

## 02.01

## CONTEXT

09/07/2020  
G90gpla

The Wadawurrung people and the Eastern Maar peoples are the traditional inhabitants of the Golden Plains region and have been present for at least 40,000 years.

Golden Plains Shire has a total area of 2,705 square kilometres and is located south of Ballarat, north west of Geelong and approximately 70 kilometres south-west of Melbourne. The Shire shares a boundary with the Shires of Colac Otway, Corangamite, Pyrenees, Moorabool and Surf Coast and the Cities of Ballarat and Greater Geelong. Ballarat and Geelong play an important role as the service centres for the north and south of Golden Plains Shire.

The Shire is included in two regional planning areas in the Planning Policy Framework. Land in the south of the municipality falls within the G21 Region and land in the north falls within the Central Highlands Region.

The Shire contains rich and diverse environmental, cultural and scenic landscapes including granite outcrops, deeply incised river valleys and wide open volcanic plains. These landscapes include post contact features including goldfields and station homesteads.

The Shire is home to the Enfield and Linton State Forests, Steiglitz Historic Park, Inverleigh Nature Conservation Reserve and part of the Brisbane Ranges National Park. The Shire also contains nationally significant roadside native grasslands and grassy woodland plains that are home to the endangered striped legless lizard and spiny rice flower.

The Shire is characterised by agricultural land used predominantly for grazing and cropping as well as other activities including intensive animal industries and wind farms. There are a large number of small townships as well as extensive natural forested areas, bushland areas and riverine gorges in the municipality.

In ~~2018~~2021, Golden Plains Shire had a population of ~~just over 23,000 people (Victoria in Future, State Government of Victoria, 2019)~~ 24,985 people (2021 Census, Australian Bureau of Statistics).

The population is growing, with many young families and retirees moving to Golden Plains Shire, some as a result of the Geelong Bypass Ring Road, which has opened up a new catchment from the western suburbs of Melbourne.

Since the late 1990s, the Shire has consistently experienced some of the highest population growth rates in percentage terms of any municipality outside of the Melbourne metropolitan area. The high rate of growth is influenced by the Shire's proximity to Melbourne, Geelong and Ballarat. Recent population projections indicate that the population will continue to grow at current rates in the future.

## 02.02

## VISION

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As outlined in the Council Plan, Golden Plains Shire is ~~a developing municipality that offers a lifestyle and opportunities that foster social, economic and environmental wellbeing~~ an inclusive, connected, resilient and safe community that prioritises liveability, sustainability and prosperity.

Council's vision is to sustainably manage land use and development within the Shire, including:

- ~~Residential development will predominantly be contained within townships~~ Promoting the indigenous heritage and its connection to Traditional Owners.-
- ~~The natural environment will be protected and enhanced~~ Providing a diversity of quality rural and urban living alternatives to balance growth while retaining a strong country feel.
- Preserving, protecting and enhancing the natural assets and environment.
- ~~The local economy will grow, particularly in township development and rural based and farming industries~~ Supporting local producers, agriculture, small businesses and tourism as the key drivers of growth for the local economy.-

## 02.03

09/07/2020  
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## 02.03-1

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## STRATEGIC DIRECTIONS

## Settlement

The Shire's population is dispersed, with the largest proportion of the population residing in Bannockburn, followed by Teesdale. All other townships have a population of less than 1000 people.

Each settlement performs important living, retail, service and community roles to residents and the rural community.

Settlement patterns are based on historic rural service centres and nineteenth century mining towns, which differ significantly between the north and south. The role of many towns has changed over time to one of commuting areas to the regional centres of Ballarat, Colac and Geelong.

The north-west has seen a proliferation of subdivisions and subsequent rural residential developments, many of which have developed into distinct communities. There is also a proliferation of rural living development in isolated areas devoid of appropriate infrastructure. All of the towns in the Central Highlands Water district are supplied with an interconnected, potable water supply. There is sufficient infrastructure capacity to cater for all anticipated growth over the next 20 years.

In the south-east, urban development is more focused around townships. All water is treated and the existing systems, with minor augmentations, are adequate to cater for the existing populations and anticipated growth in the immediate future.

The majority of growth has occurred in the settlements at the south-east and north-west as more people come from Melbourne and the regional cities looking for affordable housing and a country lifestyle, close to Ballarat and Geelong. In the south-east of the municipality, the population has increased rapidly by about 40 per cent between 2005 and 2015. In the north-west area, the population increased by approximately 6 per cent during the same period.

There is pressure for subdivision and development outside existing townships, particularly for subdivision and hobby farm development close to Geelong and Ballarat. Residential development is not supported outside existing township boundaries except where it is supported by the *Northern Settlement Strategy* (Golden Plains Shire, 2019).

With sufficient land being set aside for the moderate growth forecast across the Shire, no significant new areas of land need to be provided for residential development, except in Bannockburn where rezoning continues to be required to accommodate expected future growth, as identified in the *Bannockburn Growth Plan* (Victorian Planning Authority, May 2021).

The towns of the Shire need to operate in clustered networks with key towns providing services and facilities utilised by towns within that network. Bannockburn, Meredith, Rokewood and Smythesdale provide the focus points for these clusters.

Council seeks to:

- Encourage the consolidation of townships, including directing residential development to within township boundaries.
- Maintain a clear distinction between urban and rural areas.
- Avoid urban development in unserviced areas.
- Direct residential development primarily to Smythesdale in the north-west and Bannockburn in the south-east.
- Consider growth and development in accordance with the *Northern Settlement Strategy* (Golden Plains Shire, 2019).

## South East Area

The south-east area of the Shire is within a 15-kilometre radius from the Geelong bypass intersection with the Midland and Hamilton Highways. It excludes the Bannockburn and Batesford townships.

The south-east area is now within both the Geelong and the wider Melbourne metropolitan spheres. The completion of the Geelong bypass has increased the rate of change and the pressure to provide land for urban and rural residential development.

It has large flat open areas, together with a number of infrastructure and locational advantages that can be attractive to certain forms of development, including two railway lines, two State highways, access to a high-pressure natural gas pipeline and a high voltage electricity transmission line.

The south-east area will be supported by:

- Protecting the open rural landscape values in the corridor between the towns outside the Gheringhap Precinct.
- Managing growth to avoid ad hoc development outside township boundaries.

### **North West Area**

The north-west area of the Shire contains a mix of settlements, rural residential, rural living and rural areas.

A number of these settlements are strongly connected to the regional centre of Ballarat and provide an option for those seeking a different lifestyle and larger allotments. An opportunity exists to connect to services and infrastructure that are developing as a result of more intense development in the City of Ballarat, close to Golden Plains Shire in locations such as Haddon and Cambrian Hill that are identified for further investigation for future growth in the *Northern Settlement Strategy* (Golden Plains Shire, 2019).

Council intends to:

- Promote growth in Smythesdale.
- Support growth in Linton, Napoleons, Rokewood, Scarsdale and Meredith.
- Support growth in Ross Creek, Smythes Creek, Corindhap, Dereel, Cape Clear and Berringa in the form of infill development within existing Township, Low Density Residential or Rural Living Zones.
- Contain growth in Enfield, Garibaldi, Staffordshire Reef and Steiglitz.

### **Townships**

#### **Bannockburn**

Bannockburn is the largest urban centre in Golden Plains Shire and a key regional centre within the Shire's network of townships across the south-east, serving residential, commercial and administrative functions. The sewerage of the town, its rural ambience and proximity to Geelong have attributed to its strong growth in recent years. This growth, however, has also placed pressure on retaining the ambience that makes the town attractive.

The Bannockburn Flora and Fauna Reserve provides for the conservation of indigenous plants and animals, as well as recreational opportunities for the residents of Bannockburn. The reserve presents the highest bushfire risk to the Bannockburn Growth Area due to the level of vegetation, aspect and proximity to existing communities and future growth areas.

The bushfire risk to the Bannockburn township is also affected by surrounding grasslands and the nearby Inverleigh Nature Conservation Reserve.

Council seeks to support Bannockburn by:

- Accommodating all growth within Bannockburn's growth boundary, as identified in the *Bannockburn Growth Plan* (Victorian Planning Authority, May 2021).
- Protecting the natural and built environment including environmental assets, the Bruce's Creek environs, town character and rural ambience.

- Providing an integrated and environmentally responsive open space network throughout Bannockburn township.
- Locating and designing new development to be bushfire responsive.

### Teesdale

Teesdale is the second largest town within Golden Plains Shire, located 12km west of Bannockburn.

Settlement is characterised by low density residential properties with a strong connection to the natural environment and surrounding agricultural land. The town is largely reliant on Bannockburn and Geelong for both services and job access, and is experiencing considerable pressure for residential development.

Council seeks to:

- Accommodate future residential growth to areas within the existing town boundary and by encouraging infill development.
- Encourage additional commercial services locally.
- Protect the small town character, rural lifestyle, and natural environmental values that contribute to its appeal.

### Smythesdale

Smythesdale is a rural township surrounded by state forest, with a rich gold mining past.

The township has been identified as the northern growth centre for the Golden Plains Shire, in a prime strategic location to service the wider catchment of rural and residential communities. This is due to its distinct country-living character within commuting distance of the regional centre of Ballarat. However, the town lacks structure and is fragmented by Crown land.

The population of Smythesdale is expected to increase due to its strong relationship with Ballarat and residential growth resulting from improved services and the introduction of reticulated sewerage to the town. The community is keen to ensure that growth is managed and sustainable.

The Woody Yaloak Creek precinct is a potential asset offering many opportunities for Smythesdale, including linking key recreational assets throughout the town.

Council seeks to:

- Develop Smythesdale into a self-sufficient settlement and service hub for the north of the Shire.
- Enhance the town's heritage character by encouraging development within the Smythesdale Heritage Precinct to respect the heritage context.

### Inverleigh

Inverleigh is located approximately 30 kilometres west of Geelong and 10 kilometres south-west of Bannockburn, on the Hamilton Highway at the junction of the Leigh and Barwon Rivers.

Inverleigh has an array of natural features including areas of environmental significance, rural landscapes and riversides, as well as areas and sites of historical and cultural significance.

