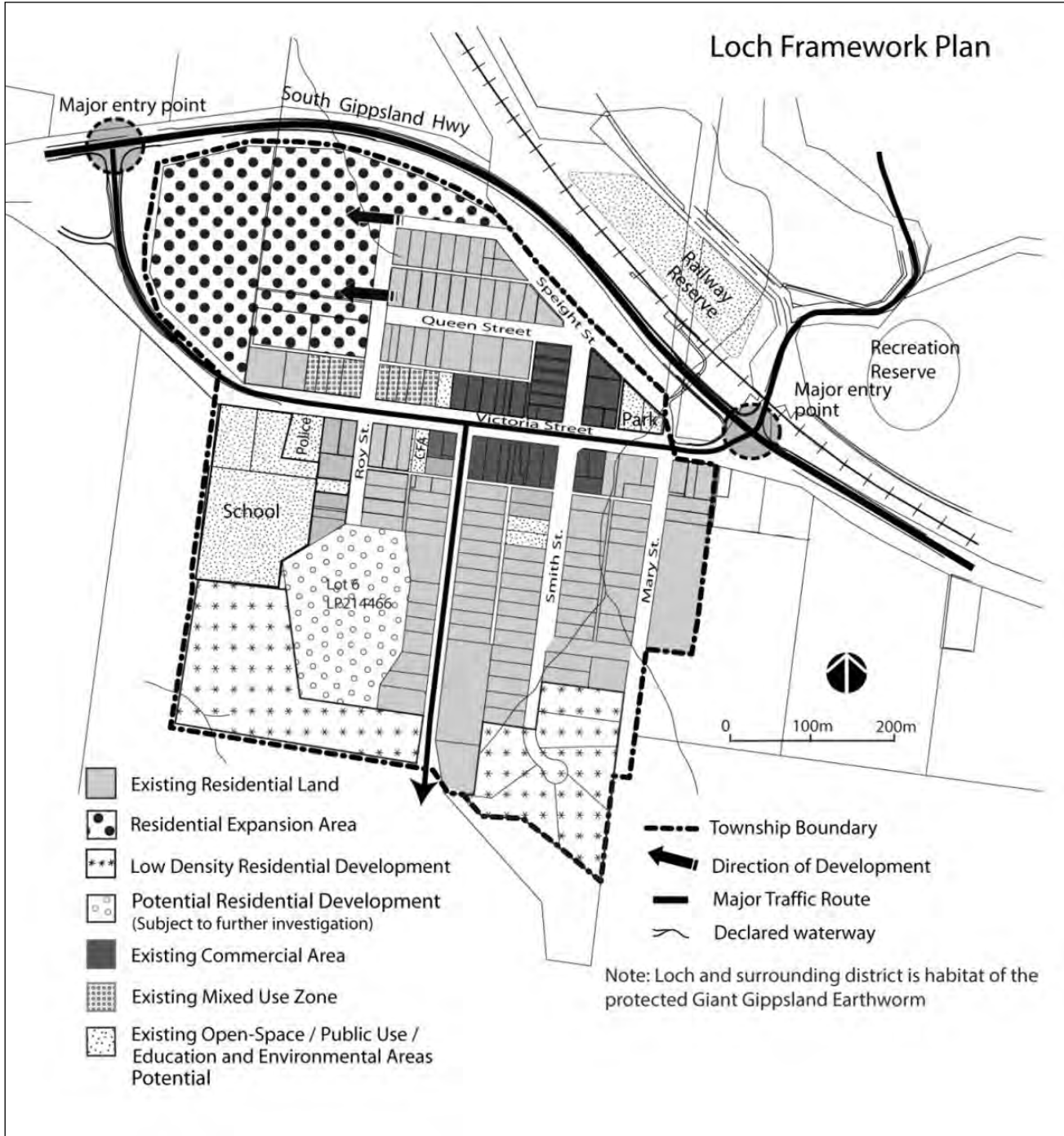
- Determine the extent and cost of infrastructure works required in Nyora by doing Development and Community Infrastructure Assessment and Feasibility Studies.
- Prepare a Master Plan for the Nyora Town Centre (including the VicTrack land) to guide investment decisions and identify funding opportunities for improvements to public spaces and facilities.
- Prepare a 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 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 the town centre's visual appeal and liveability.
- 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.

Undertake a review and implement the recommendations of the South Gippsland Heritage Study (2004) for the small towns

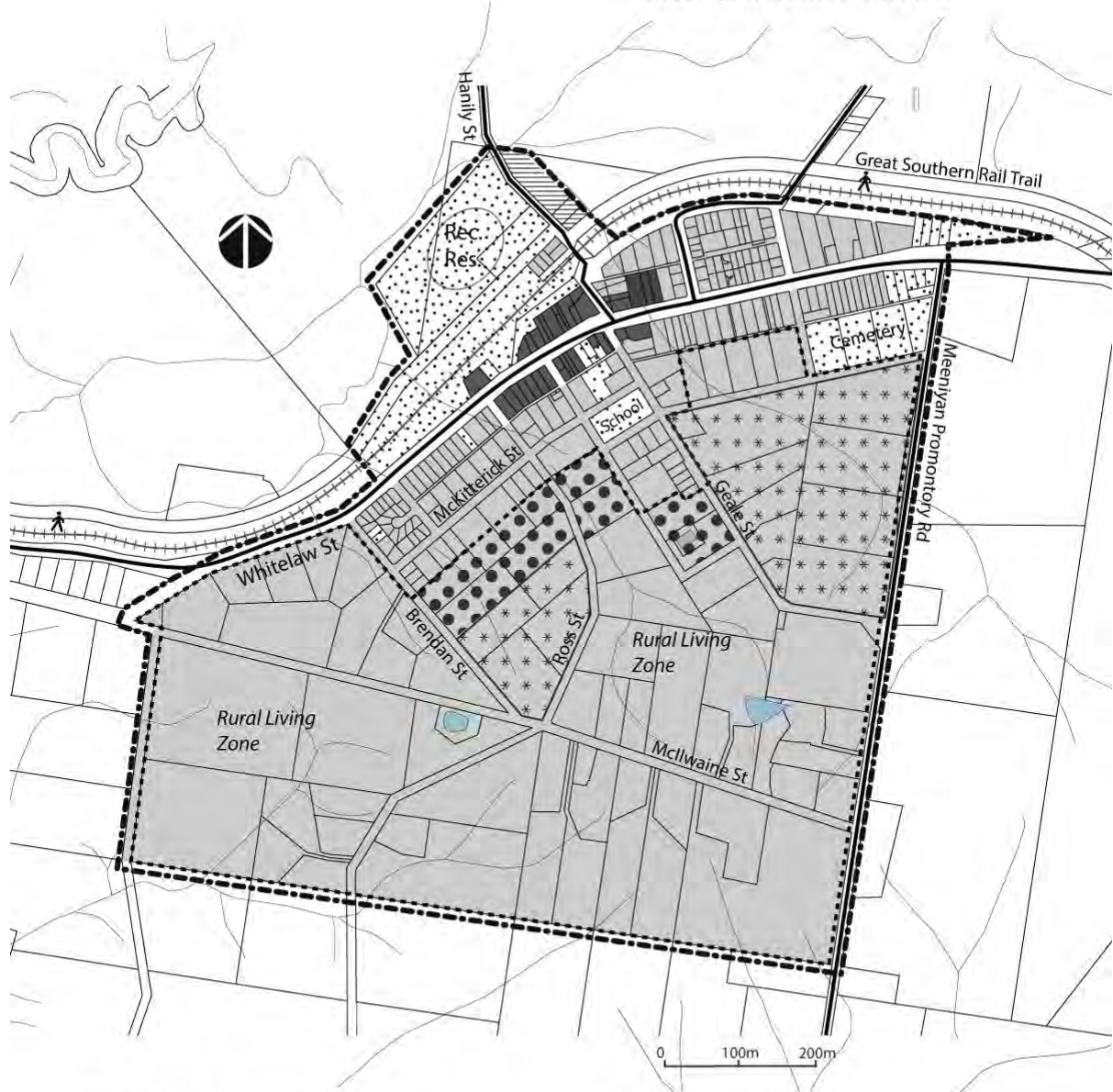
In Loch, investigate application of a Heritage Overlay to the commercially-zoned land (including the Mixed Use Zone) to protect and enhance the character of the town centre











[Please note that the draft Framework maps below will be re-drafted to match the format of the existing maps in the planning scheme prior to exhibition]