The Inverleigh Flora and Fauna Reserve is a grassy woodland. Its purpose is the conservation of indigenous plants and animals. It poses a modest fire risk to land adjoining the bush interface.

Inverleigh's proximity to Geelong, connection to the Geelong Ring Road and links to Melbourne have increased pressure for residential development. The population dynamics have changed and the township provides a home base for many residents who commute to work in Geelong and Melbourne. There is limited opportunity for new residential development within the established historic township area ('old town') due to flooding and limited capacity for effluent disposal.

Growth areas for Inverleigh have been identified outside of the floodplain to the west and the north of the town.

Council seeks to:

- Maintain the heritage characteristics and natural qualities that make the township attractive to residents and visitors.
- Encourage use and development that enhances the town centre's role as a community focus and meeting place.

### **Gheringhap**

Gheringhap is situated approximately 15 kilometres north-west of Geelong and 6 kilometres south-east of Bannockburn. Gheringhap is close to major infrastructure including the Port of Geelong, Geelong Ring Road and the Midland and Hamilton Highways, which provide access between Geelong, Ballarat and the rest of Victoria. The town is well-positioned for business opportunities and future development of the Gheringhap Employment Area.

The Midland Highway and rail infrastructure intersect the settlement. Land south of the Midland Highway is relatively flat with much of the land previously cleared of vegetation. The flat open plains are a defining feature of Gheringhap and the wider Golden Plains south-east region.

The town is valued for its open grasslands, the Moorabool River and its rural character consisting of agricultural land interspersed by clusters of dwellings that coexist with the surrounding agricultural activities.

Council seeks to:

- Facilitate commercial and industrial development in the Gheringhap Employment Area as shown on the Gheringhap Structure Plan at Clause 11.03-6L Gheringhap.
- Locate and design commercial and industrial development to protect the amenity of the existing clusters of dwellings.
- Protect the Moorabool River environs, open grasslands and existing rural character of Gheringhap.

### **Small Towns**

Golden Plains Shire consists of numerous small townships and settlements, including Teesdale, Haddon, Lethbridge, Linton, Meredith, Ross Creek and Scarsdale. Town structure plans have been prepared for most settlements and establish a basis for future strategic planning decisions in each town.

Settlement planning for the Shire's small towns will:

- Contain growth within existing settlement boundaries.
- Limit the rezoning of land to form new residential land.
- Facilitate infill development as shown on each township map at Clause 02.04.

## **02.03-2**

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### **Environmental and landscape values**

#### **Biodiversity**

The municipality is home to a wealth of flora and fauna, including rare and threatened species and communities, major waterways and freshwater wetlands.

Many of the municipality's significant natural environments are protected by international, national and state agreements and legislation.

Remnant native vegetation across the municipality is estimated to be approximately 25 per cent of that which existed prior to European settlement. However, the quality of much of these remnants is degraded. While remnant native vegetation is contained on private land, some of the Shire's most significant native vegetation occurs on roadsides.

The effects of climate change are having a significant impact on the natural environment, placing already stressed native flora and fauna assets at higher risk. The municipality is at risk of climate change with projected increased temperatures and reduced precipitation affecting natural systems, with flow on effects to the community and economy.

The quality and quantity of native vegetation, flora and fauna across the municipality is threatened by development, land use change and poor land management practices. There is a need to protect and enhance the natural environment to protect ecological processes while providing for continued land use change.

The protection and enhancement of waterways and wetlands is essential to ensure environmental values are secure and that the social and economic benefits of healthy rivers and streams are maintained.

Biodiversity will be supported by:

- Protecting significant habitats and remnant vegetation from the encroachment of development.
- Balancing native vegetation conservation with development pressures, land use change and protection of people from bushfire.

### 02.03-3

09/07/2020  
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## Environmental risks and amenity

### Bushfire

Bushfire is a significant issue across the municipality affecting built communities and natural systems. Development or rezoning of land for residential purposes can have an adverse effect on the natural environment.

Although the protection of human life is the primary consideration, vegetation conservation is a lower, but still important, priority in bushfire prone areas.

Bushfire risk will be mitigated by:

- Avoiding development in bushfire prone areas.
- Avoiding the rezoning of land that allows for settlement in areas of high bushfire risk, particularly where natural assets will be compromised.
- Minimising the impact of bushfire protection measures on vegetation with high environmental value.

### Floodplain management

The catchments of the various rivers and streams within Golden Plains Shire include areas of flood prone land where flooding has historically caused substantial damage to the natural and built environment. The town of Inverleigh is most affected by flooding due to the confluence of the Leigh and Barwon Rivers. The Woody Yaloak River is another key floodplain affecting the north of the Shire. Natural flooding, long term productivity of flood prone land, river and wetland health are all closely linked. Inappropriate development on the floodplain can lead to the deterioration of environmental values and reduced agricultural production.

The impact of floods is increasing due to land use and vegetation changes. In particular, urban expansion, raised earthworks and the clearing of land for rural and urban development have all contributed to the increase in the instances of flooding.

Council seeks to mitigate flood risk by:

- Discouraging the intensification of land use and development in floodplains.
- Ensuring the future use and development of land prone to flooding minimises the consequences of inundation on life and property.
- Protecting floodways for their role in conveying floodwater.

## Salinity

Golden Plains Shire includes areas that have experienced salinisation of soil and water resources. The resultant impacts on biodiversity, agriculture and water resources can have significant negative environmental, social and economic impacts.

It is important that new development and land use change protects naturally saline waterways and wetlands and undertakes appropriate risk management strategies to mitigate damage from salinity on the natural environment, built structures and infrastructure.

Council seeks to:

- Protect soil and water resources from the risk of increased salinity.
- Manage salinity impacts derived from urban and rural residential development or re-zoning.

## 02.03-4

09/07/2020  
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## Natural resource management

### Agriculture

Agricultural industries continue to be the major economic sector comprising more than 25 per cent of the employment in the Shire. Agricultural industries have been under economic pressure in recent years, in common with state-wide trends. There has been a trend for farm size to increase to counteract those economic pressures. This has generally occurred in locations away from areas of population growth.

The opportunities for agricultural diversity are limited by the Shire's climate, the availability of water and, in the northern portion of the Shire, fragmentation of land due to rural residential development.

There has been a growth of intensive agricultural activities within the Shire, particularly in the wine and specialist livestock industries. Other significant farm types are sheep and fat lambs for meat production, egg production, poultry, pastures, grasses and horticulture.

Forestry and timber production are increasingly significant local industries, given the climate, topography and the proximity to the Port of Geelong. Production at this stage comes mainly from pine plantations, but there is a growing demand for land for hardwood plantations.

House lot excisions can be detrimental to the efficient operation of farming activities and can result in isolated residential development without adequate access to social and physical services. They can also reduce the capacity of an area to undertake agricultural production as conflicts can arise between residential and farming land uses.

Council aims to support sustainable agriculture in the Shire by:

- Protecting the role of agricultural land as an economically valuable resource.
- Facilitating more intensive and diversified use of rural land for higher value products, including timber and agroforestry.
- Maintaining farm sizes.
- Minimising the potential for conflict between sensitive uses and agricultural practices.
- Discouraging dwellings and house lot excisions on rural properties.
- Directing timber plantations to land that is already cleared and is used for grazing or cropping.

### Animal industries

Many intensive animal production uses are in Golden Plains Shire and they represent an important local industry, with the potential for growth. The issue for the Shire will be how to accommodate growth in this industry while protecting other important values. The proper siting and design of this form of use and development is needed to ensure residential amenity and environmental quality is protected.



The Shire features a dedicated Food Precinct where significant infrastructure has been provided to service intensive animal industries.

Council seeks to:

- Support the development of intensive animal industries.
- Locate intensive animal production uses within the Food Precinct.
- Encourage quality design of intensive animal production developments so that they do not cause any unreasonable amenity impacts on surrounding residential land uses.
- Ensure that the use and development of land for intensive animal production does not detrimentally impact on the environment and minimises the downstream impacts on the water catchment.

### **Catchment planning and management**

With limited annual rainfall and extensive demand for water for both urban and rural use, many of the waterways in the municipality are in poor condition and action needs to be taken to improve the condition of rivers and streams.

Council aims to protect its catchment water quantity and quality by:

- Adopting an integrated catchment management approach that includes integrated water management techniques, such as stormwater re-use.
- Managing use and development in the Moorabool River and Stony Creek Water Supply Catchment Areas.

## **02.03-5**

09/07/2020  
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### **Built environment and heritage**

#### **Heritage**

Throughout Golden Plains Shire are buildings, streetscapes, sites and precincts that represent a significant asset and resource for the Western District of Victoria. The Shire's history is also evident in the layout and settlement pattern of 19th century towns, rural properties and historic infrastructure related to agriculture and gold mining areas.

Heritage is also found in the natural environment where avenues of honour, streets and reserves were planted to beautify towns and to improve their practical amenity. These areas are important for the Shire's residents and tourists.

Recognition and protection of heritage places and areas is a crucial component of planning in Golden Plains Shire. Good conservation practices will ensure the retention and viable re-use of Golden Plains Shire's significant and contributory heritage places and areas.

Council seeks to develop the Shire's character and sense of place by:

- Protecting, maintaining and enhancing heritage areas and features in private and public ownership.

## **02.03-6**

09/07/2020  
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### **Housing**

#### **Residential development**

Over time the Golden Plains Shire's towns will become more urbanised. There is substantial supply of residential land in all urban centres and towns in the Shire. Future residential use and development needs to be considered in a regional context, taking into account settlement strategies for Ballarat and Geelong.

Limited amounts of medium density housing are currently provided in the Golden Plains Shire. With changing housing needs there is a necessity to promote a wider range of housing types and set clear direction for the form and design of this development.

Many townships and community areas contain land zoned for low density residential use, with lot sizes usually ranging from 1 to 4 hectares. These are often located on the periphery of urban type residential areas. Subdivision provisions under the zone allow for these areas to be subdivided into lot sizes down to 0.4 hectare in line with the Domestic Waste Water Management Plan, a plan that seeks to find affordable and appropriate solutions to manage domestic wastewater.

The established character of low density residential areas vary, but are generally derived from the expansive open areas surrounding dwellings and outbuildings. The presence of large old trees with extending canopies is a strong feature of low density residential areas. Buildings are generally set back from road frontages and property boundaries, with wide spacing between houses set within established landscaping, separated by rural type fencing. Drainage is managed with open spoon drains, creating a distinct difference in appearance to the typical kerb and channel drainage infrastructure in suburban sewer residential areas. Road reserves are wide and open.

Council will:

- Support a range of housing styles and types within urban areas to cater for changing household needs.
- Encourage the consolidation of sites and intensification of development in existing towns where it avoids detrimentally altering the character or quality of these areas.
- Discourage subdivision of land in the Low Density Residential Zone that does not maintain or complement the established character.
- Discourage subdivision that does not meet the requirements of the Domestic Wastewater Management Plan.

### **Rural residential development**

Over the past two decades the Shire has continued to experience demand for rural residential development. The north-west area of the Shire contains Rural Activity and Farming zoning that is interspersed with large areas of Rural Living zoning. There is a substantial over supply of land zoned Rural Living in the north of the Shire.

To sustainably manage rural residential development, Council will:

- Direct infill rural residential development to the Rural Living Zone in the north-west area of the Shire.
- Limit further rezoning of land to Rural Living Zone.

## **02.03-7**

09/07/2020  
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### **Economic development**

The retail sectors of the Shire's urban centres have strong relationships with surrounding agricultural communities. Bannockburn is a regional shopping centre with a significant catchment. Other towns such as Inverleigh, Linton, Meredith and Smythesdale perform important local shopping and business roles.

A significant proportion of the Golden Plains community's retail expenditure occurs outside of the Shire to major regional centres of Ballarat, Colac, Geelong and Melbourne. In the longer-term, additional floor space will be required for retail use and development in Bannockburn.

In promoting economic development, Council will:

- Support the efficient use of commercially zoned land.
- Consolidate commercial use and development to reinforce the viability and vitality of commercial and retail centres.
- Direct commercial and retail services to Bannockburn and other district commercial and retail centres, as identified in Table 1.

**Table 1: Commercial and Retail Hierarchy Framework**

Status	Township	Description
Sub-regional commercial and retail centre	Bannockburn	Higher order and speciality commercial and retail development to service the south-east portion of the Shire.
District commercial and retail centres	Inverleigh	Commercial and retail needs to service the surrounding area.
	Linton	
	Meredith	
	Rokewood	
	Smythesdale	
Town commercial and retail centres	Corindhap	Commercial and retail needs to service immediate residents.
	Dereel	
	Haddon	
	Lethbridge	
	Napoleons	
	Ross Creek	
	Scarsdale	
	Teesdale	
	Other towns	

### Industry

Golden Plains Shire has a moderate manufacturing base, with employment in the manufacturing industry representing approximately 14.7 per cent of jobs in the Shire.

A number of industrial sites in the north of the Shire established to provide land for industrial use and development remain vacant. This reveals that a significant proportion of small-scale industrial uses are located within town areas largely due to historic reasons and operator preference. The remaining industrial zoned land is within inappropriate or non-preferred areas or may lack necessary infrastructure. There is also competition for industrial land provided by the larger urban areas of Geelong, Ballarat and the Melbourne Metropolitan area.

The completion of the Geelong Ring Road has increased pressure for industrial land, particularly in the south-eastern area of the Shire.

Council supports:

- Industrial development in areas that are strategically sound or identified for industrial development.

### Tourism

Tourism in Golden Plains Shire is a relatively small industry sector with significant capacity to grow. Tourism attractions include wineries and cellar doors, with the majority located around the Moorabool Valley Wine Region; cafes and restaurants; gourmet food and produce; farmers' markets, including the Golden Plains Farmers' Market, events and festivals such as the Golden Plains and Meredith music festivals; heritage sites and equestrian facilities.

There is a lack of tourism accommodation in the Shire, with opportunities to increase accommodation offerings across the region, particularly around the Moorabool Valley.

Council aims to support the development of the tourism industry by:

- Encouraging the development of tourism accommodation.

## 02.03-8

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### Transport

Golden Plains is well located to existing export and transport facilities, which represents a competitive advantage for the Shire.

The Geelong Ring Road and upgrades to the Western Highway have dramatically reduced travel times to Melbourne, and existing rail freight connections facilitate reliable connectivity to Melbourne.

The Outer Metropolitan Ring Road, improved regional road networks and the proposed improvements to Geelong, Werribee and Wyndham rail lines, in addition to improved rail freight services on the Ballarat Line, will facilitate greater connectivity between the Shire and Geelong and Ballarat, and support ongoing economic growth.

The Shire has a 1,800km road network. Around three-quarters of resident workers travel outside of the Shire to work. The proportion of the Shire's population living near public transport is significantly lower than the State average.

Council seeks to:

- Ensure the transport system supports economic opportunities.
- Encourage the development and use of sustainable forms of transport.

## 02.03-9

09/07/2020  
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### Infrastructure

#### Development infrastructure

All the towns in the Shire have reticulated water supplies provided either by Central Highlands Water or Barwon Water. Central Highlands Water, which has its involvement in the northern part of the Shire, believes it can service most of the anticipated growth within its area. The exception is the higher land south-east of Scarsdale, extending to the area south of Ross Creek. Central Highlands Water believes that the existing supply systems in that area, with minor augmentation works, are adequate to cater for the existing populations and anticipated growth in the immediate future.

The extent of sewerage systems in the Shire is limited to Woodlands Estate (near Enfield), Bannockburn and Smythesdale. Central Highlands Water will assess the need for sewerage in Scarsdale and Linton when development and growth has reached a stage where it is warranted.

Council aims to support the community's access to infrastructure by:

- Directing development to areas with access to water and sewerage infrastructure.
- Facilitating water and sewerage infrastructure works in unsewered townships.
- Improving service delivery to urban centre townships, including sewerage infrastructure and treated water supply where it is lacking.

#### Community infrastructure – open space

Sport and active recreation is an integral part of community life, providing health, physical and mental wellbeing benefits, a sense of belonging and personal connections. Sport and active recreation contributes significantly to the liveability of the Shire and is underpinned by a diverse network of local and community facilities, parks, playgrounds and reserves.

Council aims to positively contribute to the health and wellbeing of the community and to promote liveability and community connectedness by:

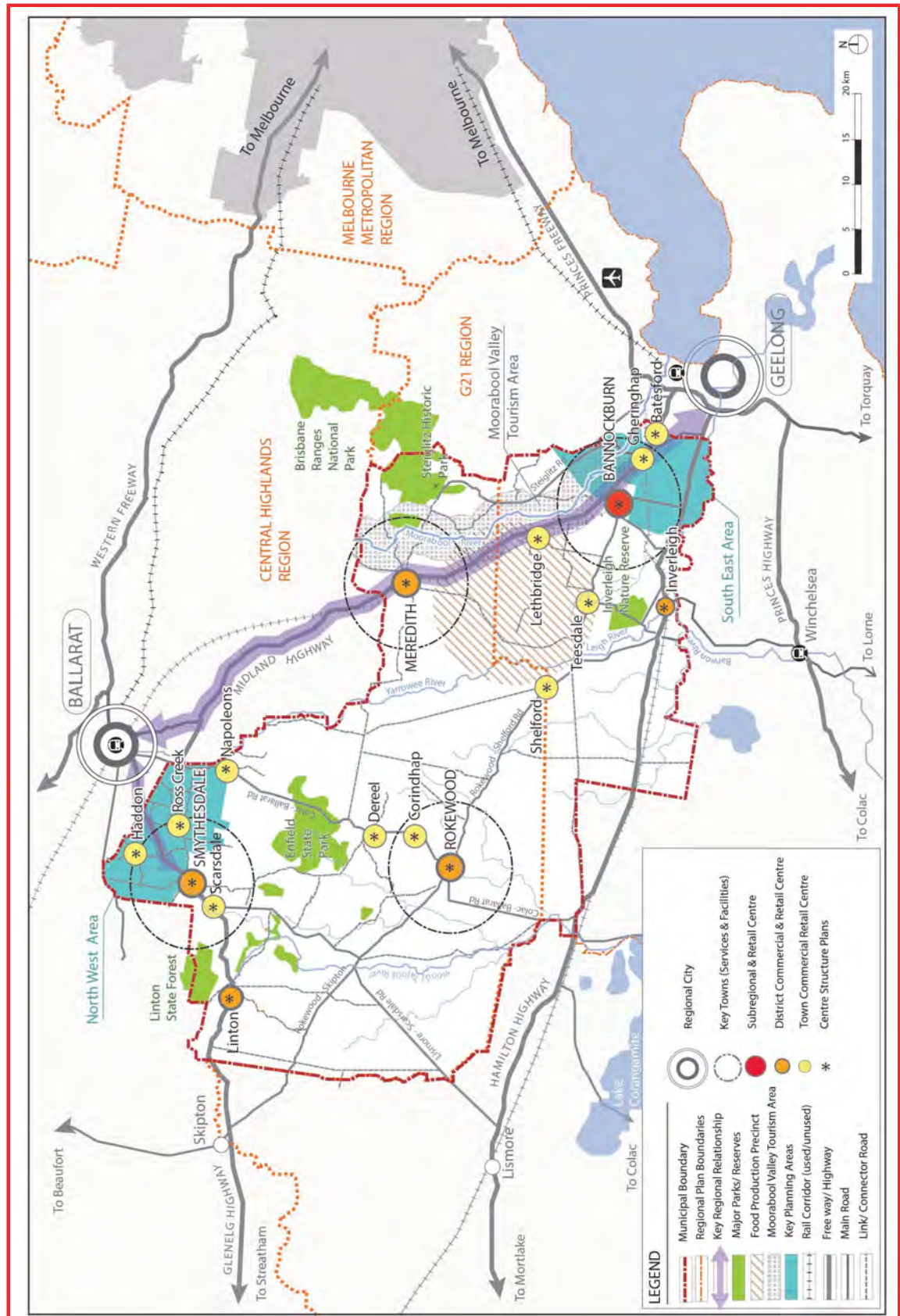
- Ensuring there is a diversity of fit-for-purpose, affordable and accessible formal and informal recreation opportunities across the Shire to encourage residents and visitors to be physically active.