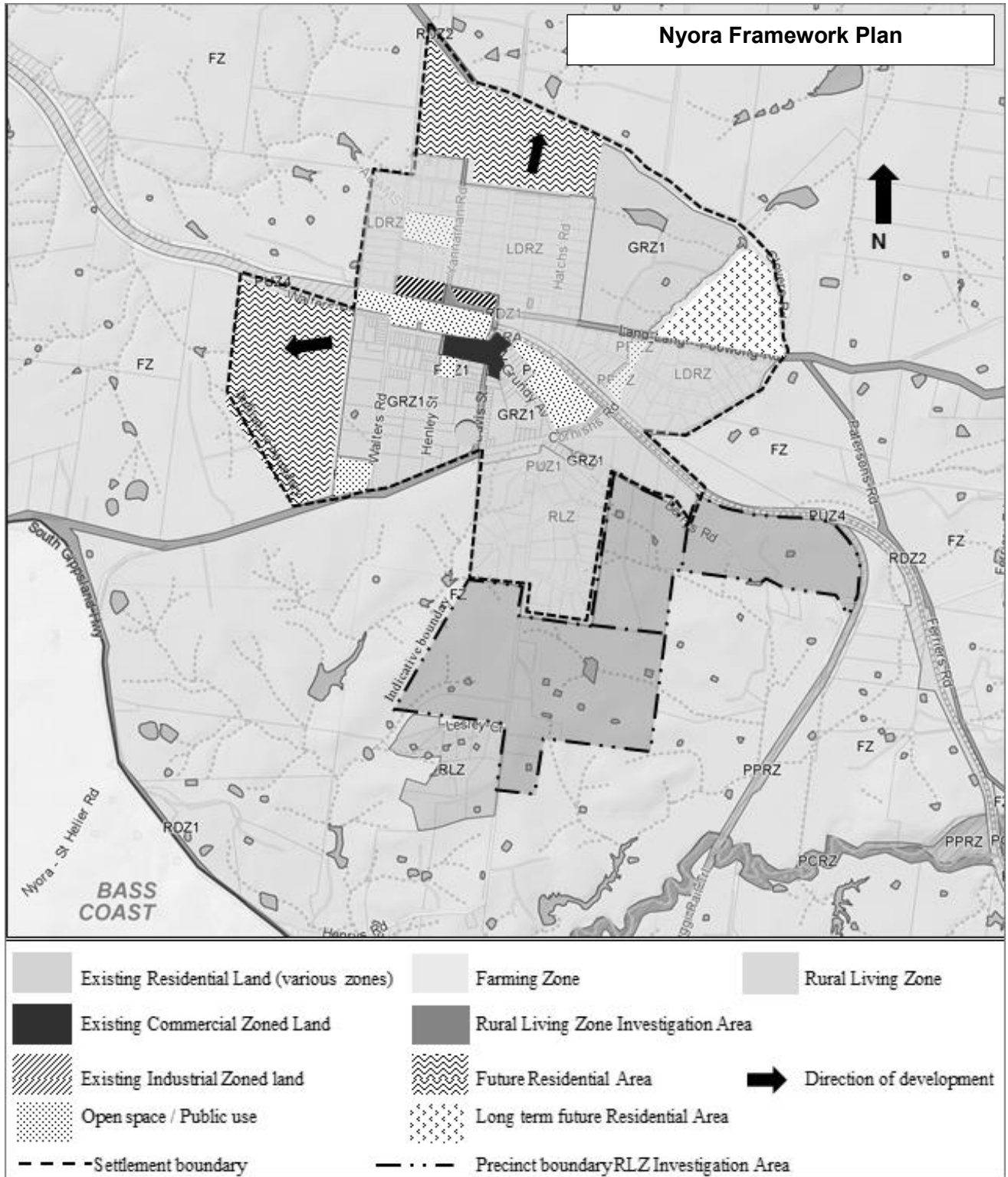


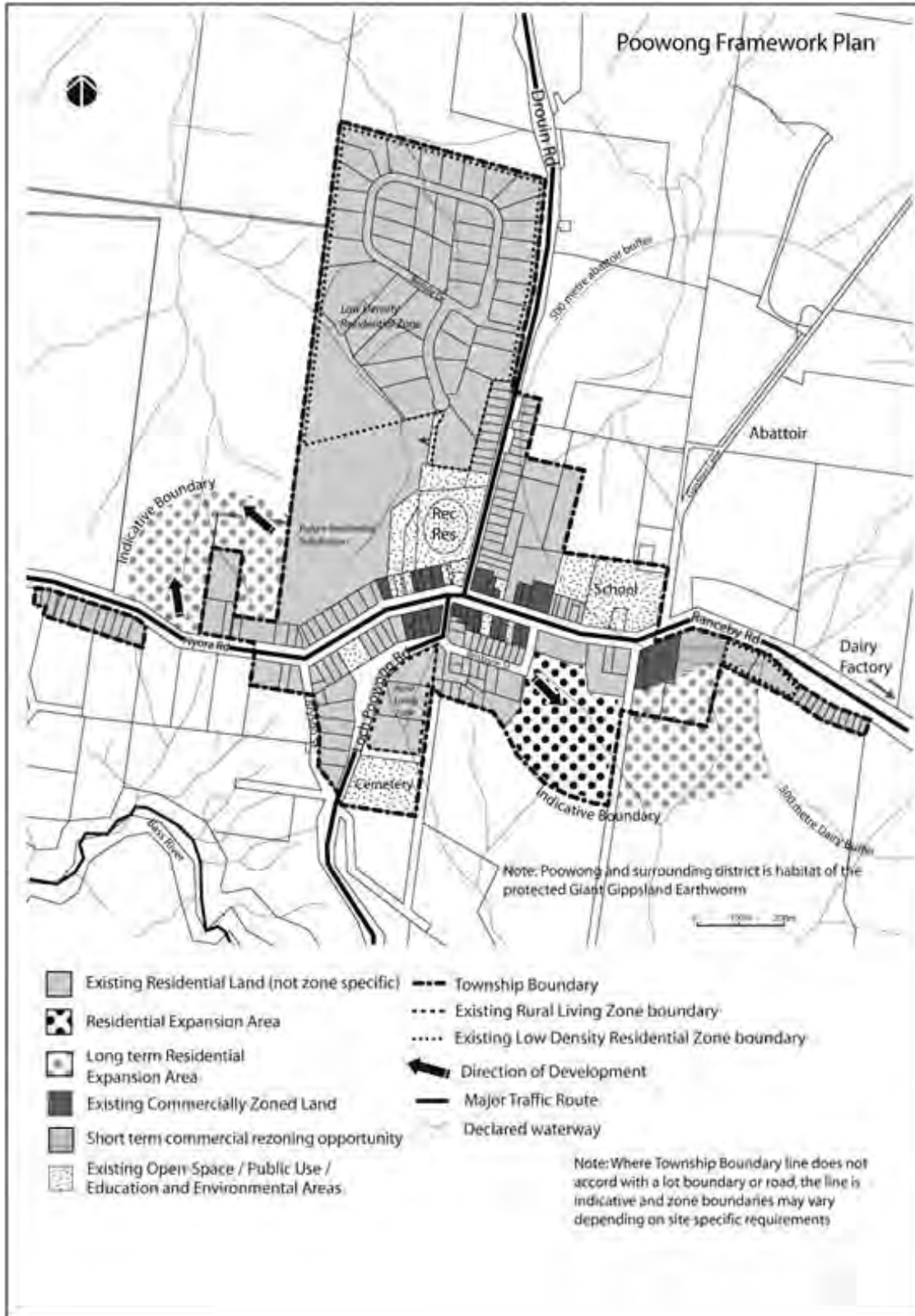


Meeniyan Framework Plan

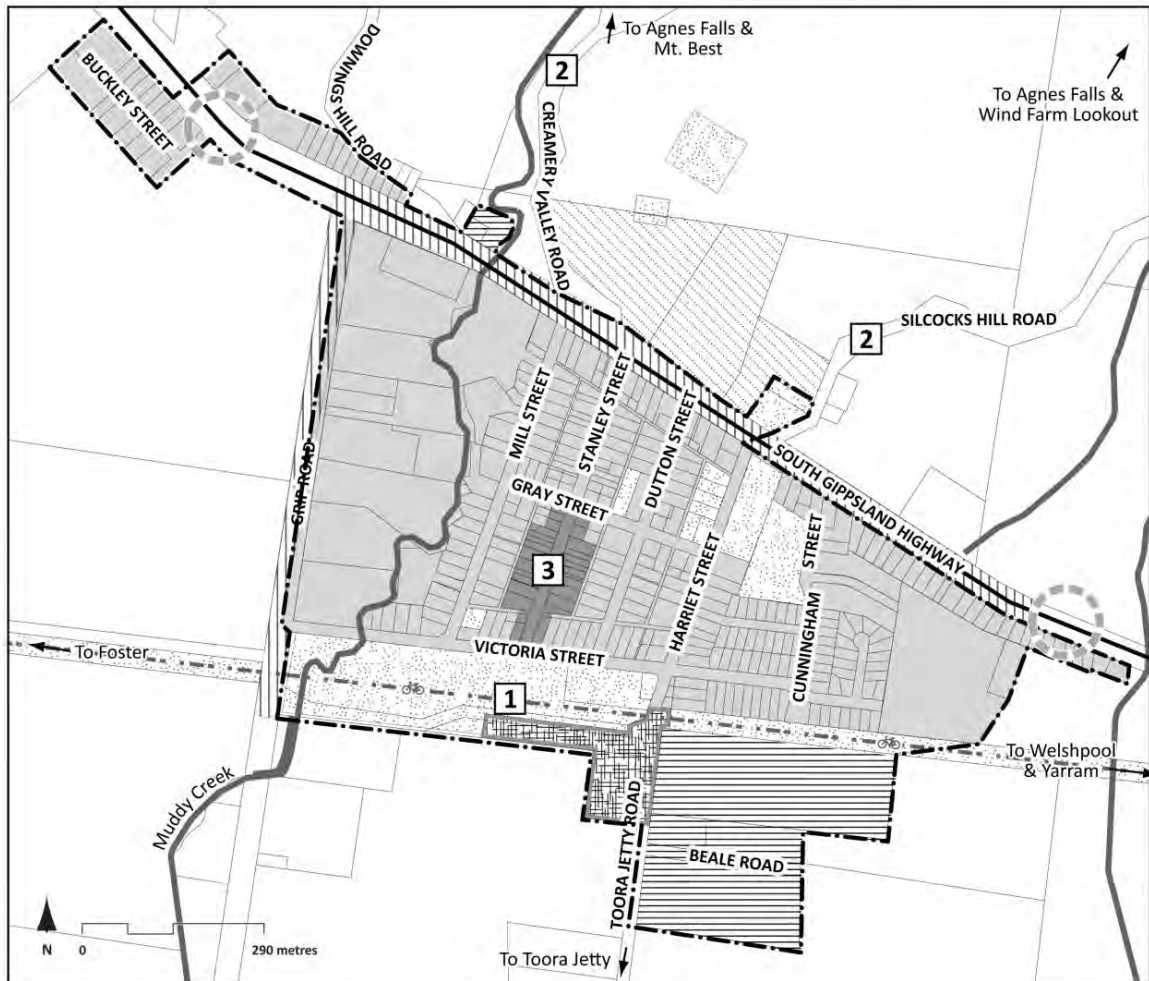


- | | |
|---|--|
|  Existing Residential Zoned Land |  Township Boundary |
|  Residential Expansion Investigation Area |  Existing Rural Living Zone boundary |
|  Low Density Residential Zone Expansion Investigation Area |  Major Traffic Route |
|  Existing Commercial Land |  Declared waterway |
|  Existing Industrial Land |  Existing Open-Space / Public Use / Education and Environmental Areas |





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

21.19 VILLAGES – Koonwarra and Welshpool

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The villages comprise small settlements on urban zoned land with some retail, education and recreation facilities that service the village population and local rural catchment. Nearby larger towns provide the higher order, essential services. Both villages are located adjacent to the Great Southern Rail Trail. Both villages are in sensitive water catchments due respectively to drainage to a potable water catchment and to nearby Corner Inlet which contains RAMSAR wetlands and marine national parks. Welshpool has a reticulated sewage system, Koonwarra does not.

Council's vision is to contain growth to land within the settlement boundaries, with the exception of two small areas of potential urban expansion identified at Welshpool should future demand warrant development, consistent with the village function, services and infrastructure.

Local area implementation

Ensure that any proposed use and development of land in the villages is generally in accordance with the requirements of the individual village's *Framework Plan* provided in this clause.

Settlement

Provide an attractive and safe residential environment in the villages.

Contain development and growth within the settlement boundaries identified in the individual villages' *Framework Plans*.

Encourage infill development of suitable vacant lots within the Township Zone and Low Density Residential Zone.

Economy

Encourage economic development, particularly in relation to tourism and industry:

Consolidate commercial services and facilities:

- In the village centre at Welshpool in the vicinity of the intersection
- At Koonwarra in and around the commercial hub on the Koonwarra-Inverloch Road

Encourage small-scale tourism within the Township Zone in the villages that complements the natural environment, agricultural and landscape values of the region and takes advantage of proximity to tourist routes and the Great Southern Rail Trail.

In Koonwarra, encourage boutique tourism associated with sustainability and/or gourmet food at Koonwarra

Landscape and built form

Promote ecologically sustainable and attractive forms of development that complement the natural and built environmental characteristics of the villages.

Encourage development that is sympathetically designed and located so as to protect the environmental and landscape values of the surrounding area.

Infrastructure

Encourage community services and facilities in the villages consistent with the needs for a village and its surrounding community.

Encourage the extension of reticulated sewerage system to Koonwarra

Further strategic work

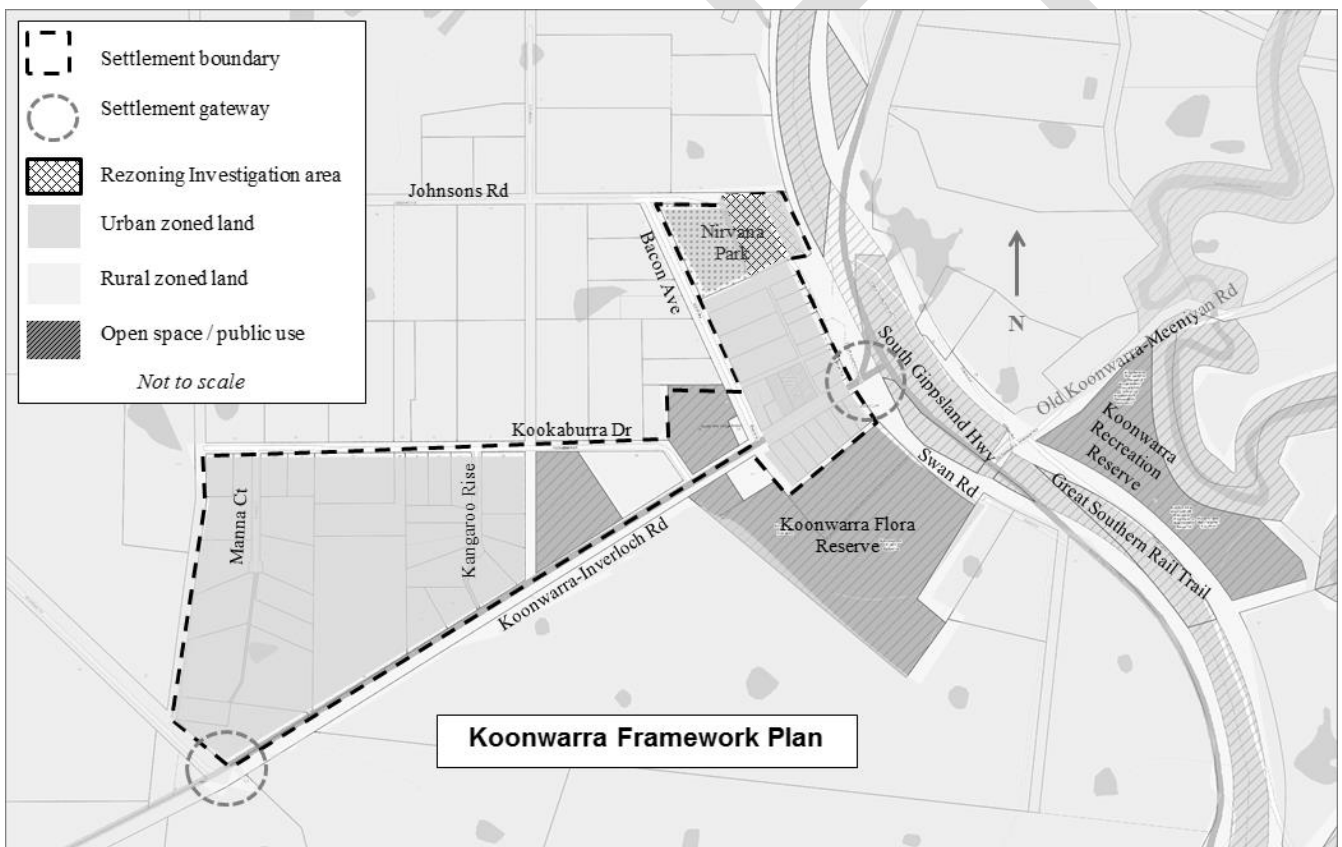
Review zonings, overlays and investigation areas in accordance with the villages' framework plans, including:

- Correct a zoning anomaly at Nirvana Park, 1-11 Johnsons Rd Koonwarra, described as CA23 Section 3 Parish of Leongatha;
- The residential investigation expansion areas in Pedersen Street and Slades Hill Road Welshpool after a significant proportion of the vacant lots within the Township Zone have been developed;
- Application of an overlay to protect native vegetation within the settlement boundaries.

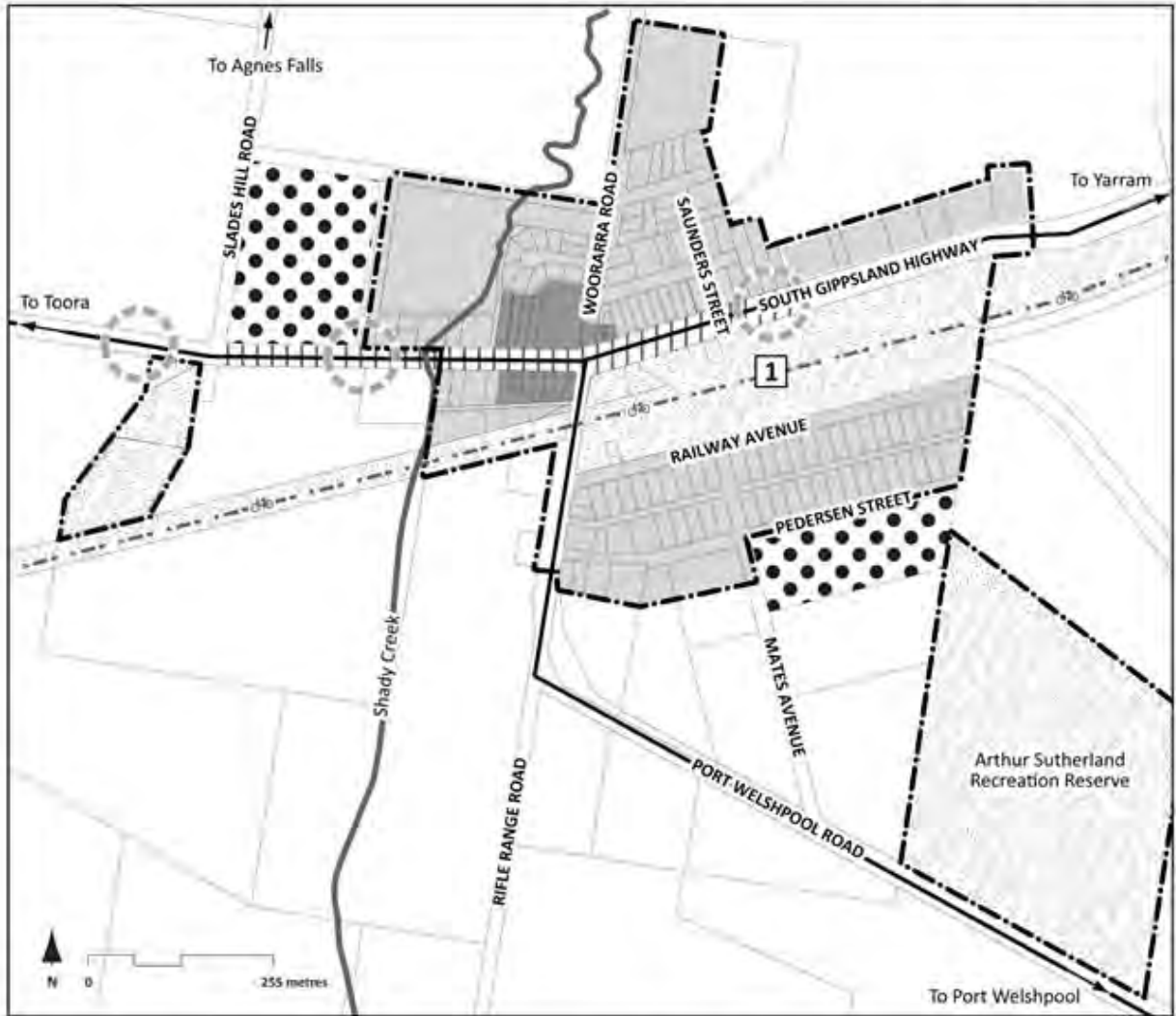
Develop and implement urban design actions for the improvement of the visual image of the localities in accordance with the *Eastern District Urban Design Frameworks, January 2012* and the *South Gippsland Housing and Settlement Strategy, 2013*.

Review and implement the recommendations of the *South Gippsland Heritage Study (2004)* in order to conserve and enhance the character of the villages.

[Please note that the draft Framework maps below will be re-drafted to match the format of the existing maps in the planning scheme prior to exhibition]



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

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COASTAL VILLAGES – Port Welshpool, Sandy Point, Tarwin Lower, Venus Bay, Walkerville, Waratah Bay and Yanakie

Located on or just inland from the coast, the coastal villages perform a key tourist function and experience seasonal population influxes significantly in excess of the small permanent populations. They contain urban zoned land but are isolated from neighbouring settlements by stretches of open farmland and/or land with indigenous vegetation held in public ownership for conservation purposes. The facilities and services are consistent with a village and local rural catchment, with nearby larger towns providing the higher order, essential services. Port Welshpool is the only coastal village with a reticulated sewer system.

Council's vision to contain growth to land within the settlement boundaries in order to maintain non-urban breaks between settlements, and to direct potential long term expansion to specific areas provided sustainability requirements can be met, accords with the *Victorian Coastal Strategy 2014*. Due to use of groundwater, small lot sizes, development density, soil conditions and conservation values, provision of reticulated sewer system and improvement of non-reticulated systems is a priority for the coastal villages, with Sandy Point, Venus Bay and Walkerville being priorities 1, 2 and 4 respectively in the Council's *Domestic Wastewater Management Plan 2016-2020*.

Local area implementation

Ensure that any proposed use and development of land in the coastal villages is generally in accordance with the requirements of the relevant Coastal Village's *Framework Plan* provided in this clause.

Settlement

Provide an attractive and safe residential environment and strengthen the economic future of the coastal villages.

Contain development and growth within the settlement boundaries identified in the individual coastal villages' *Framework Plans*.

Limit projected residential growth to the long term development areas identified in the individual coastal villages' *Framework Plans*

Discourage development in areas susceptible to erosion and inundation

Ensure that any expansion into the long term development areas identified in the respective coastal villages' *Framework Plans* 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, the location of sites of cultural and heritage significance, and sites of recognised environmental significance; and
- Pedestrian access from the long term development area to the nearby foreshore and commercial centres is practicable.

Landscape and built form

Maintain the character of the coastal villages and preserve the different styles of each estate by ensuring that new growth, infill and redevelopment maintains the coastal villages' unobtrusive, low key rural holiday character.

Encourage development that enhances the character of the commercial precinct in the coastal villages

Maintain the rural buffers between and surrounding:

- The first, second and third estates of Venus Bay
- Venus Bay and Tarwin Lower
- Sandy Point and Waratah Bay
- Walkerville, Walkerville South and Walkerville (Promontory Views Estate)

Maintain areas of indigenous vegetation in new development where possible

Promote ecologically sustainable and attractive forms of development that complement the natural environmental characteristics of the coastal villages

Promote environmentally sustainable principles for new developments including the use of best practice water sensitive urban design measures and maximising opportunities for solar energy generation and use

Economy

Consolidate new commercial use and development:

- At Tarwin Lower in the existing commercial precinct in Evergreen Road between Walkerville Road and School Road
- At Venus Bay in the existing Commercial 1 Zone in the First Estate
- At Yanakie in and around the commercial hub on the Meeniyan-Promontory Road

At Port Welshpool encourage:

- Businesses and facilities related to recreational boating, fishing, aquaculture and other marine-related activities
- Medium-scale tourism, compatible with any environmental constraints, in the Township Zone in the vicinity of Long Jetty

Maintain the low level of commercial development within Waratah Bay

Discourage commercial and industrial use and developments within the residential areas excepting niche businesses including small-scale tourism businesses that complement the natural environment, agricultural and landscape values of the region

Environment

Ensure that each development site is capable of on-site wastewater treatment and management that does not reduce the quality of groundwater

Protect the environmental values, beaches, flora and fauna of Anderson Inlet, the Tarwin River, Waratah Bay and Cape Liptrap Coastal Park

Develop a network of habitat corridors and vegetation linkages throughout the coastal villages

Infrastructure

Improve community services and facilities in the coastal villages consistent with the needs for a coastal village and its surrounding community.

Encourage provision of reticulated sewer system to Sandy Point, Tarwin Lower, Venus Bay and Walkerville (Promontory Views Estate)

Encourage boat launching and marina facilities at Port Welshpool.

Further strategic work

Review the suitability of planning controls to land potentially affected by acid sulfate soils and sites of known cultural heritage significance and amend or develop new controls as appropriate

Develop a Master Plan, which clearly defines the boundaries of existing and long term commercial development areas (where relevant) and identifies planning controls to ensure that the design, location and extent of commercial areas is consistent with preferred character of the respective coastal villages

Review rezonings, overlays and investigation areas identified in the coastal villages' framework plans, including:

- Investigate rezoning land at Waratah Avenue and Caringal Street, Waratah Bay known as Lots 1 and 3 of LP147252 and former Lot 2 of LP147252 (now A\PS542845), from Farming Zone to Rural Conservation Zone, in order to better protect the environmental significance of the area
- Investigate rezoning land to the south of Jupiter Boulevard, Venus Bay, from Township Zone to Commercial 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 land at 2-20 Black Avenue Venus Bay (Estate 2) described as lots 724, 727-729 and 731-733 LP56450 and PC356812) from Commercial 1 Zone to Township Zone, in order to recognise and consolidate the existing role of the commercial area in Venus Bay Estate 1

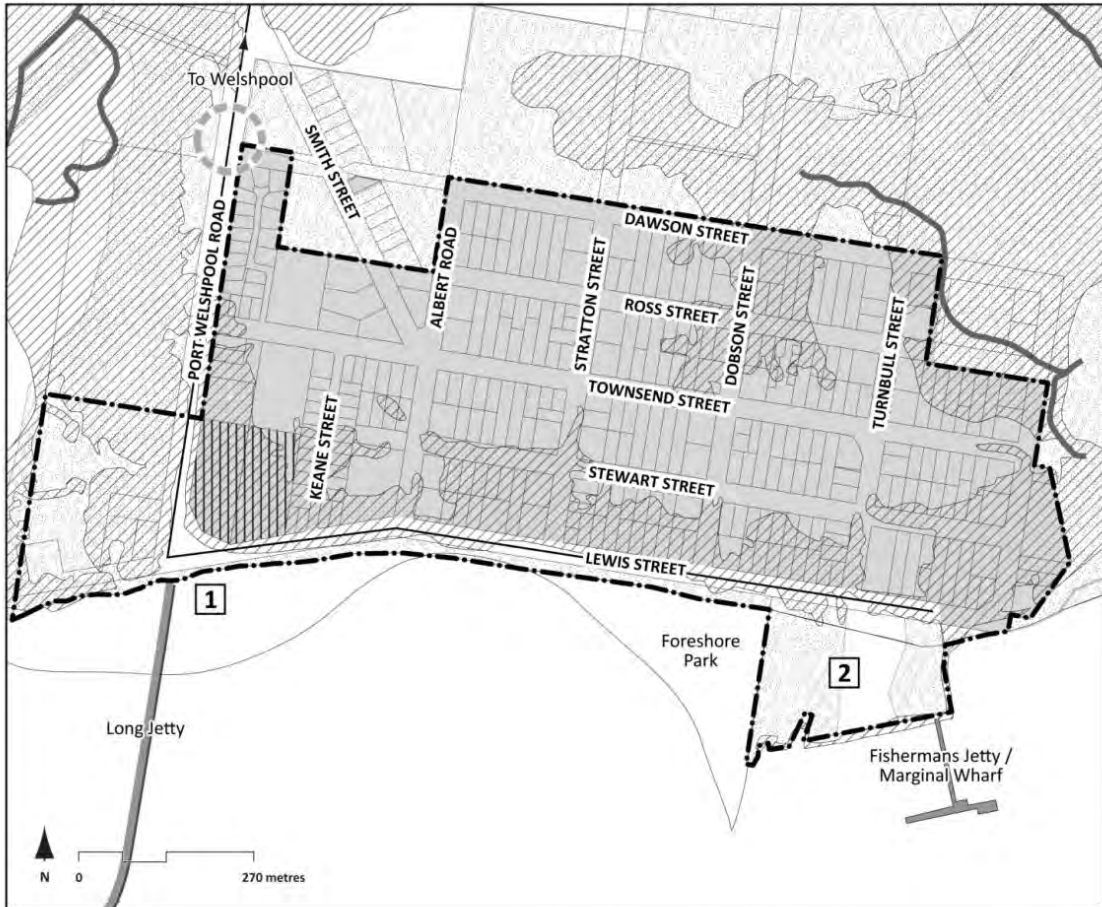
Develop policies and actions for the future development of Yanakie and the surrounding area, recognising the importance of Yanakie's strategic location in respect to Wilson's Promontory

Where not already existing, implement a planning scheme response such as an overlay to achieve design objectives to protect landscape values in coastal villages as appropriate. Address aspects such as built form, building heights, siting, setbacks, site coverage, materials, colours, fencing, landscaping treatments, earthworks and vegetation retention

Investigate the application of a planning scheme overlay to protect native vegetation within the town boundaries

[Please note that the draft Framework maps below will be re-drafted to match the format of the existing maps in the planning scheme prior to exhibition]

Port Welshpool Framework Plan

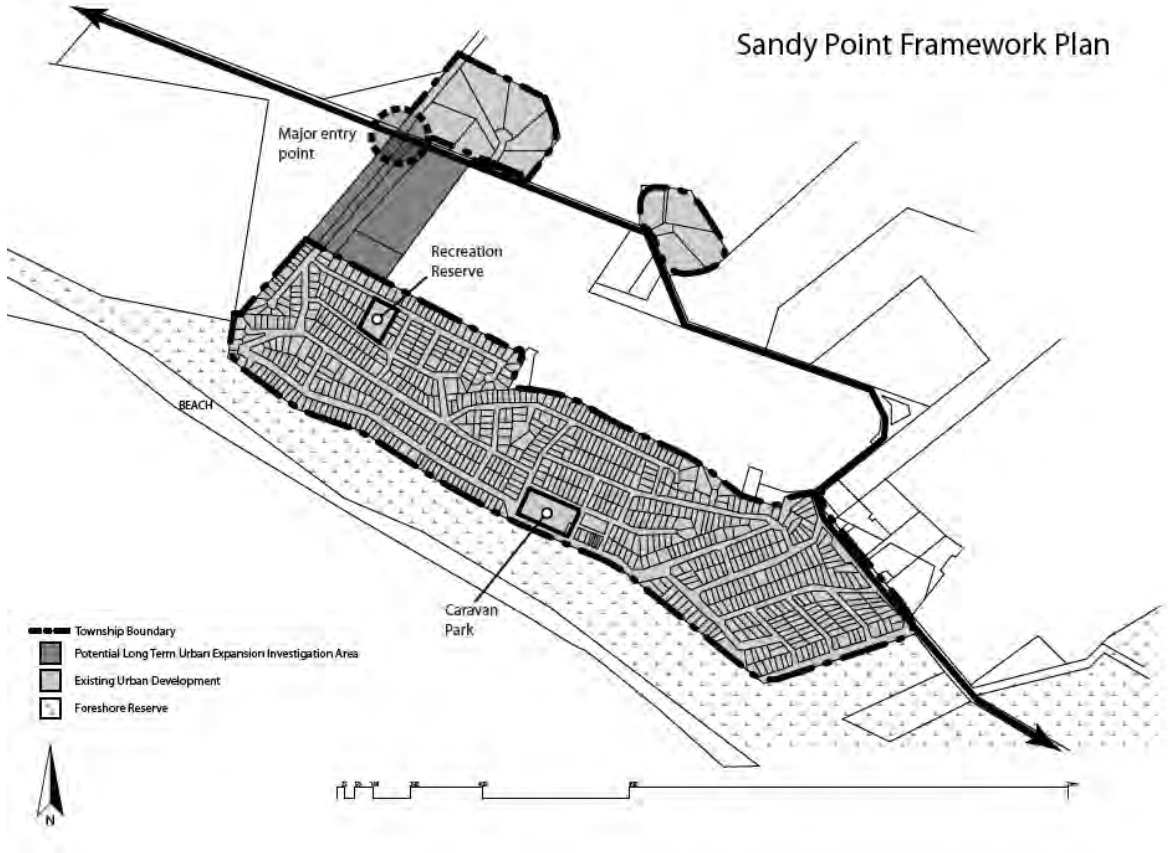


- Urban Zoned Land
- Open Space / Public Use / Education & Environmental Areas
- Preferred for Tourism-related Use
- Land potentially subject to flooding*
- Township Boundary
- Major Traffic Route
- Waterway
- Township Gateway