## 02.04

## STRATEGIC FRAMEWORK PLANS

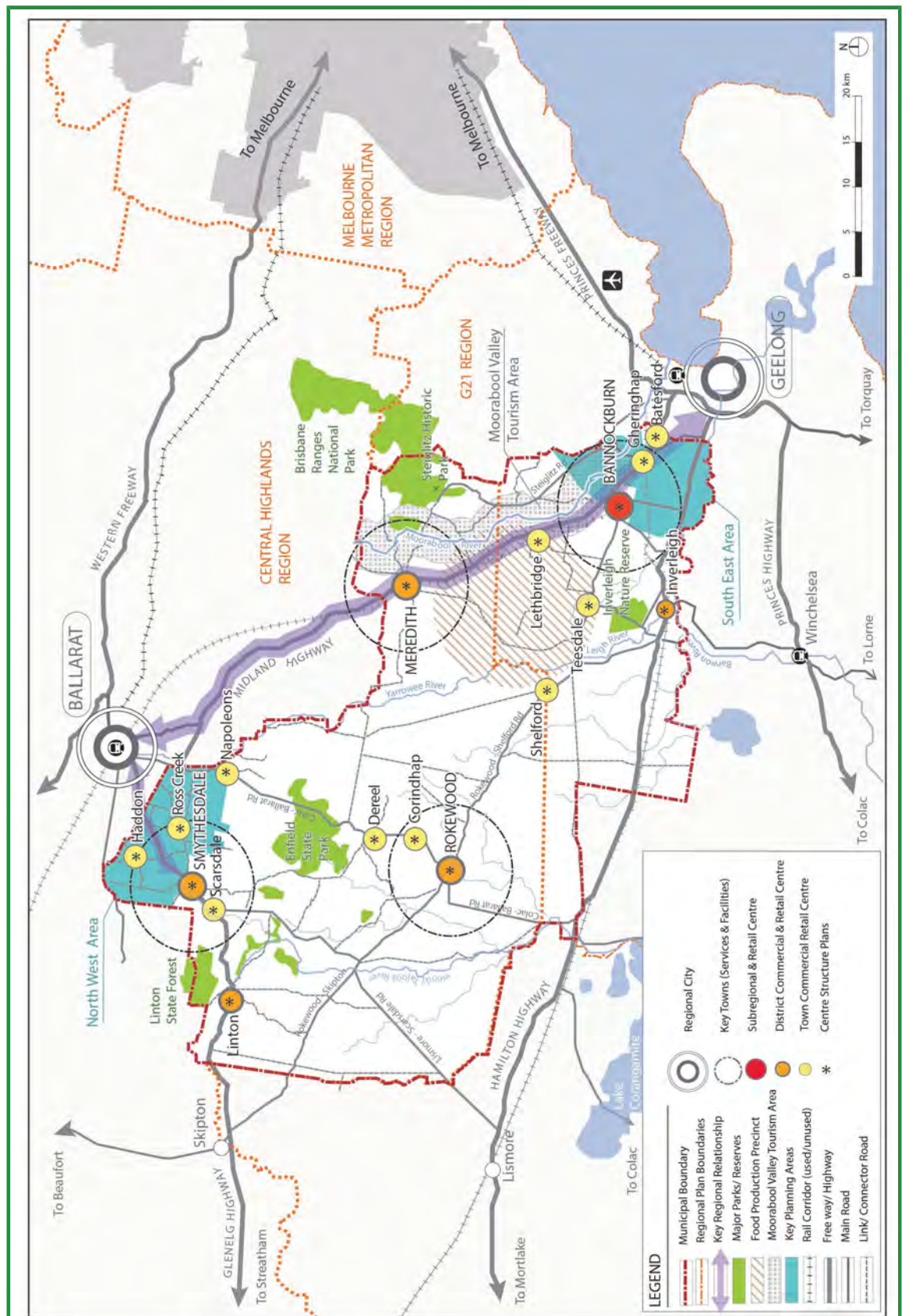
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## Golden Plains Strategic Framework Plan