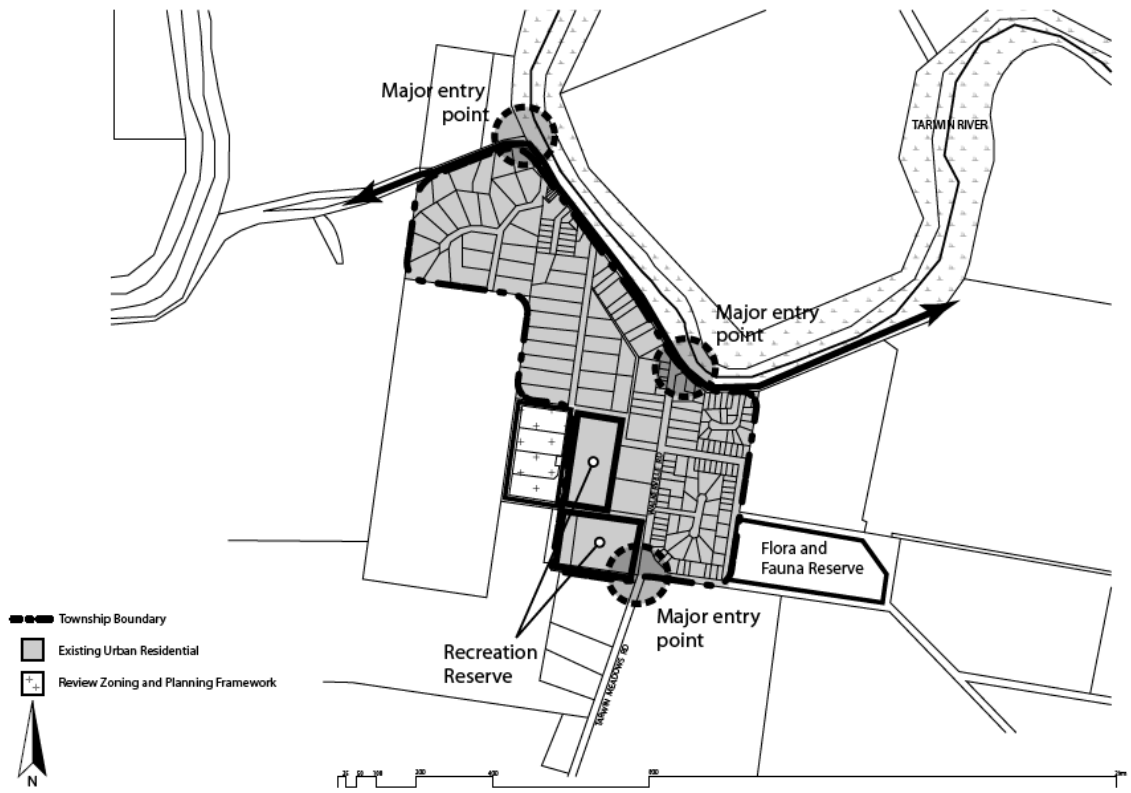
SUPPORT TOURISM OPPORTUNITIES:

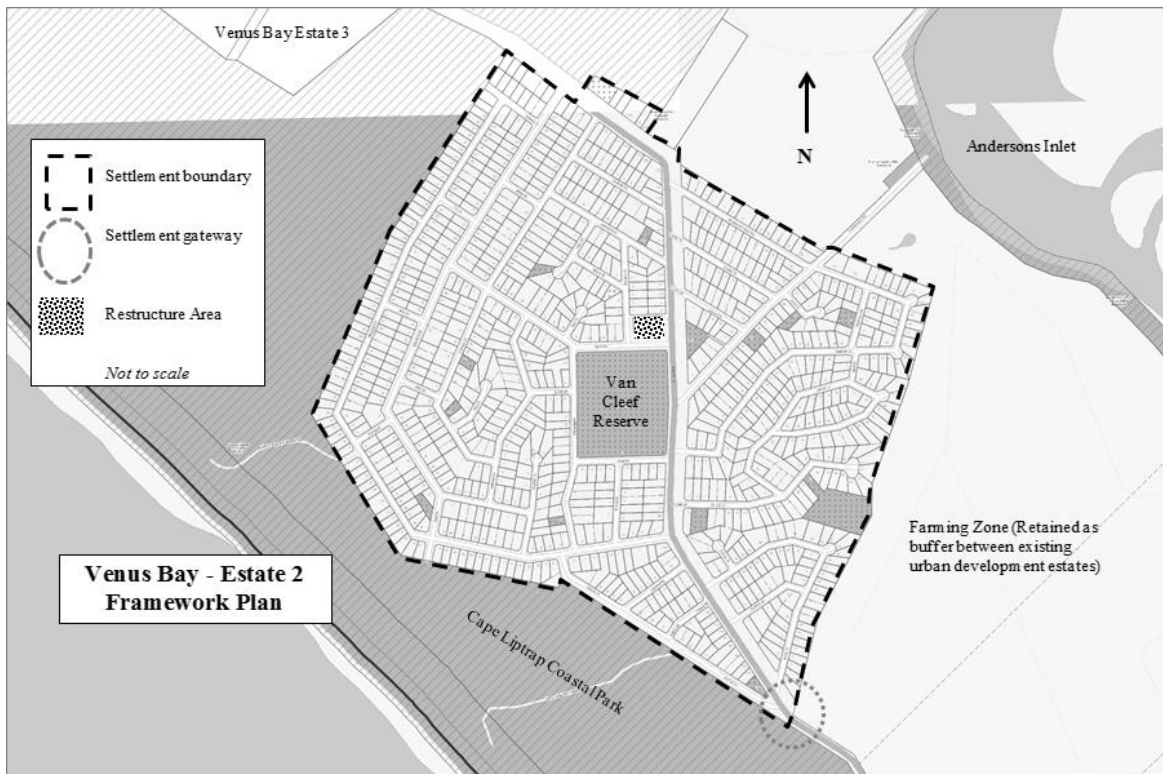
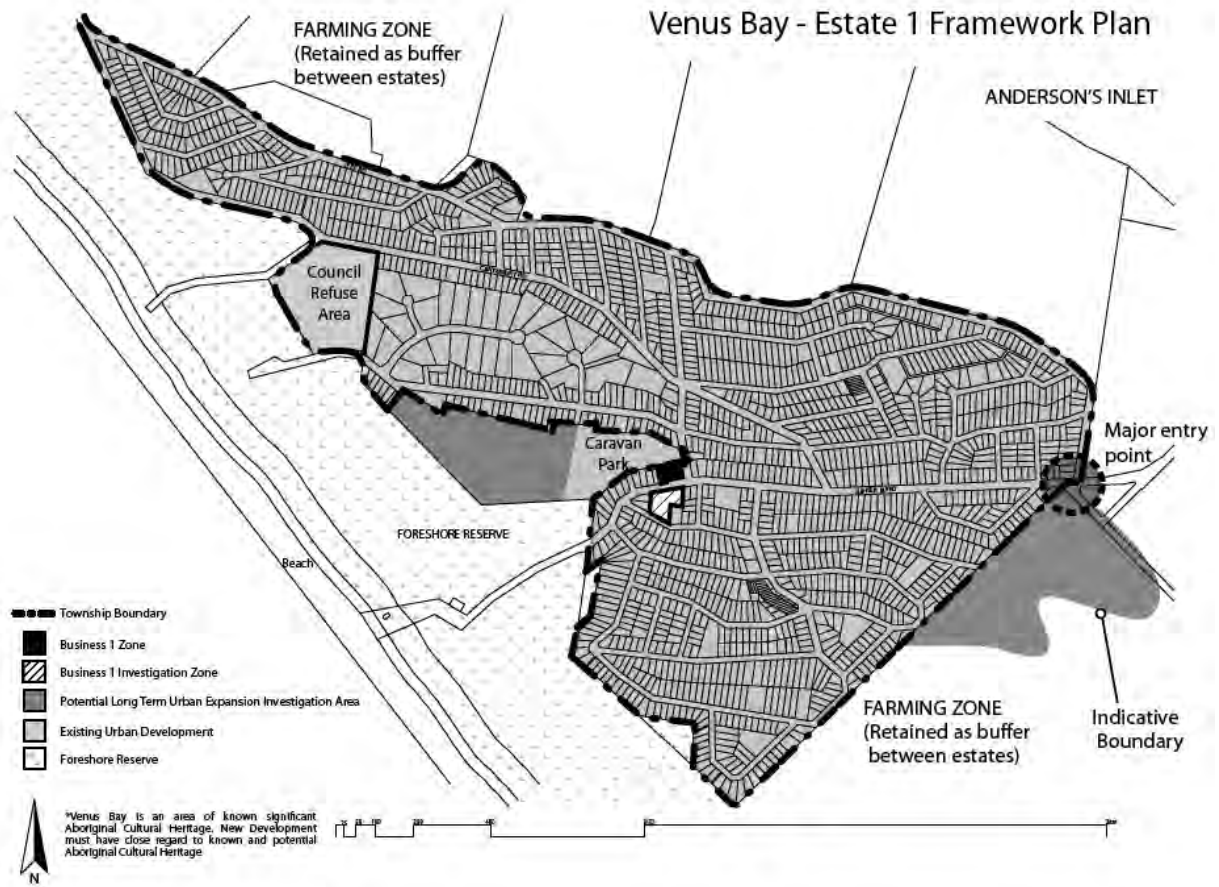
- 1** Long Jetty Precinct
- 2** Marine Facility

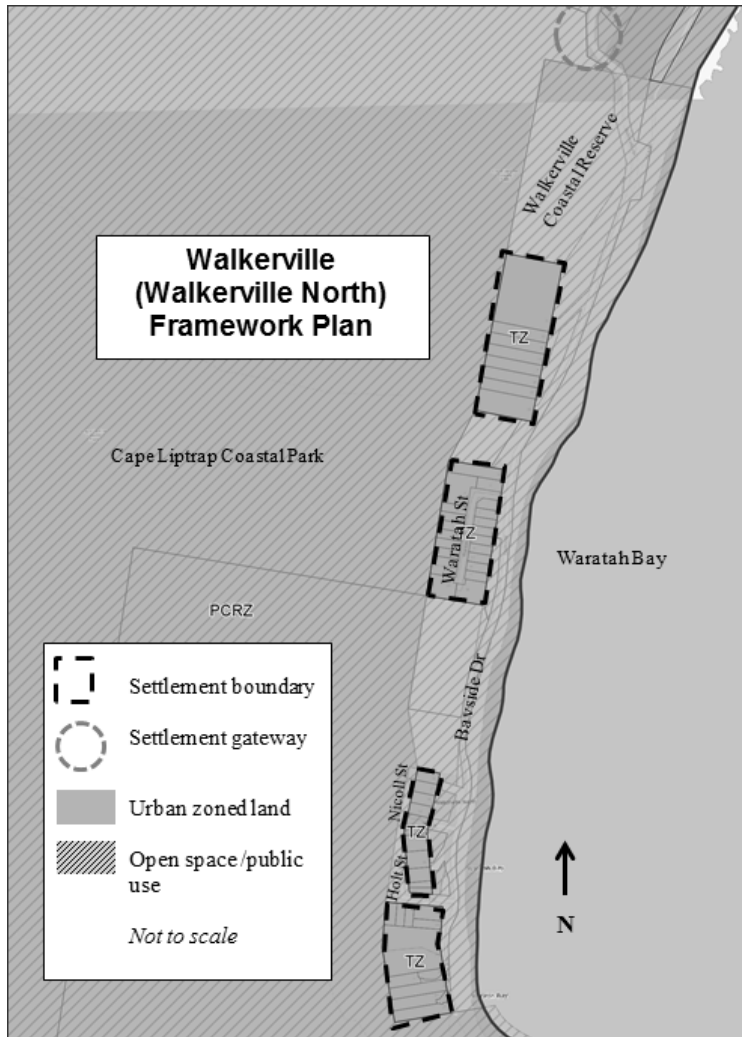
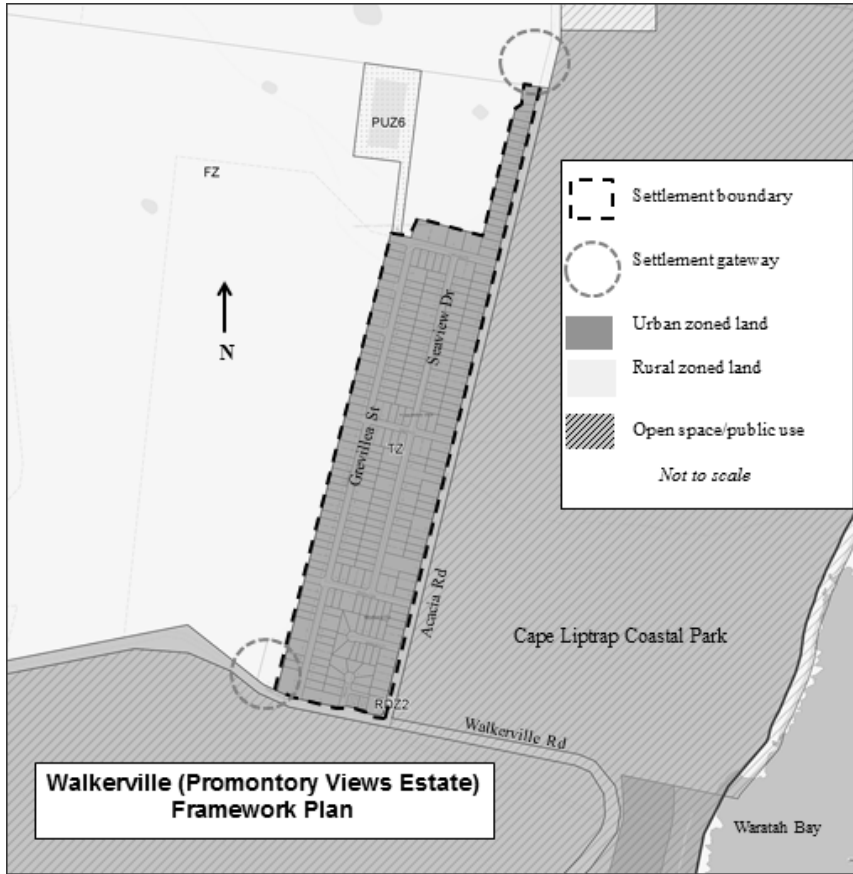
Sandy Point Framework Plan