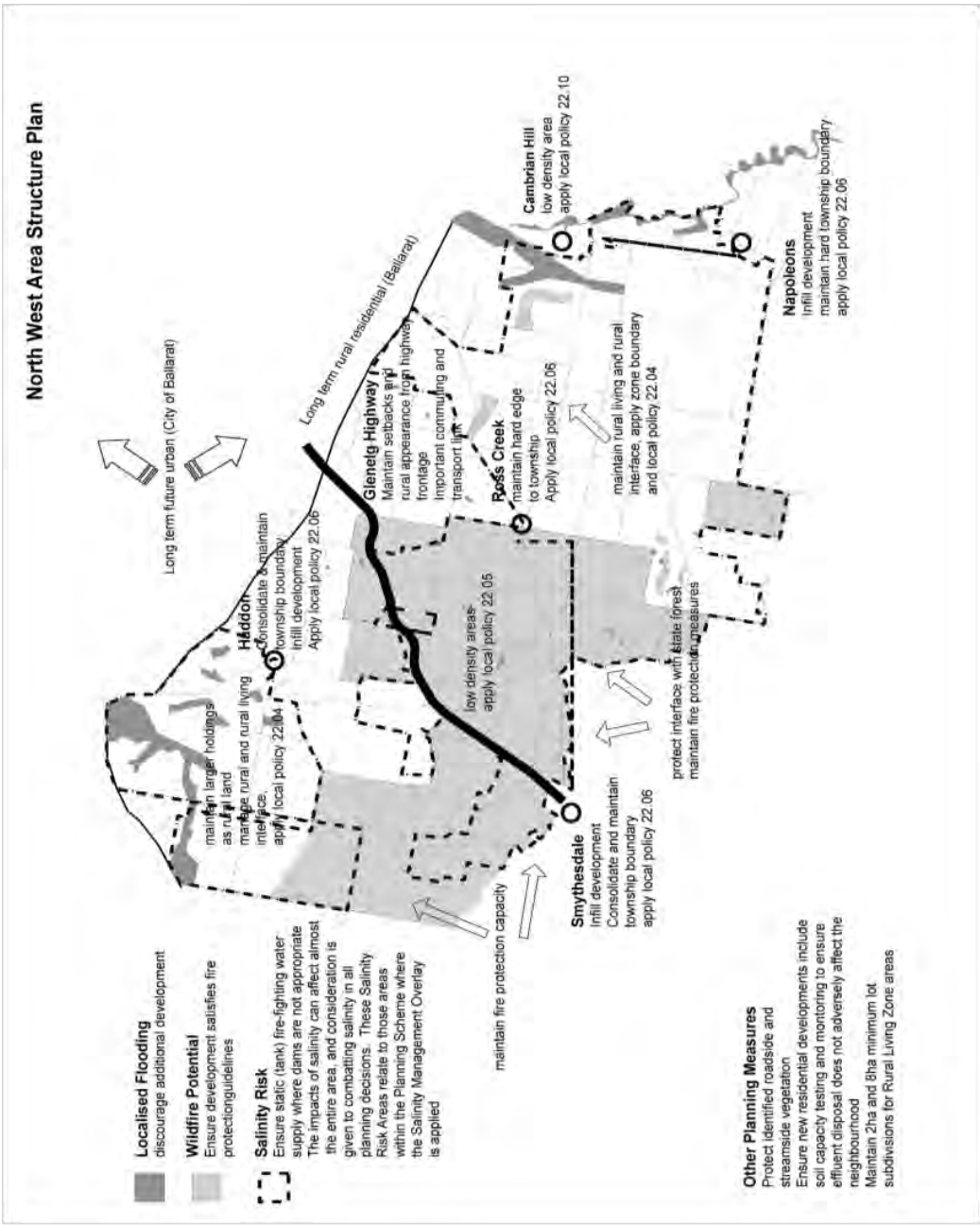




## GOLDEN PLAINS PLANNING SCHEME

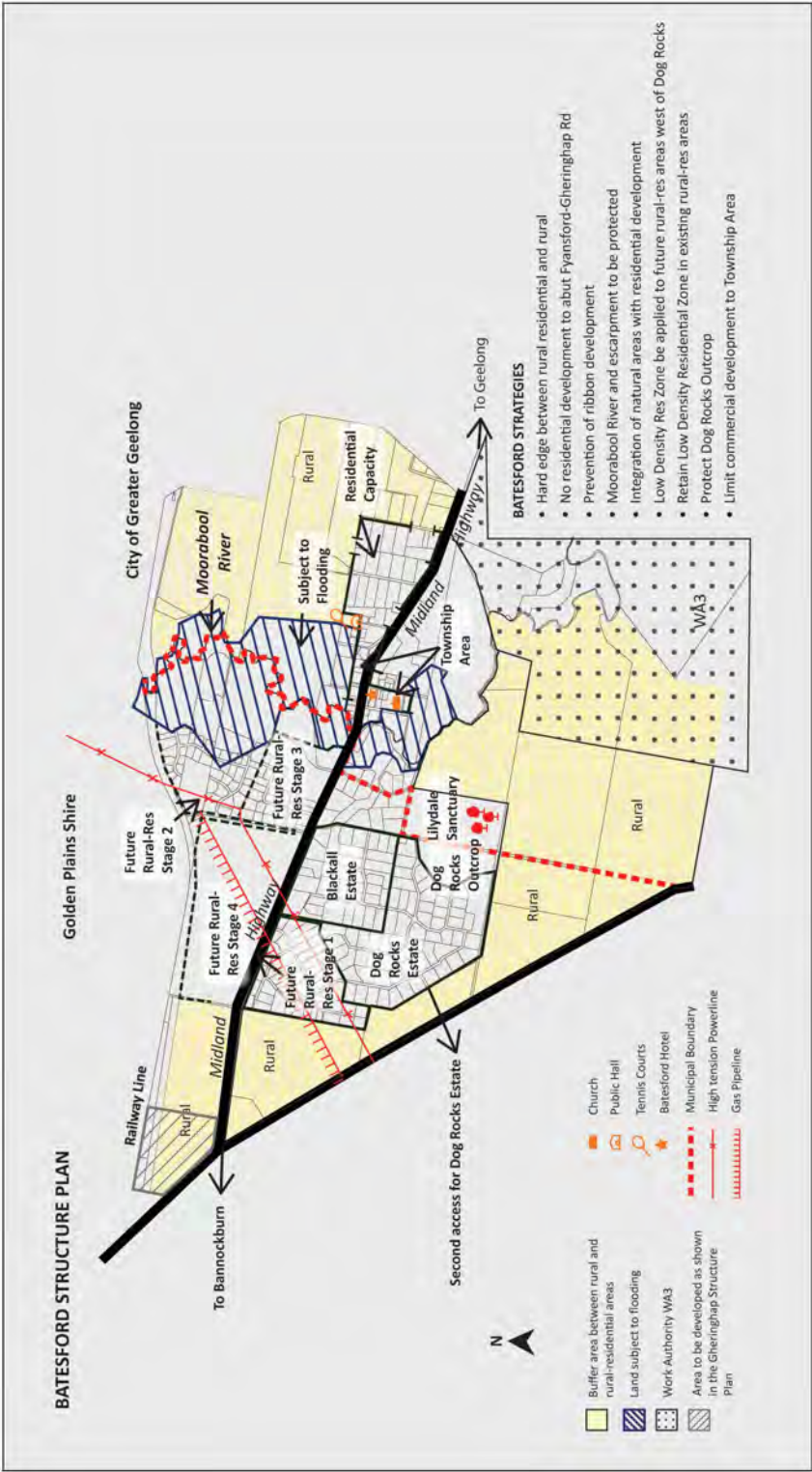


North West Area Structure Plan





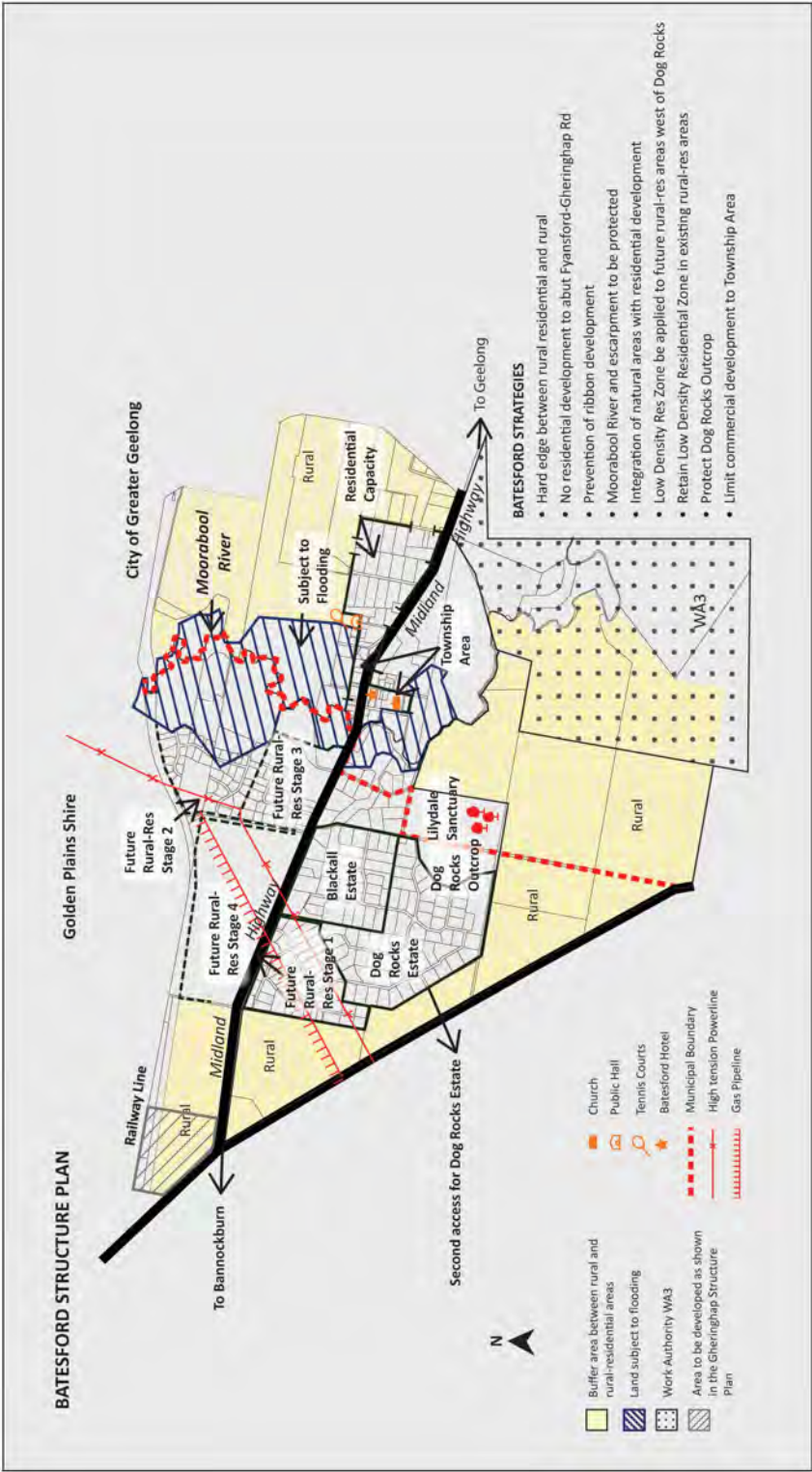
**Batesford Structure Plan**



**BATESFORD**  
**TOWN STRUCTURE PLAN**

1000m