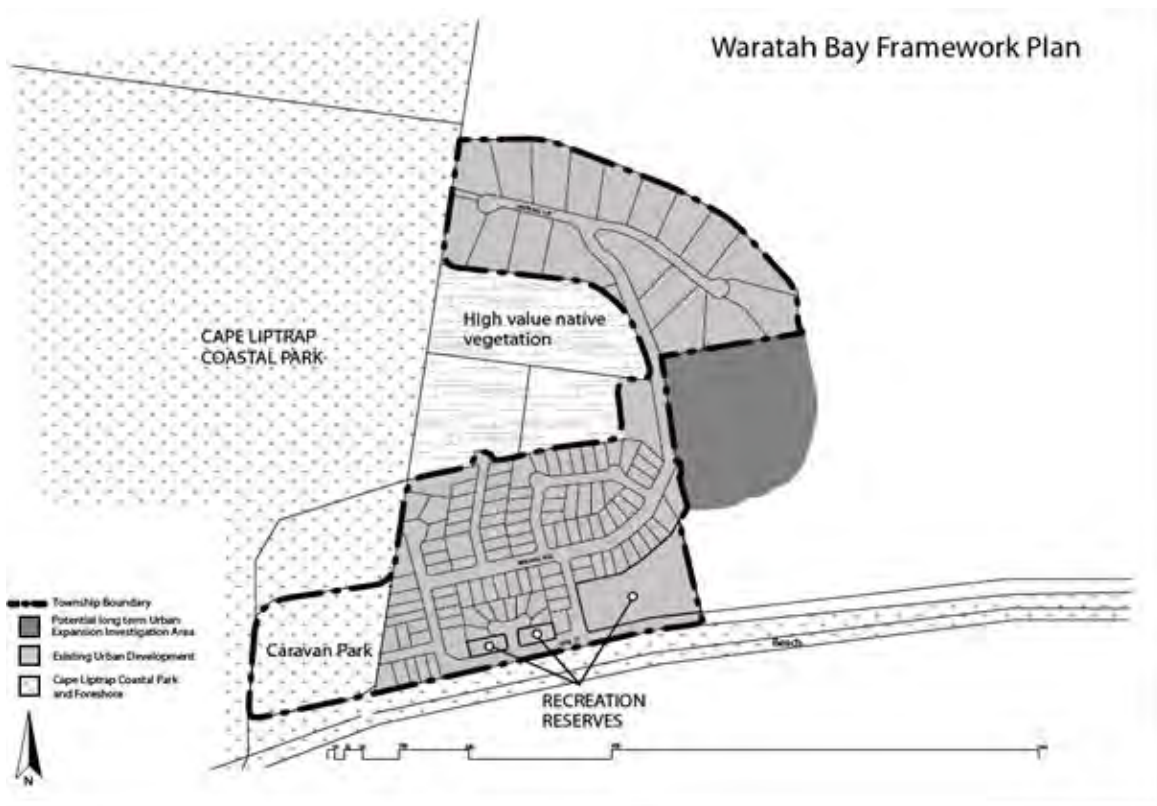
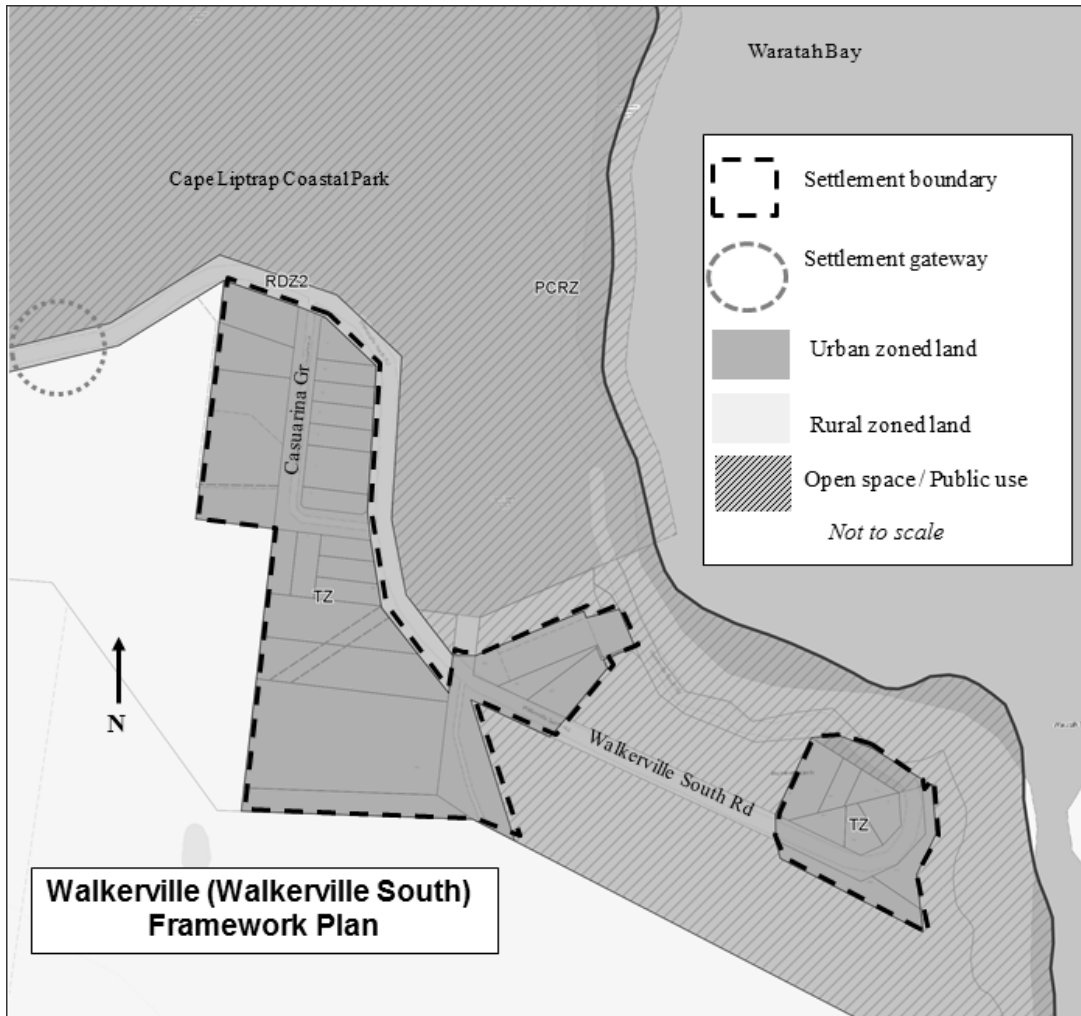


Tarwin Lower Framework Plan











21.21 HAMLETS – Bena, Buffalo, Dumbalk, Jumbunna, Kongwak, Mirboo, Port Franklin, Ruby and Stony Creek

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The hamlets are characterised by a cluster of housing on urban or small rural allotments with limited or minimal infrastructure and community services. The hamlets contain a mix of urban and rural zoned land except for Mirboo and Ruby which are entirely within a rural zone. Community services are very limited and service infrastructure is minimal although Stony Creek and Port Franklin may have the future opportunity to connect to existing sewage treatment plants. Retail facilities are very limited or absent. Some hamlets have potential for small-scale tourism associated with local agricultural products, markets, rail trails, rural landscapes and natural environments. The hamlets are generally located adjacent to land with development constraints such as susceptibility to erosion, inundation, flooding or bushfire risk. Dumbalk, Mirboo and Ruby are in water catchments that provide potable water supply, and Port Franklin drains directly into the Corner Inlet RAMSAR wetlands and the Corner Inlet Marine and Coastal Park.

Council's vision is to contain growth within the settlement boundary of the respective hamlets. This is due to lack of infrastructure and services, to protect agricultural, landscape and environmental values, and to reduce risks associated with environmental hazards. Investigation of small areas in or adjacent to the settlements for zoning and overlay application changes to recognise local circumstances would be beneficial for some hamlets.

Local area Implementation

Ensure that use and development of land in the hamlets is generally in accordance with the requirements of the individual Hamlet's *Framework Plan* provided in this clause.

Settlement

Provide an attractive and safe environment in the hamlets in the Shire.

Contain development and growth within the settlement boundaries identified in the individual hamlets' *Framework Plans*.

Discourage development in areas susceptible to environmental hazards.

Landscape and built form

Ensure that new development, infill and redevelopment maintains the hamlets' rural character, picturesque locations and unique identities.

Promote ecologically sustainable and attractive forms of development that complement the natural and built environmental characteristics of the hamlets, including topography and landscape values of the surrounding area.

Maintain the rural landscape character of the localities by requiring applications for dwellings on rural zoned land within the settlement boundary of a hamlet's *Framework Plan* to state how design and siting of the development applies the principles in the *South Gippsland Shire Council Siting and Design Guide – Dwellings and associated buildings in the Rural Activity and Farming Zones*.

Conserve and enhance the sense of arrival at hamlet settlements by encouraging sensitively designed and sited buildings and attractive landscaping treatments in locations adjoining settlement gateways.

Conserve and enhance heritage places including Avenues of Honour in recognition of their contribution to the overall character of the settlement.

Ensure any infill development adjoining heritage places, including Avenues of Honour, sensitively reflects the particular characteristics of the heritage place and avoids visual dominance.

Economy

Encourage small-scale tourism developments, services and niche business sectors within the settlement boundary that complement the natural environment, agricultural and landscape values of the region or are associated with the proximity of the Great Southern Rail Trail.

Support tourism opportunities associated with Kongwak and Jumbunna markets.

Support commercial activity in the Commercial hub consolidation area at Kongwak and Dumbalk.

Promote equine-related land uses between Stony Creek and Meeniyan.

Environment

Support protection and maintenance of Giant Gippsland Earthworm habitat and populations.

Ensure that development site is capable of on-site wastewater treatment that does not prejudice groundwater quality.

Infrastructure

Encourage multiple uses of community facilities to maximise efficient use of the asset.

Improve community services and facilities in the hamlets.

Discourage development in the absence of reticulated sewerage system at Port Franklin.

Promote the extension of reticulated sewerage system to Port Franklin and Stony Creek.

Further strategic work

Review zonings, overlays and investigation areas identified in the hamlets' Framework Plans, including:

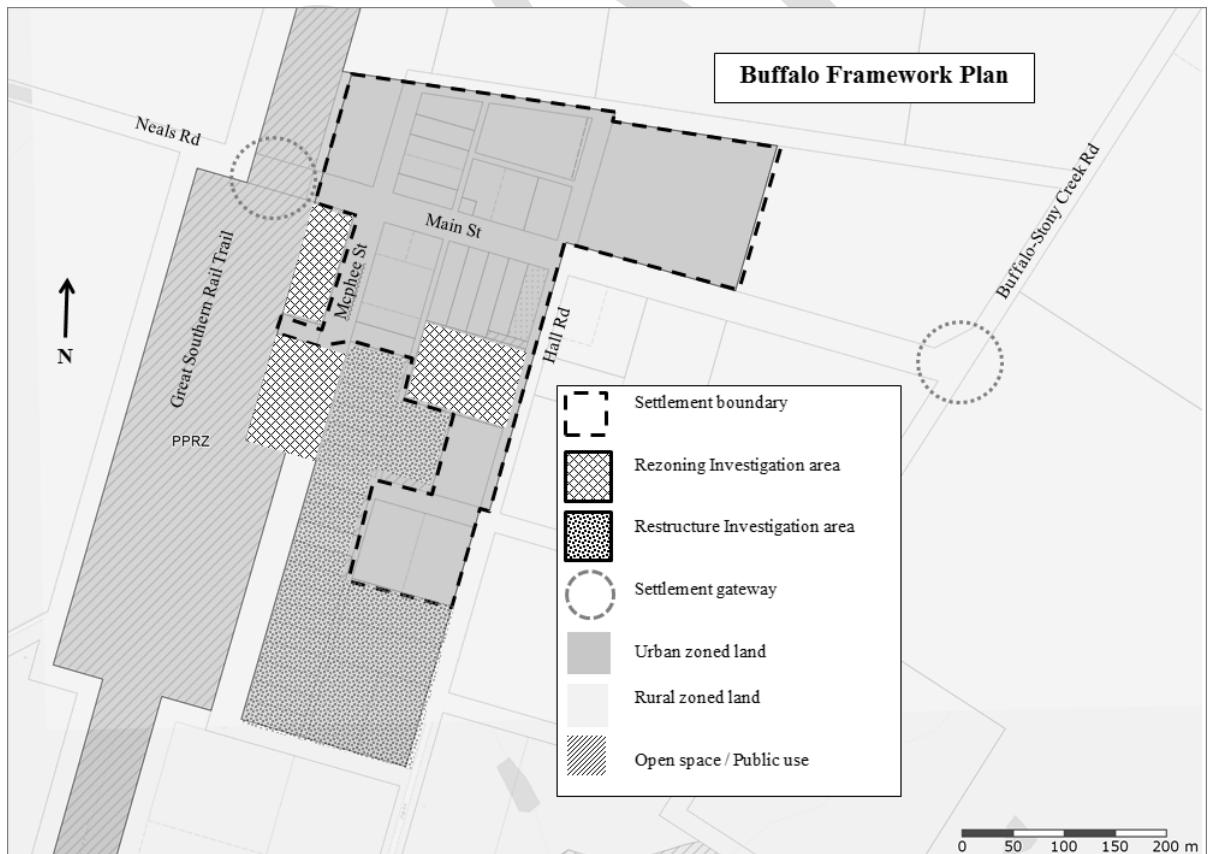
- Potential rezoning of Township Zone land in public ownership at Buffalo to an appropriate zone.
- Potential application of the Restructure Overlay to land in public and private ownership in McPhee Street and Hall Road Buffalo.
- Potential rezoning of Township Zone land in public ownership at Kongwak to an appropriate zone.
- Potential rezoning of land north of the Stony Creek – Dollar Rd and east of Tobin Road (being 13-25 Stony Creek - Dollar Rd and 9 Tobin St Stony Creek) located between the Township Zone and Stony Creek Racecourse to an urban zone and/or Rural Living Zone.
- Potential rezoning of Farming Zone land in public ownership on the west side of Jacks Rd Stony Creek to an appropriate zone.

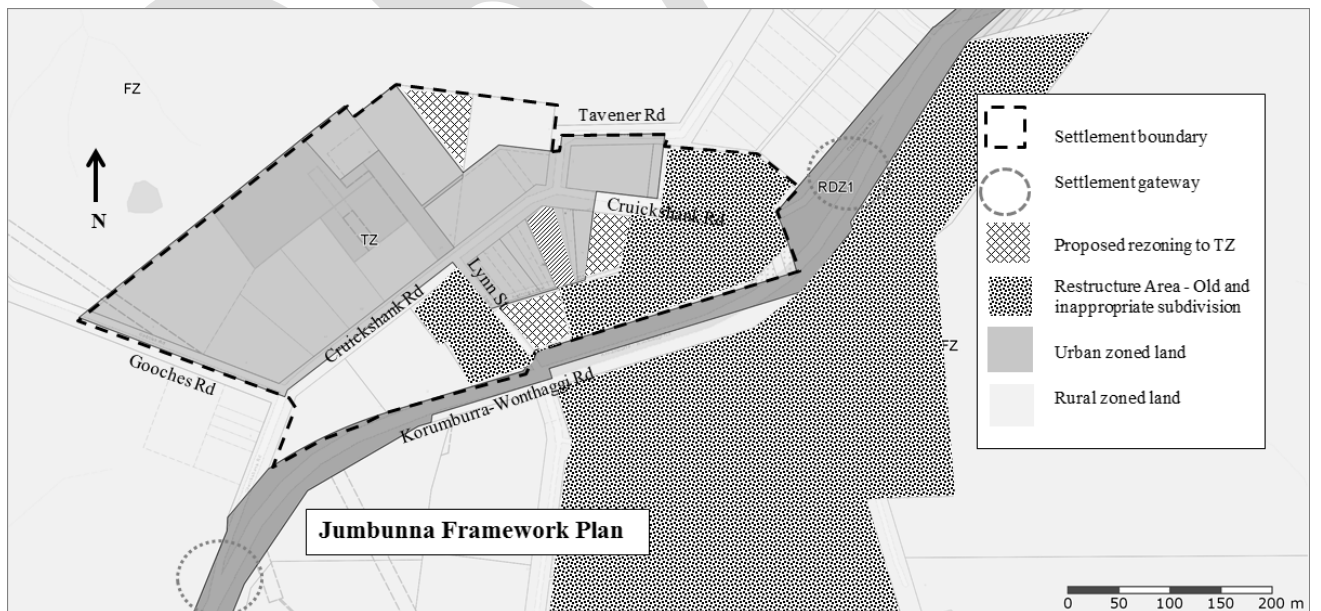
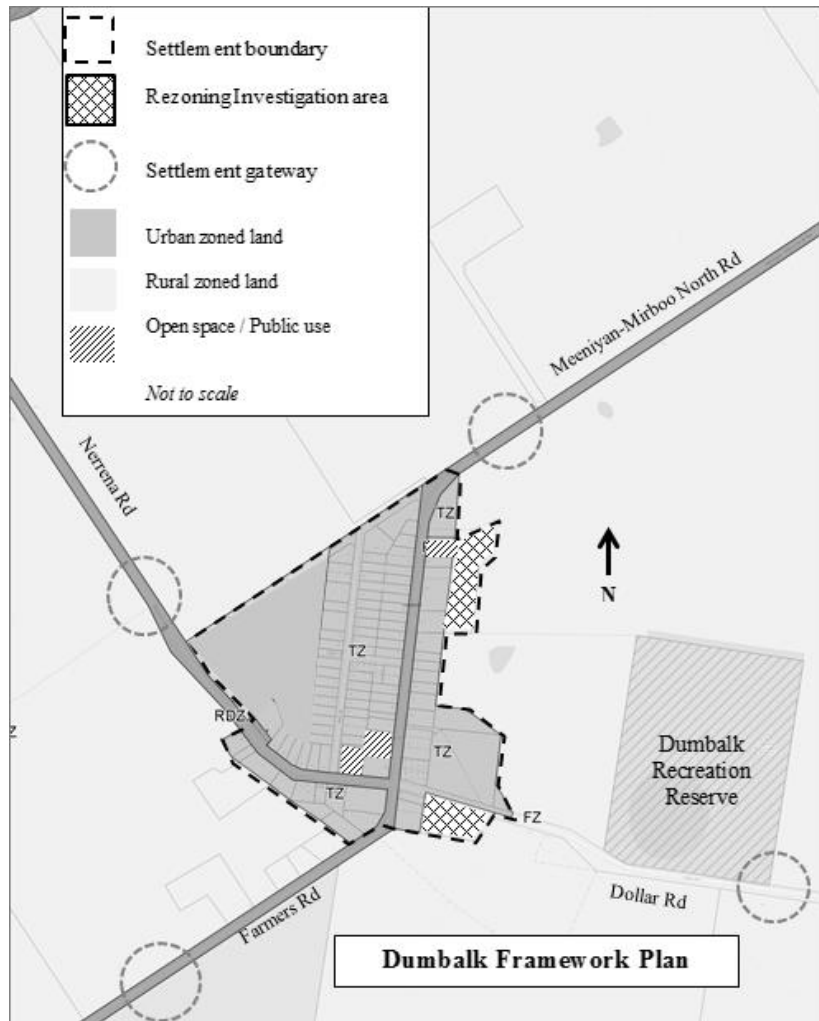
Investigate formally closing the old alignment of the South Gippsland Highway – Stony Creek Road in Stony Creek

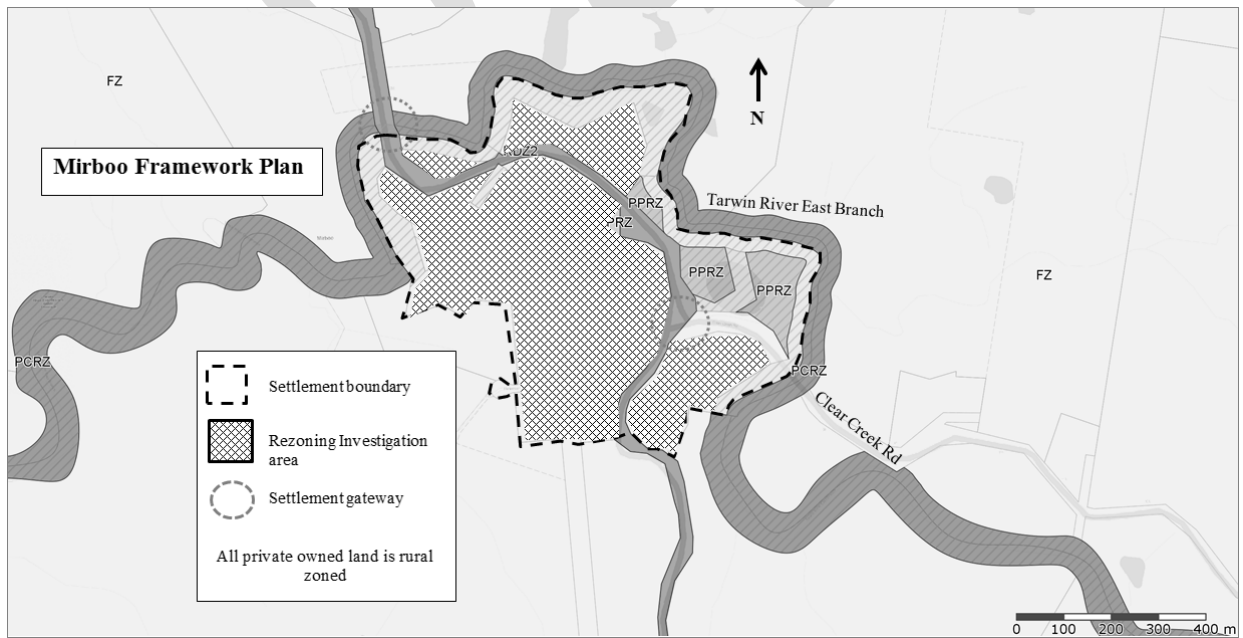
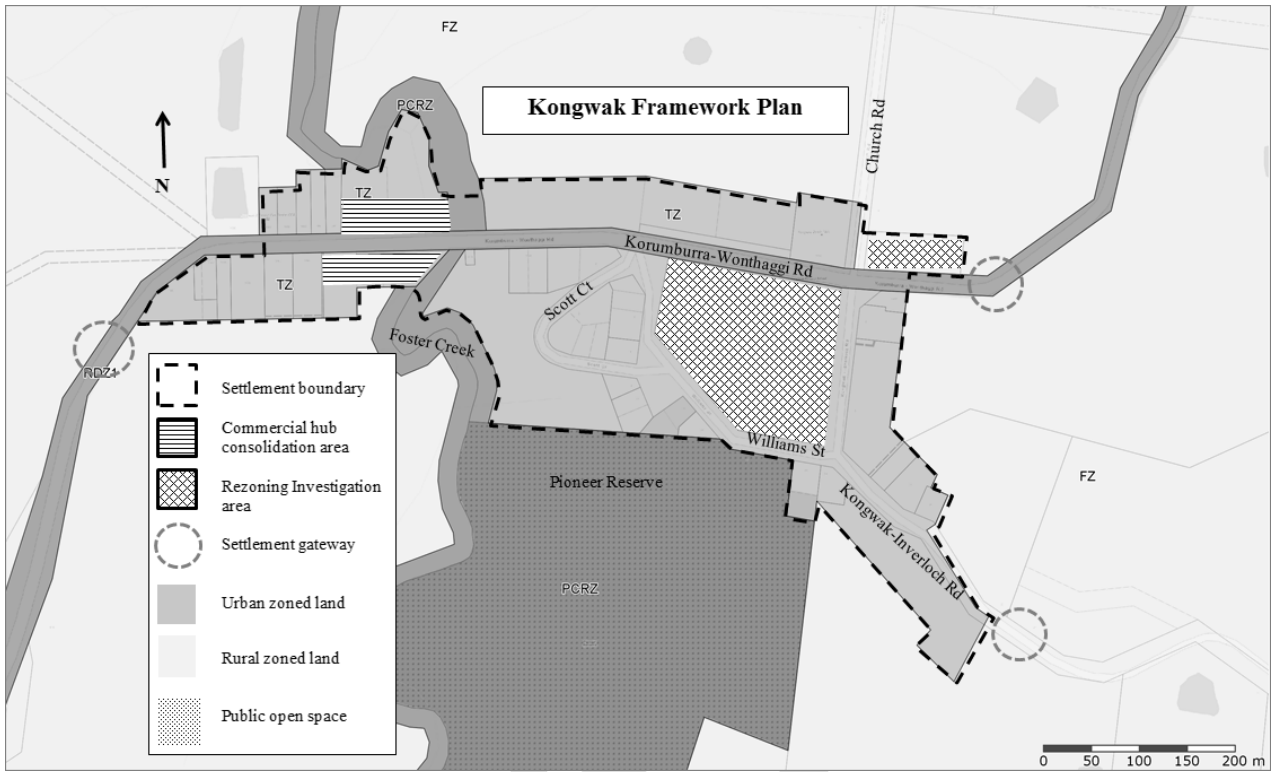
Develop and implement urban design actions for the improvement of the visual image of the hamlets in accordance with the *Eastern District Urban Design Frameworks, January 2012* and the *South Gippsland Housing and Settlement Strategy, 2013*.

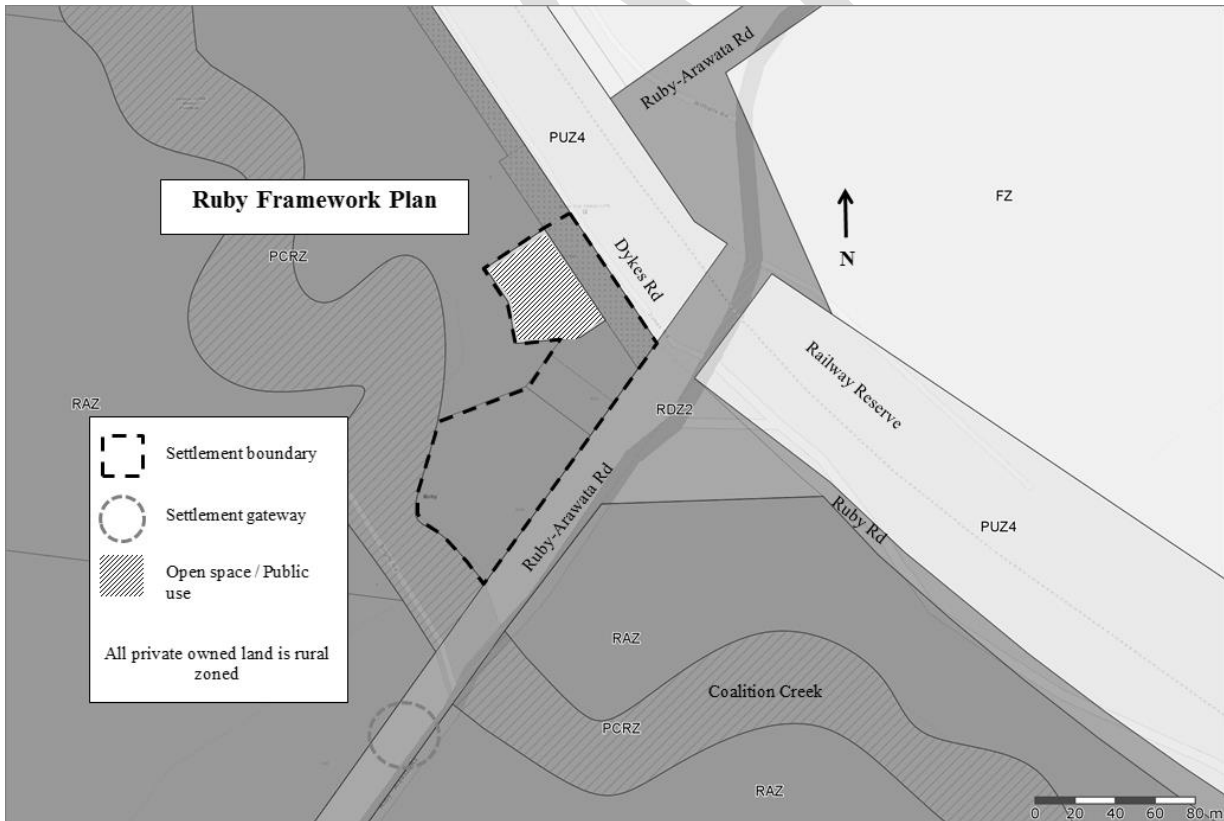
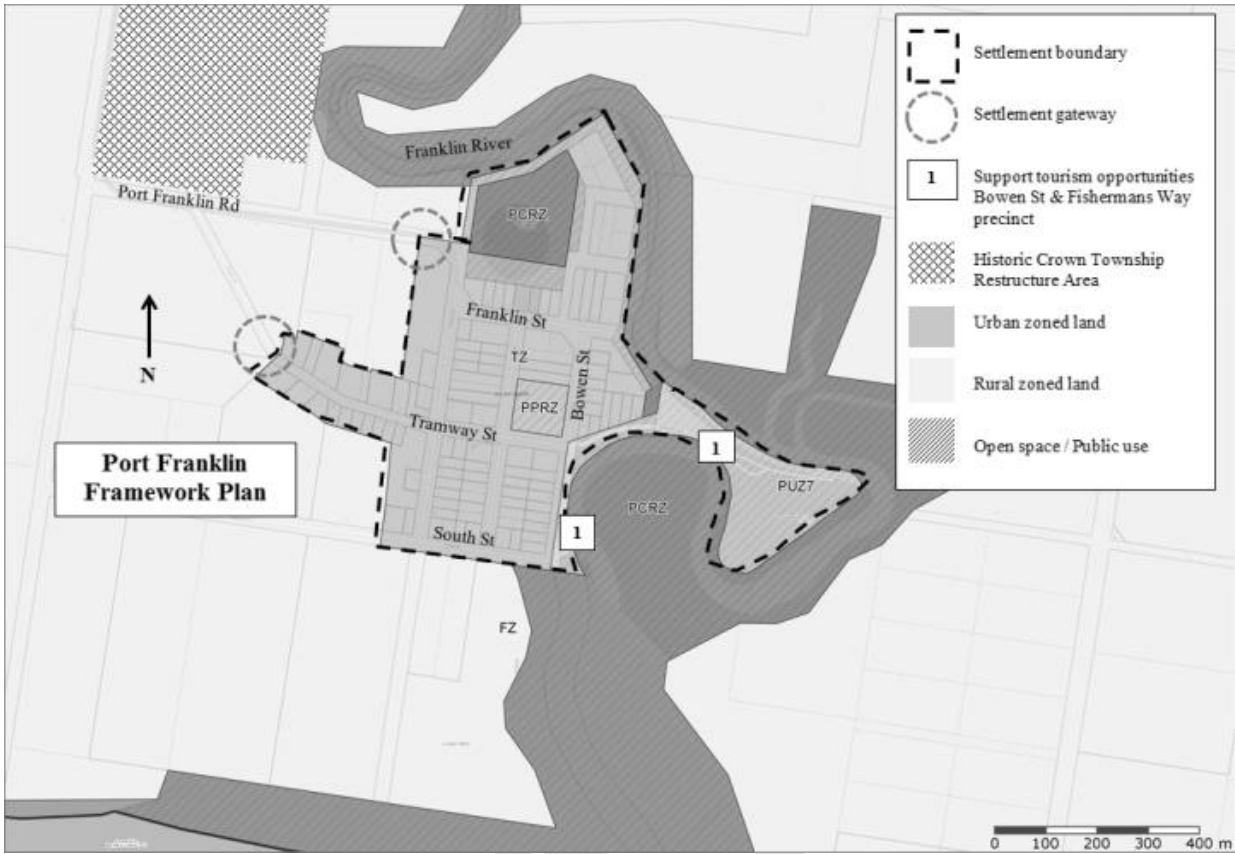
Review and implement the recommendations of the *South Gippsland Heritage Study (2004)* in order to conserve and enhance the character of the hamlets.