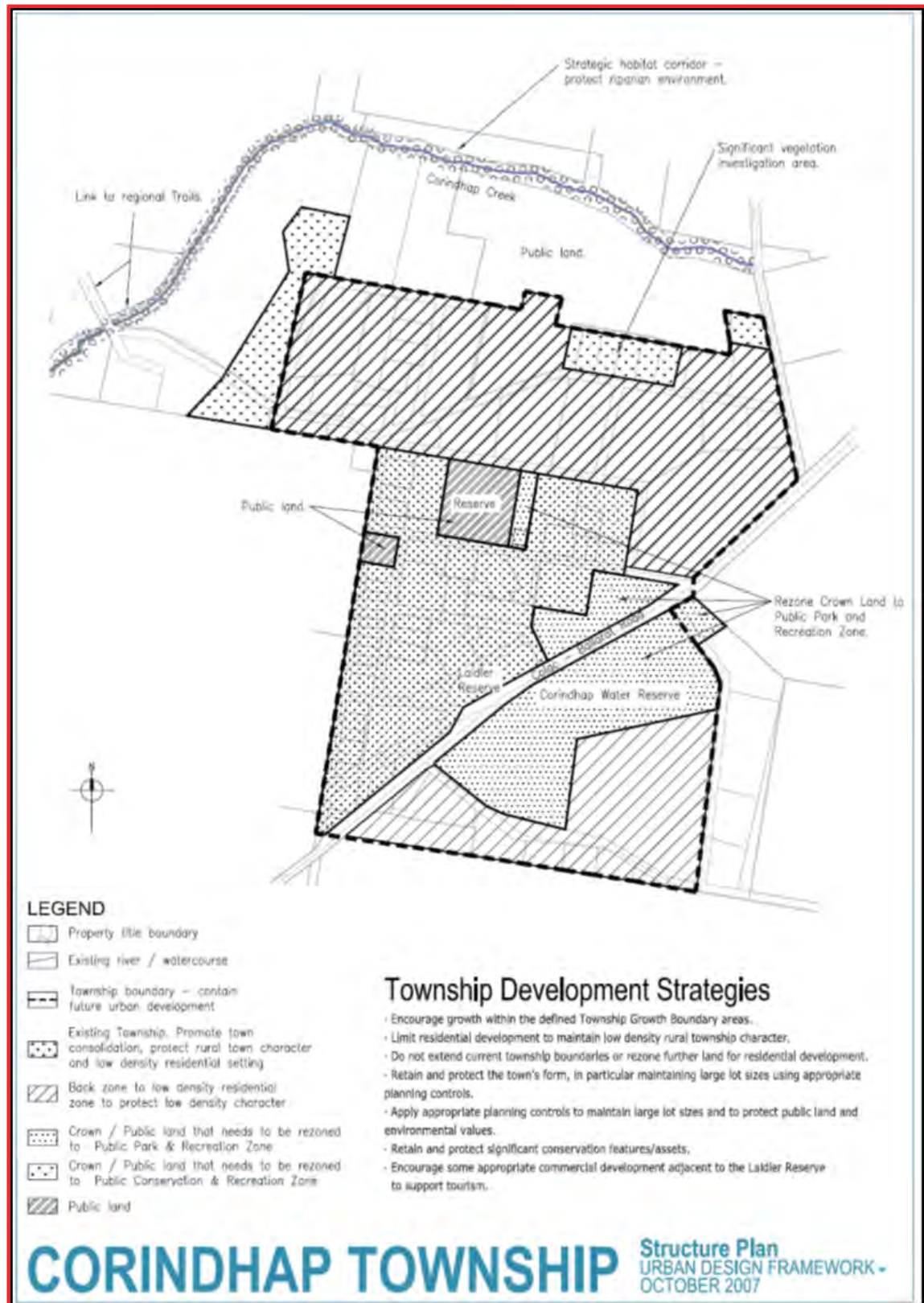


**BATESFORD**  
TOWN STRUCTURE PLAN

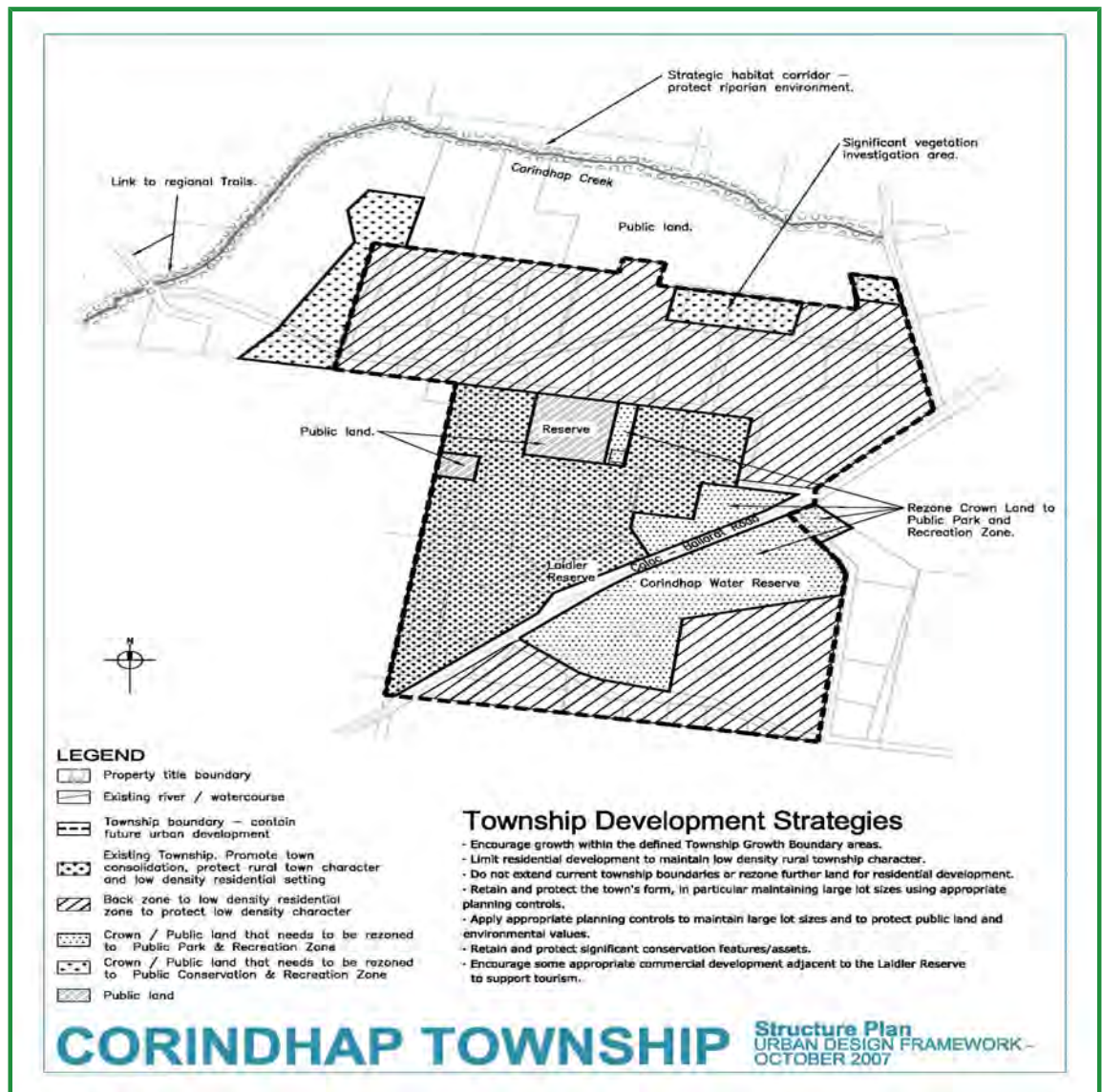
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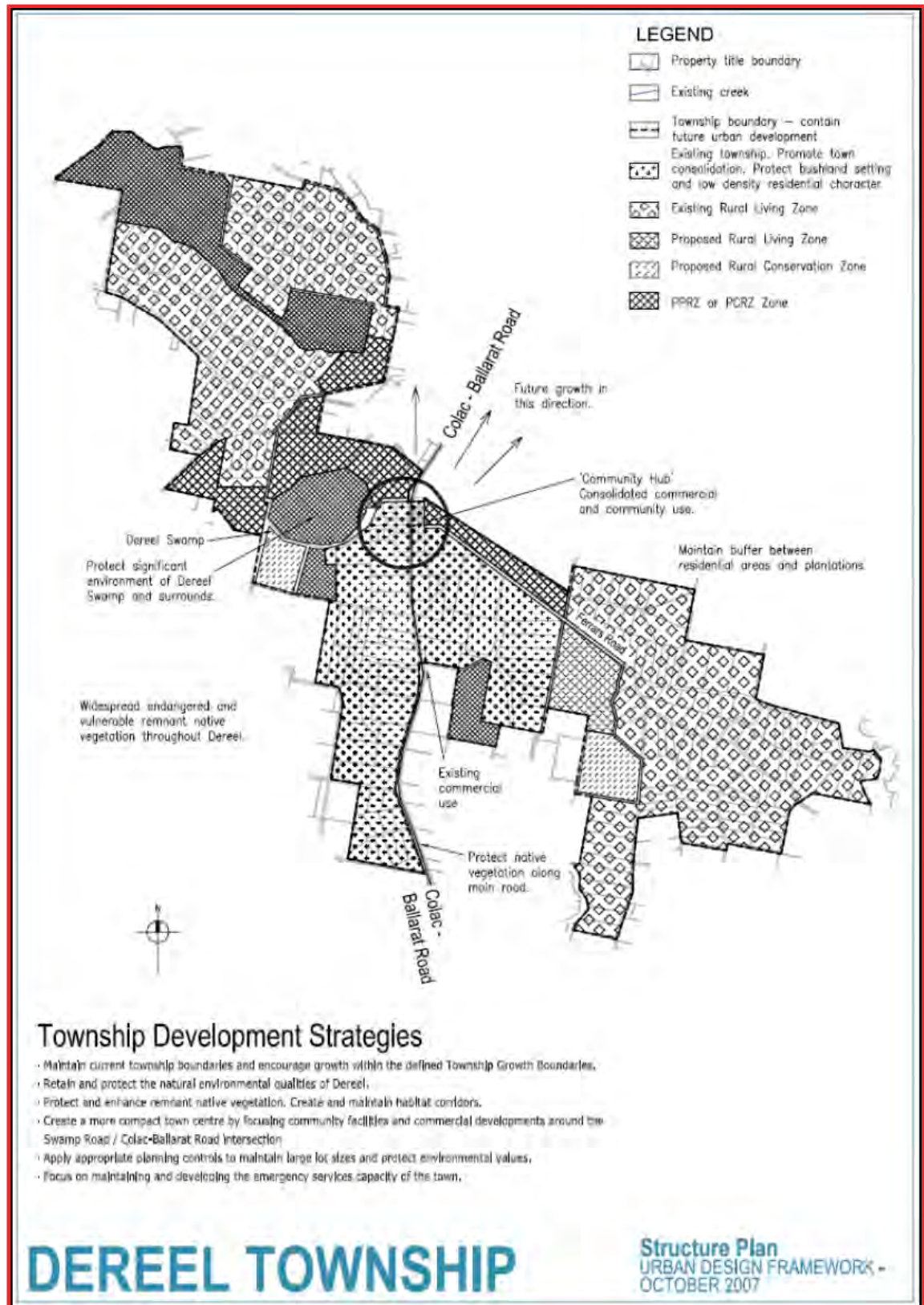
## Corindhap Structure Plan