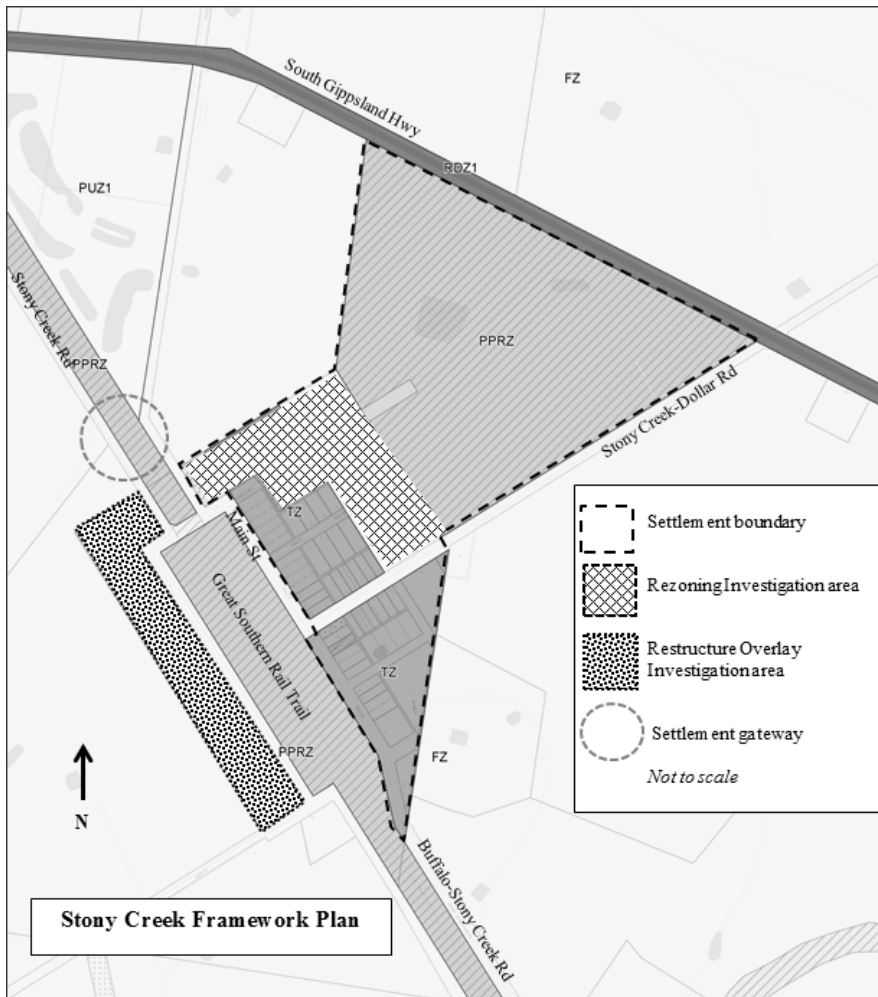
[Please note that the draft Framework maps below will be re-drafted to match the format of the existing maps in the planning scheme prior to exhibition]











21.22

LOCALITIES – Agnes, Arawata, Darlimurla, Hedley, Kardella, Mt Best, Nerrena, Strzelecki and othersDD/MM/Y
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Scattered across the Shire, the localities comprise clusters of housing located in rural areas on small rural allotments. Arawata and Kardella contain urban zoned land with the other localities being within a rural zone. The localities have minimal or no infrastructure or community facilities and are relatively isolated from higher level settlements. Some of the localities are within or adjacent to land with development constraints such as susceptibility to erosion or bushfire. Some localities have potential for small-scale tourism associated with local agricultural products, rail trails, rural landscapes and natural environments.

Council's vision is to contain growth within the settlement boundary of the respective localities and to strongly discourage expansion outside of the settlement boundaries. This is due to the lack of infrastructure and services, to protect agricultural, environmental and landscape values, and to reduce risks associated with environmental hazards.

Local area implementation

Ensure that any proposed use and development of land is generally in accordance with the individual locality's *Framework Plan* provided in this clause.

Settlement

Provide an attractive and safe environment in the localities in the Shire.

Contain growth within the settlement boundaries identified in the individual localities' *Framework Plans*

Discourage development in areas susceptible to environmental hazards.

Landscape and built form

Promote ecologically sustainable and sympathetically designed and located development that complements the environmental, topographical and landscape values of the surrounding area.

Maintain the rural (including forested) landscape character of the localities by requiring applications for dwellings on rural zoned land within the settlement boundary of a locality's *Framework Plan* to show how the proposed development addresses the principles in the *South Gippsland Shire Council Siting and Design Guide – Dwellings and associated buildings in the Rural Activity and Farming Zones*.

Conserve and enhance the sense of arrival at locality settlements by encouraging sensitively designed and sited buildings and attractive landscaping treatments in locations adjoining settlement gateways.

Conserve and enhance heritage places including Avenues of Honour in recognition of their contribution to the overall character of the settlement.

Ensure any infill development adjoining heritage places, including Avenues of Honour, sensitively reflects the particular characteristics of the heritage place and avoids visual dominance.

Economy

Support small-scale tourism businesses that complement the natural environment, agricultural and landscape values of the region or are associated with proximity of the Grand Ridge Rail Trail and the Great Southern Rail Trail.

Environment

Support protection and maintenance of Giant Gippsland Earthworm habitat and populations.

Ensure that each development site is capable of on-site wastewater treatment and disposal that does not prejudice groundwater quality.

Infrastructure

Encourage multiple uses of community facilities to maximise efficient use of the asset.

Further strategic work

Review rezonings, overlays and investigation areas identified in the localities' framework plans, including:

- Review the zoning of the Farming zoned land associated with an easement located between 5479 and 5483 South Gippsland Highway Agnes.
- Review positioning of Road Zone Category 2 alignment of Kardella Rd at Kardella in consultation with VicTrack.
- Review the application of the Township Zone and alignment of settlement boundaries at Kardella and Arawata where vacant land exists with split zonings in the Township Zone and the Farming Zone.

Consider application of the Restructure Overlay on small lots in Cornell Road at Darlimurla.

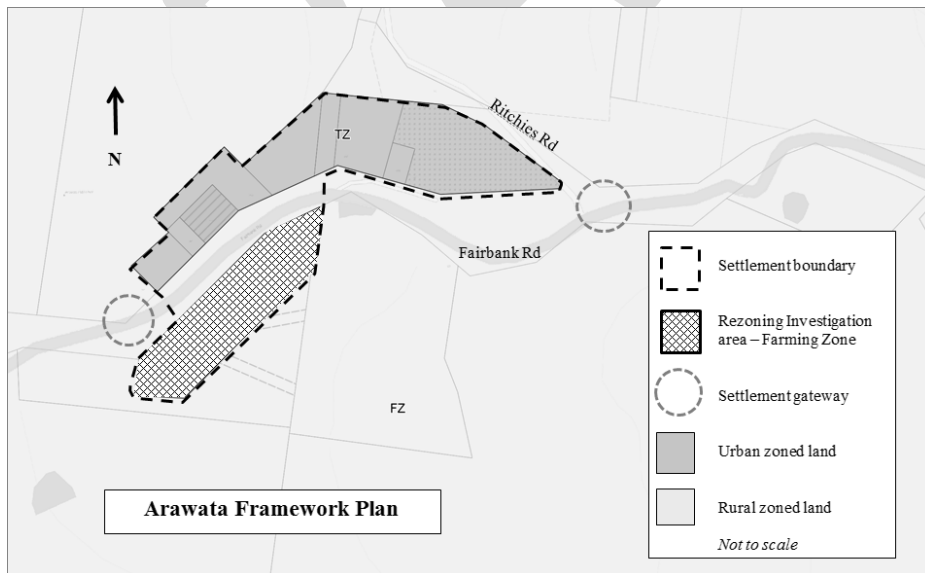
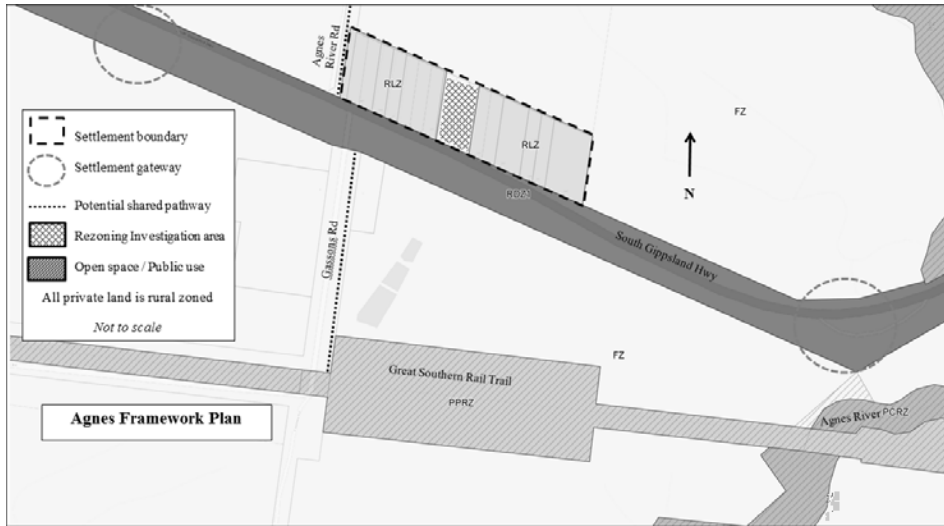
Develop Framework Plans for other localities in the Shire including Allambee South, Baromi, Bennison, Berrys Creek, Binginwarri, Boolarong, Boorool, Dollar, Fairbank, Gunyah, Hallston, Hazel Park, Boolarra South, Delburn, Thorpdale South and Wonyip. Liaise with Responsible Authorities of neighbouring planning schemes where localities are located across municipal boundaries.

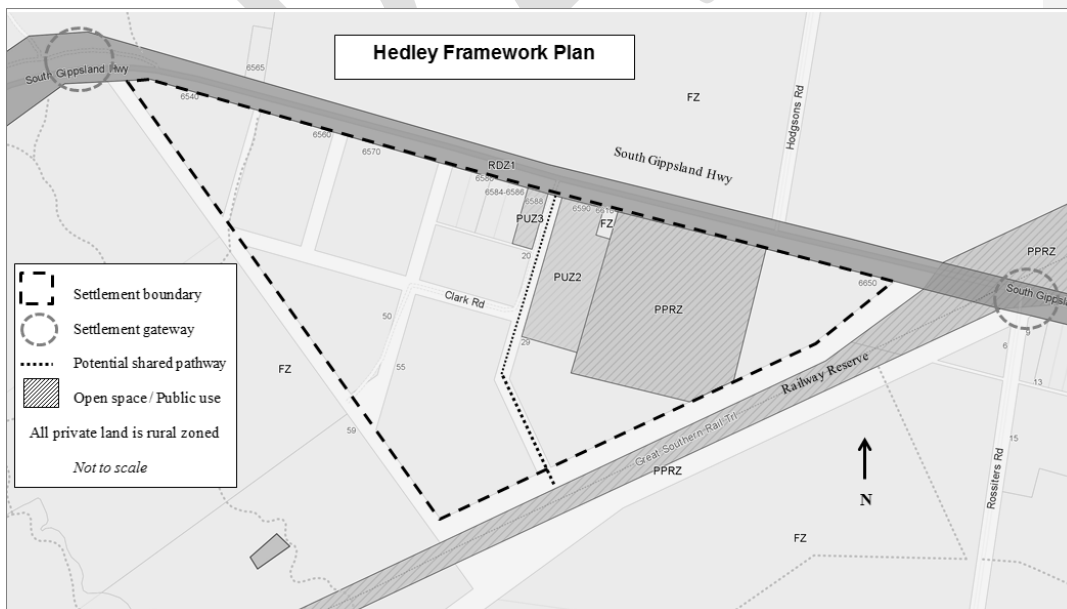
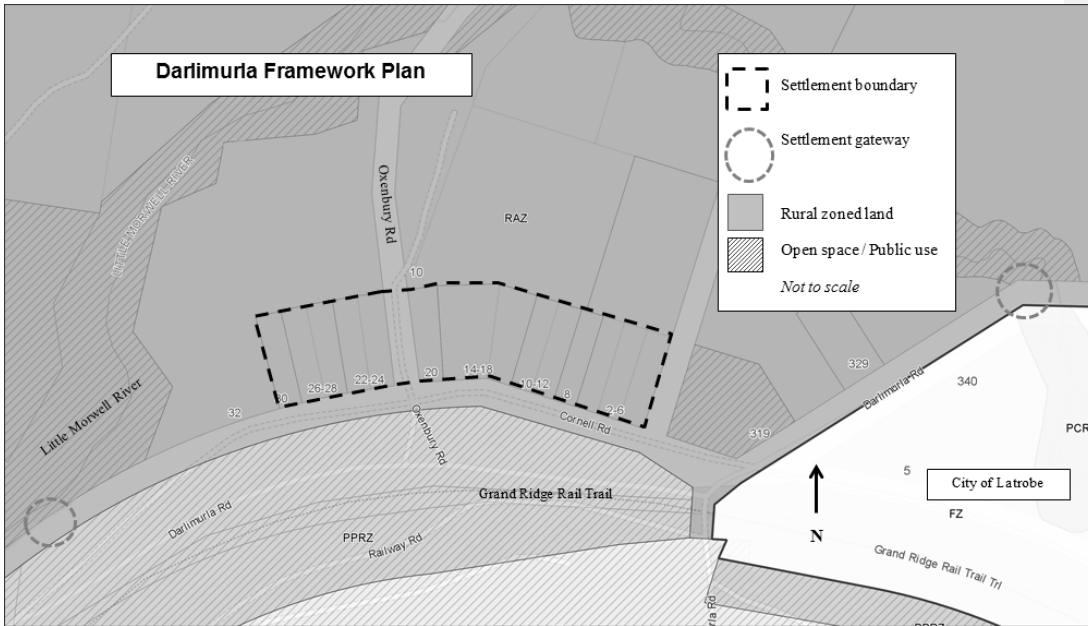
Review and implement the recommendations of the *South Gippsland Heritage Study (2004)* in order to conserve and enhance the character of the localities.