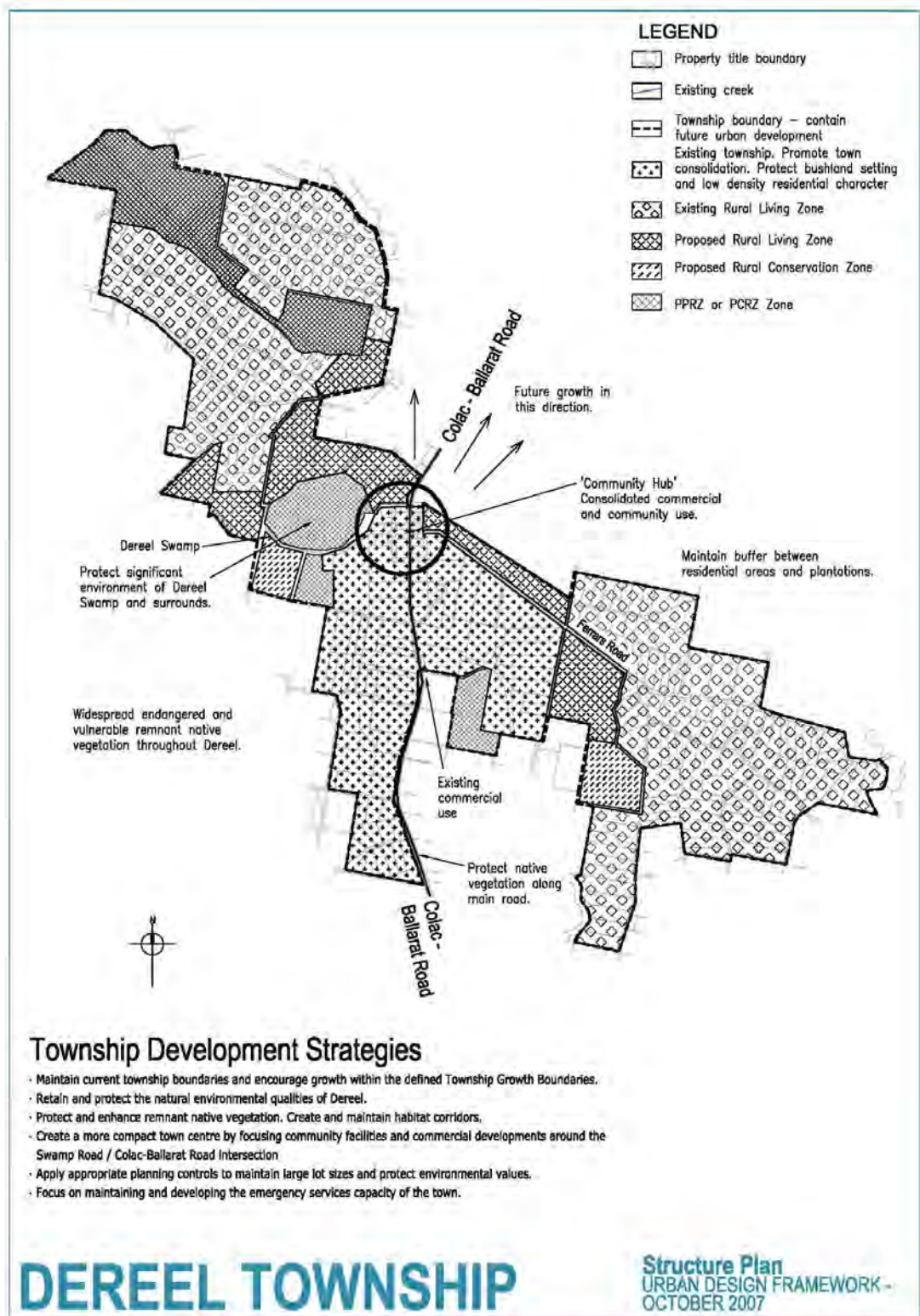






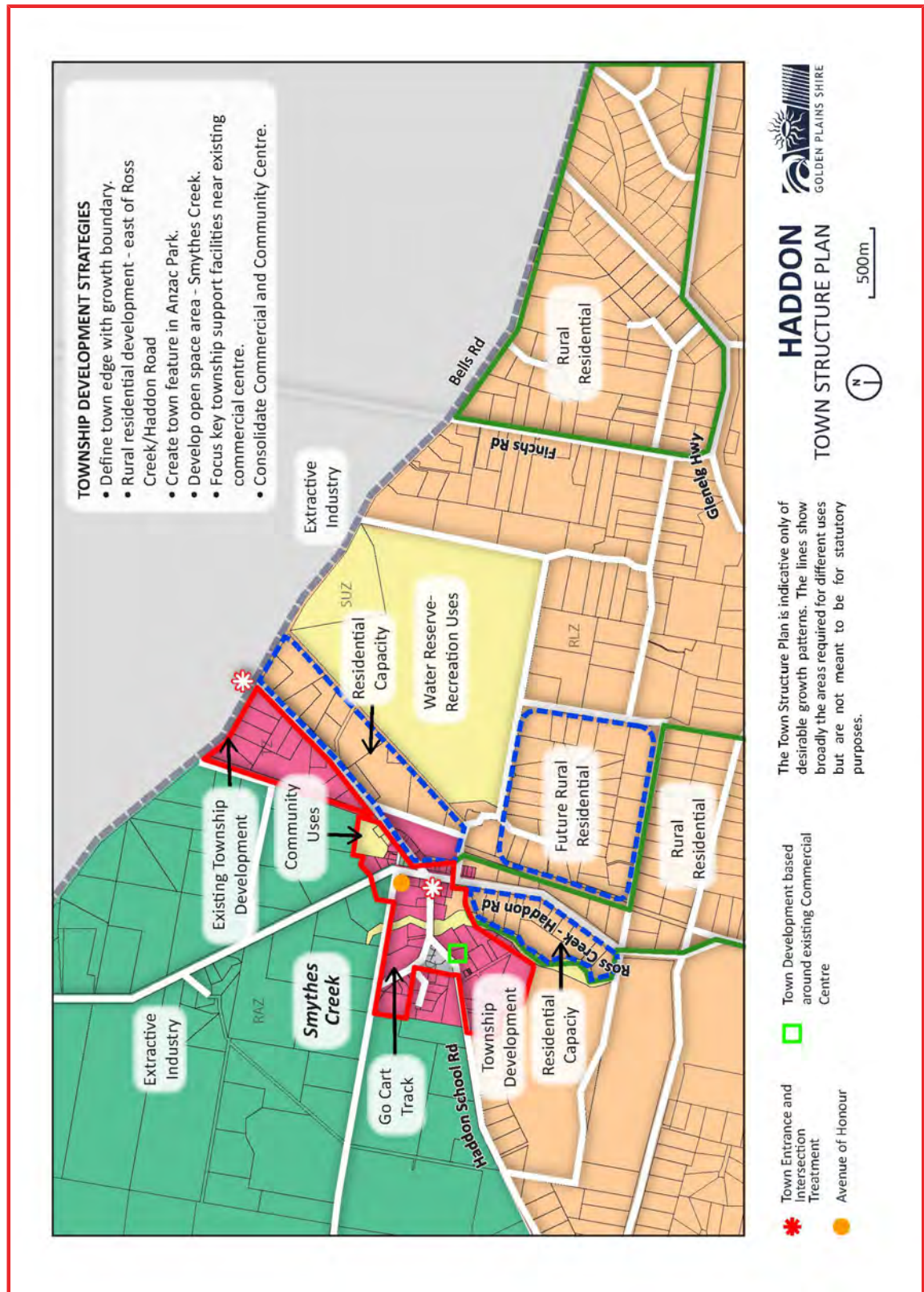
## Dereel Structure Plan



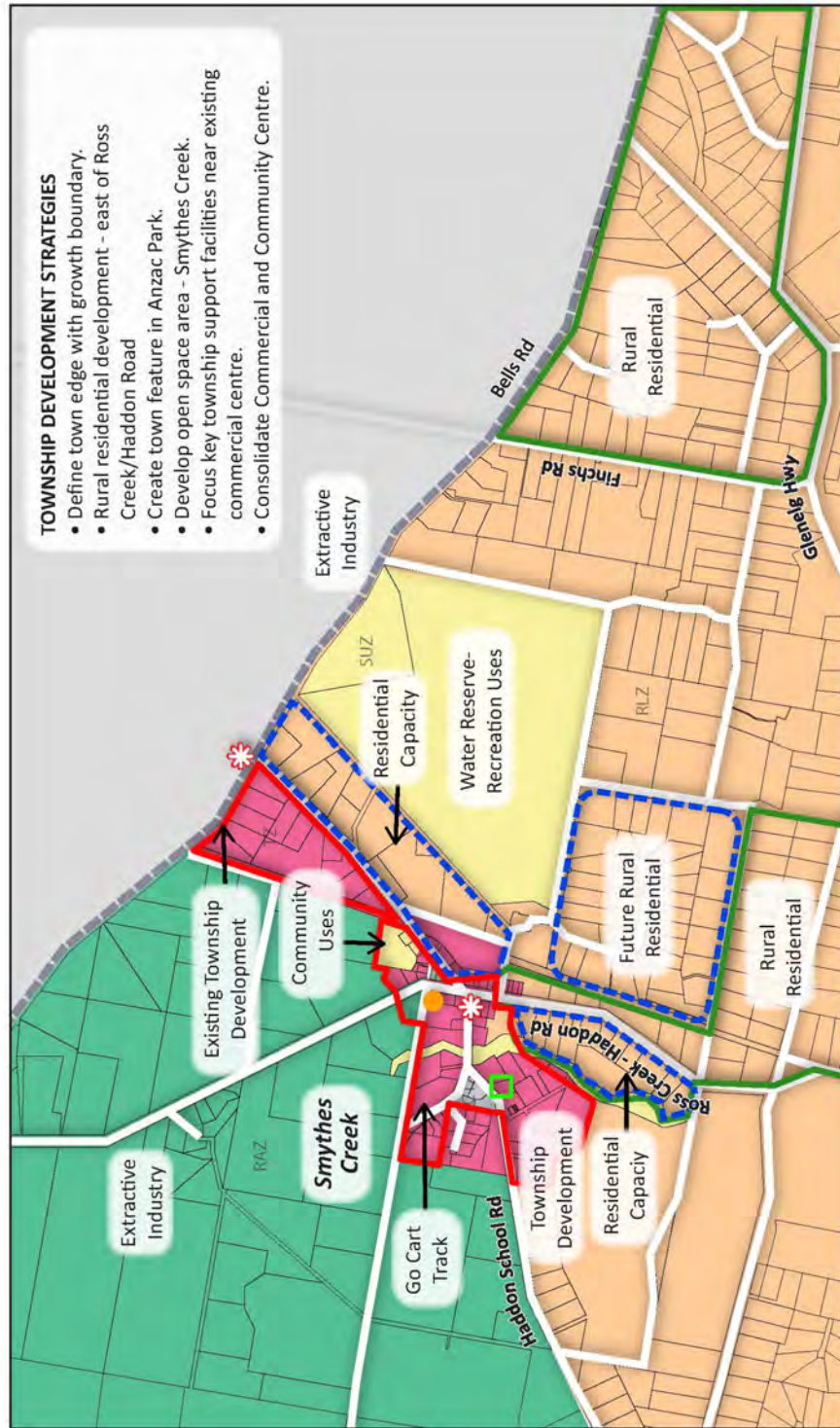




## Haddon Structure Plan