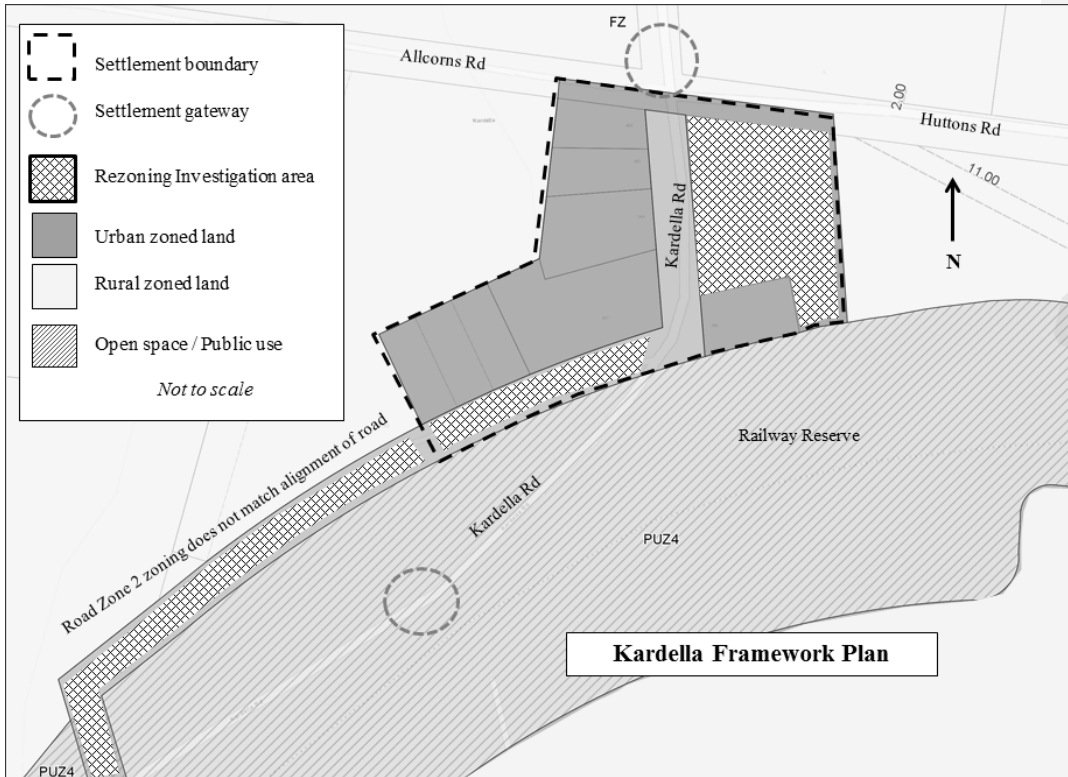
Develop and implement urban design actions for the improvement of the visual image of the localities in accordance with the *Eastern District Urban Design Frameworks, January 2012* and the *South Gippsland Housing and Settlement Strategy, 2013*.

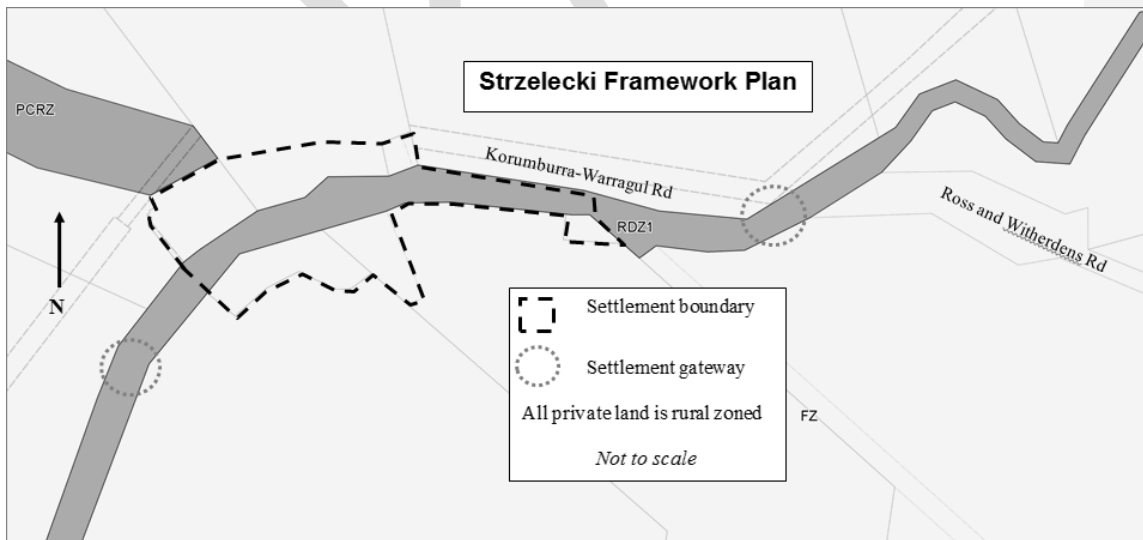
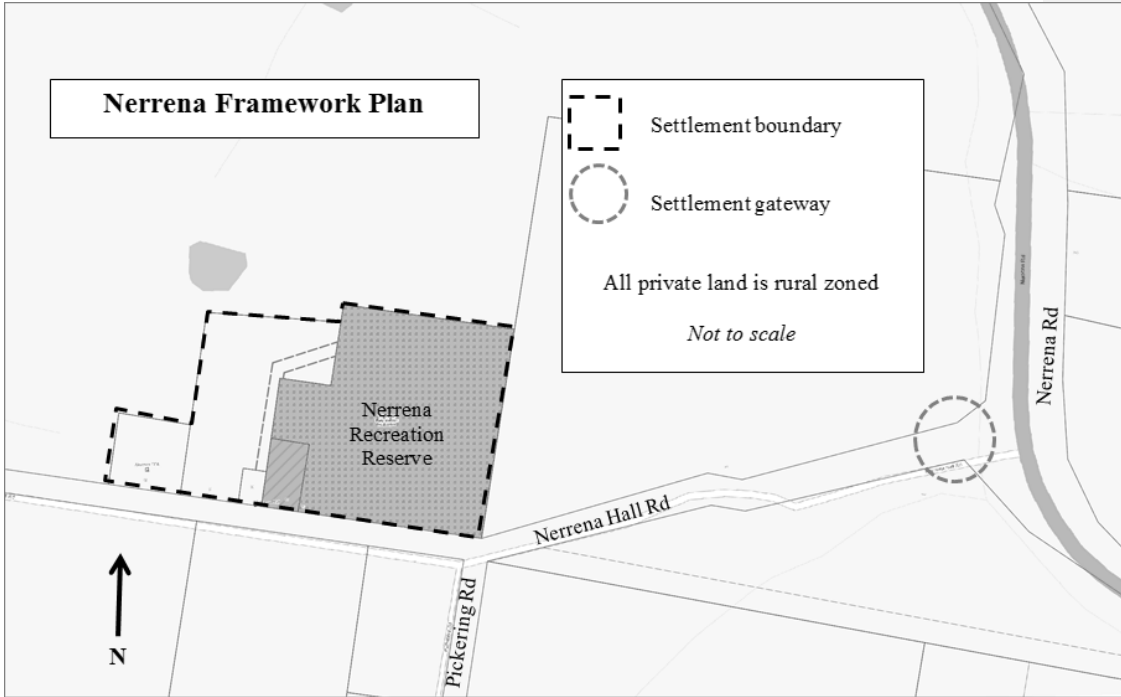
Review the Framework Plans at five-year intervals.

[Please note that the draft Framework maps below will be re-drafted to match the format of the existing maps in the planning scheme prior to exhibition]





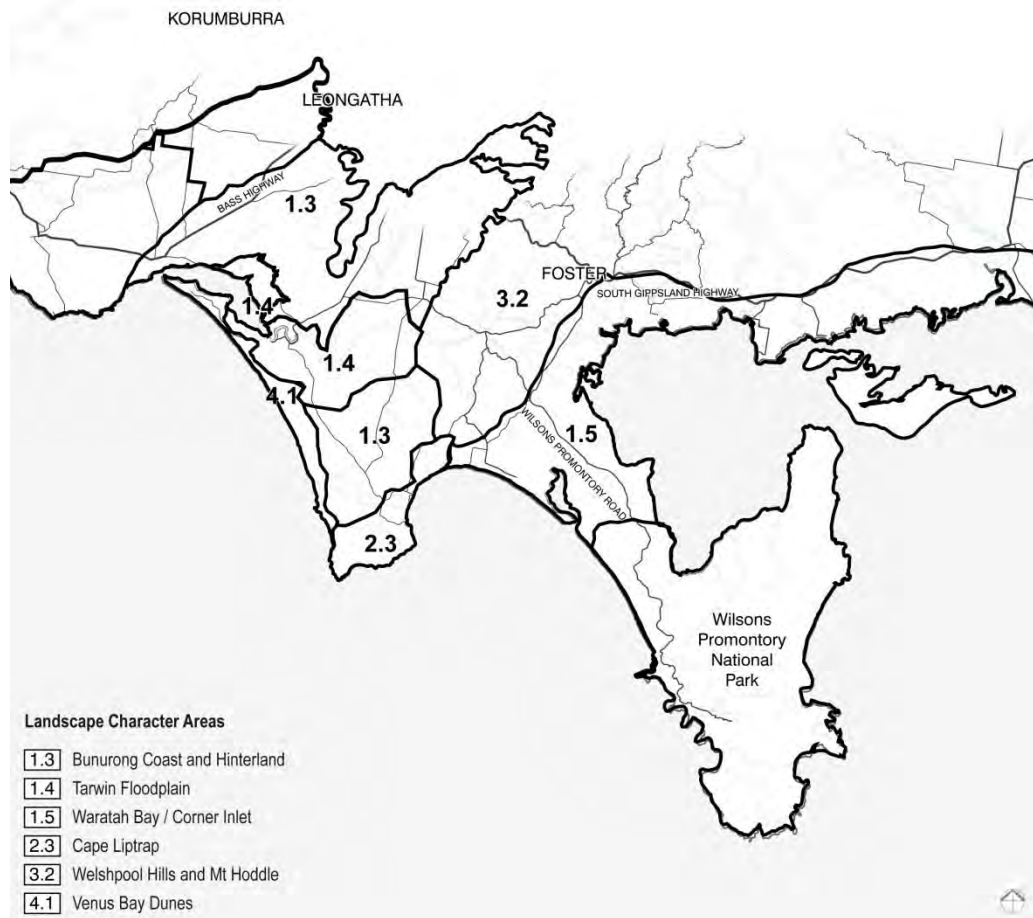




21.23 LANDSCAPE CHARACTER AREAS

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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).



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

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

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

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

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

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

21.24 REFERENCE DOCUMENTS

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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)*
- *Domestic Wastewater Management Plan 2016-2020 (South Gippsland Shire Council)*
- *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)*
- *Healthy by Design ®, A guide to planning environments for active living in Victoria, Melbourne: National Heart Foundation of Australia, updated June 2012 (as amended), National Heart Foundation of Australia (Victoria Division)*
- *Infrastructure Design Manual (version 4, March 2013)(as amended)*
- *Korumburra Structure Plan (June 2014) (as amended)*
- *Korumburra Town Centre Car Parking Strategy, June 2013*
- *Korumburra Town Centre Framework Plan Economic Assessment, March 2013*
- *Korumburra Town Centre Framework Plan: Framework Report, October 2013*
- *Korumburra Milk Processing Plant Buffer Assessment (Burra Foods) November 2014*
- *Leongatha CBD Parking Strategy (2013) (as amended)*
- *Leongatha Industrial Land Supply Study (2013) (as amended)*
- *Leongatha Structure Plan, (2008)*
- *Livable Housing Design Guidelines (2012)*
- *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)*
- *Safer Design Guidelines for Victoria 2005*
- *Sandy Point Urban Design Framework: Settlement Background Paper (2006)*
- *South Gippsland Eastern District Urban Design Frameworks January 2012 (as amended)*
- *South Gippsland Heritage Study (2004)*
- *South Gippsland Housing and Settlement Strategy, 2013 (as amended)*
- *South Gippsland Municipal Public Health and Wellbeing Plan (as amended)*
- *South Gippsland Open Space Strategy 2007 (as amended)*
- *South Gippsland Recreation Strategy, (2007, as amended)*
- *South Gippsland Rural Land Use Strategy, (2011)*
- *South Gippsland Shire Council Paths and Trails Strategy (2010) (as amended)*

- *South Gippsland Shire Council Siting and Design Guide – Dwellings and associated buildings in the Rural Activity and Farming Zones*
- *South Gippsland Shire Heritage Study Amendment C92 Heritage Citations April 2014*

- *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)*