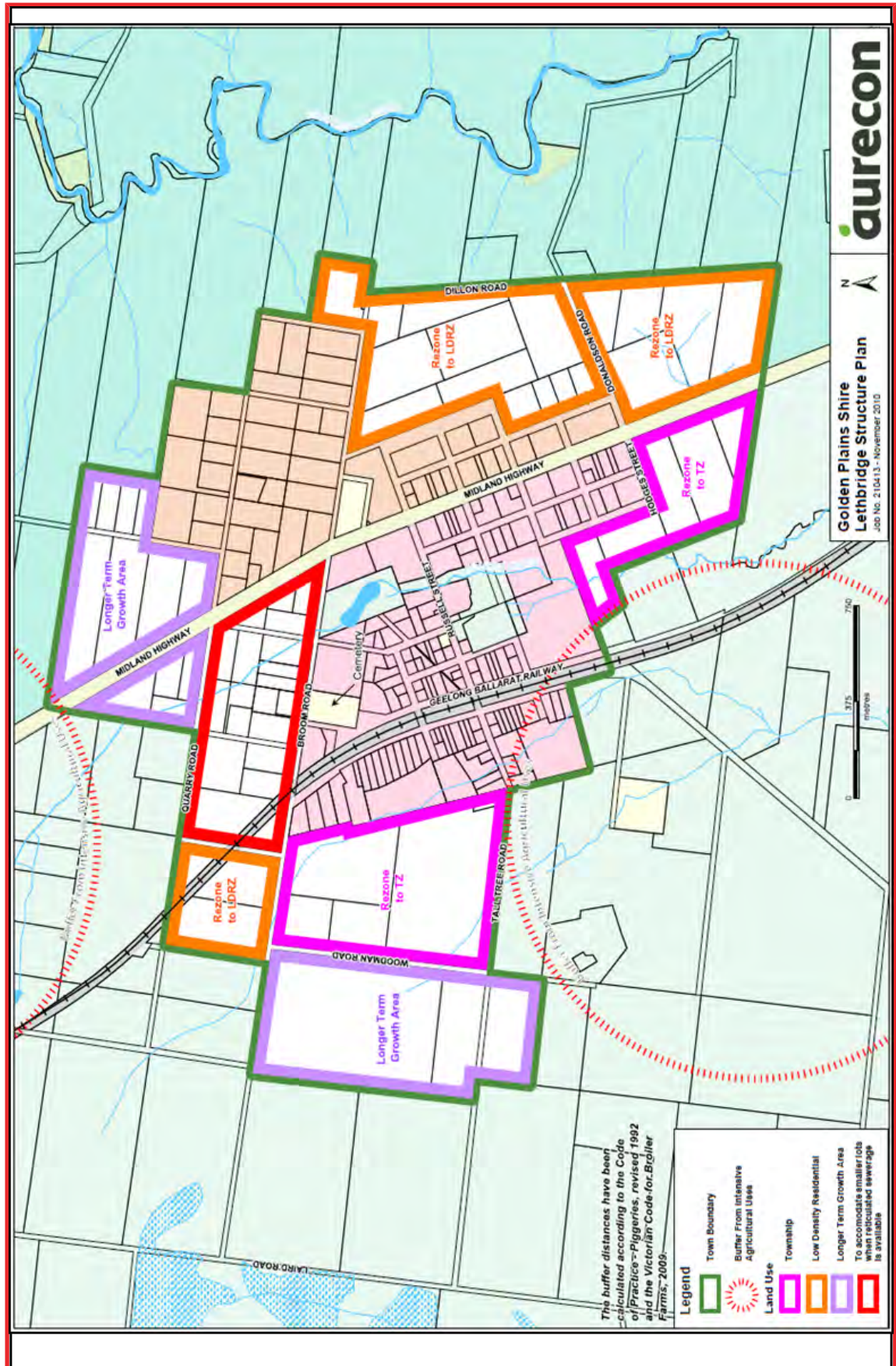




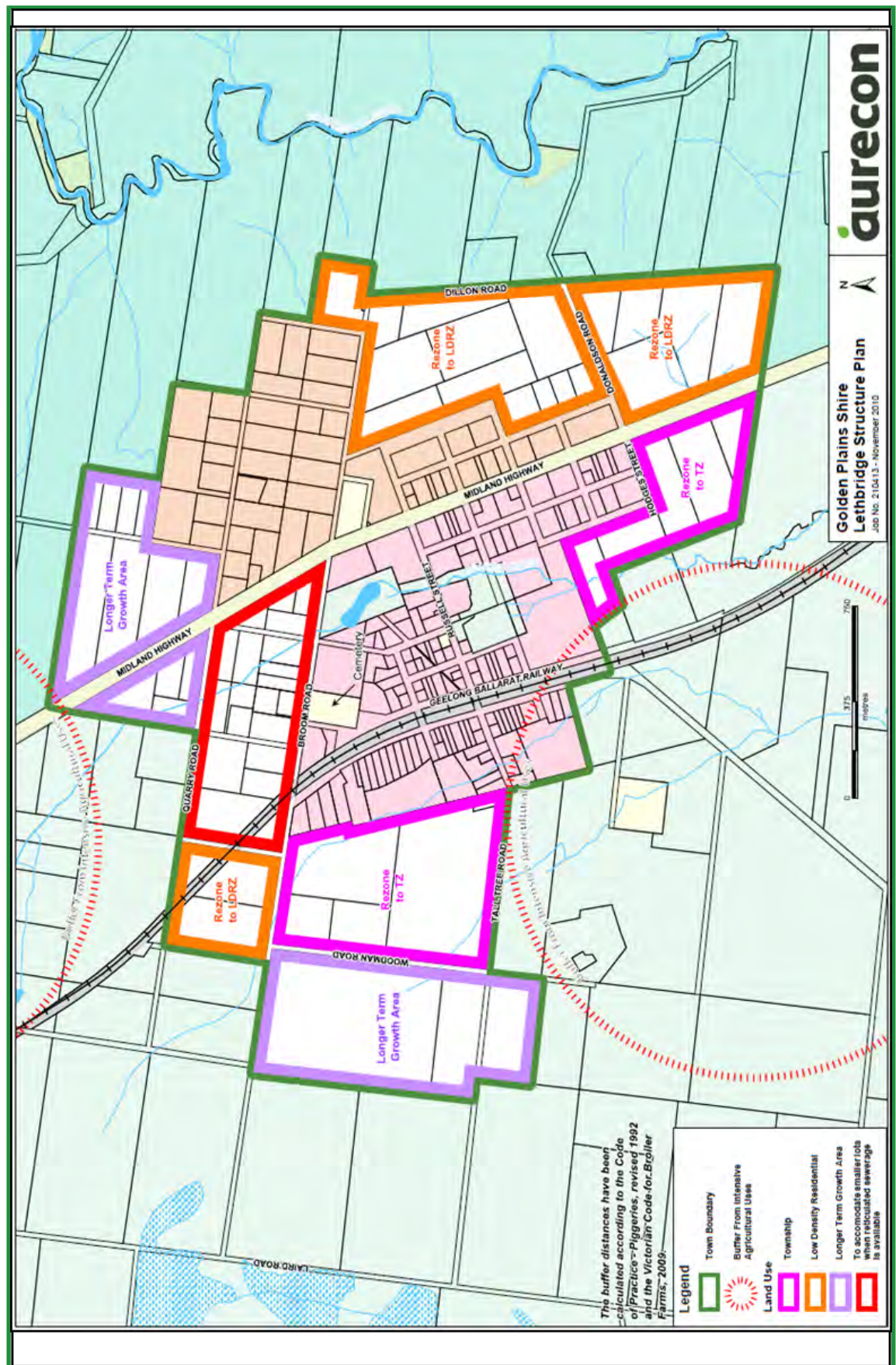
## HADDON TOWN STRUCTURE PLAN



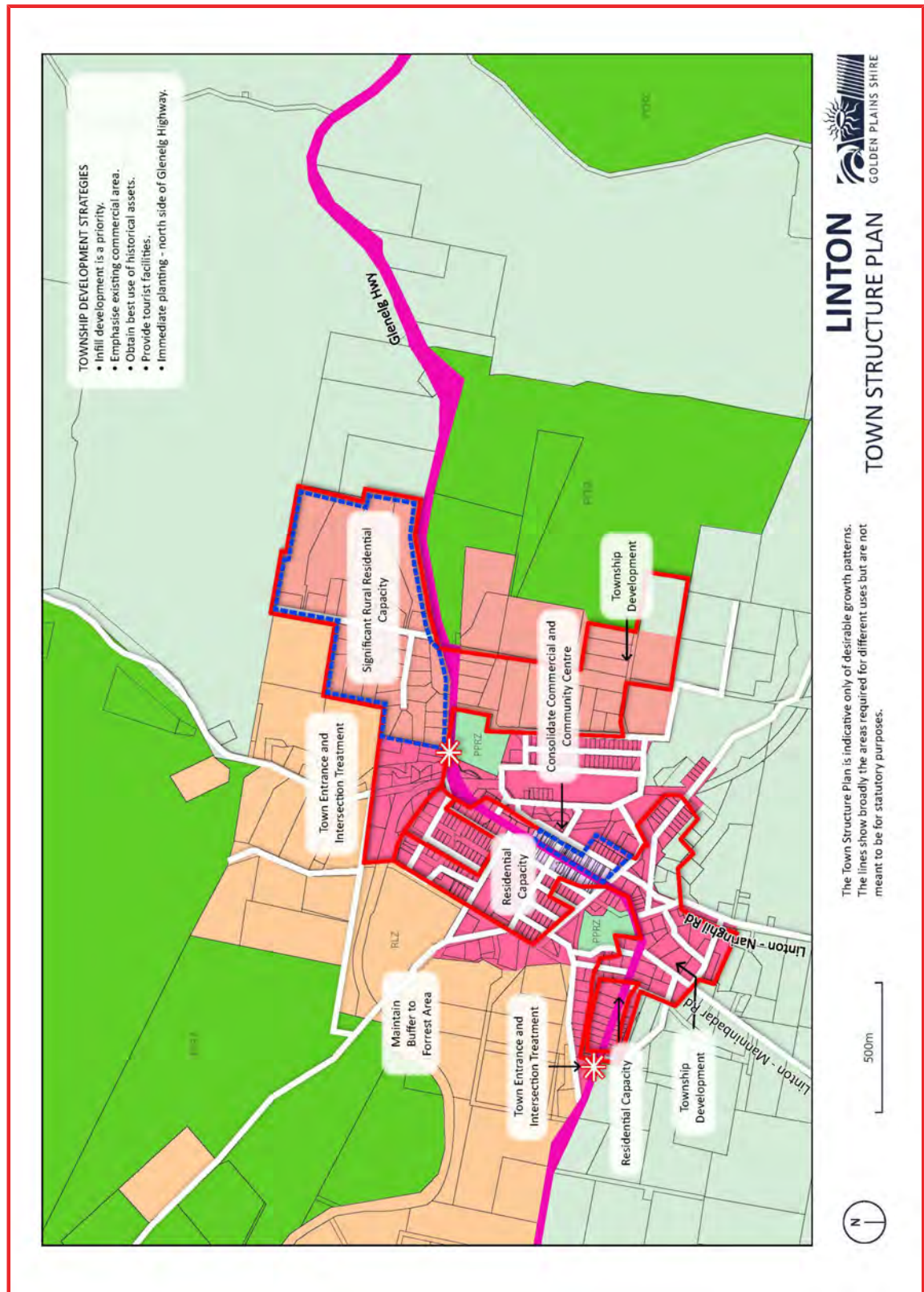
## Lethbridge Structure Plan



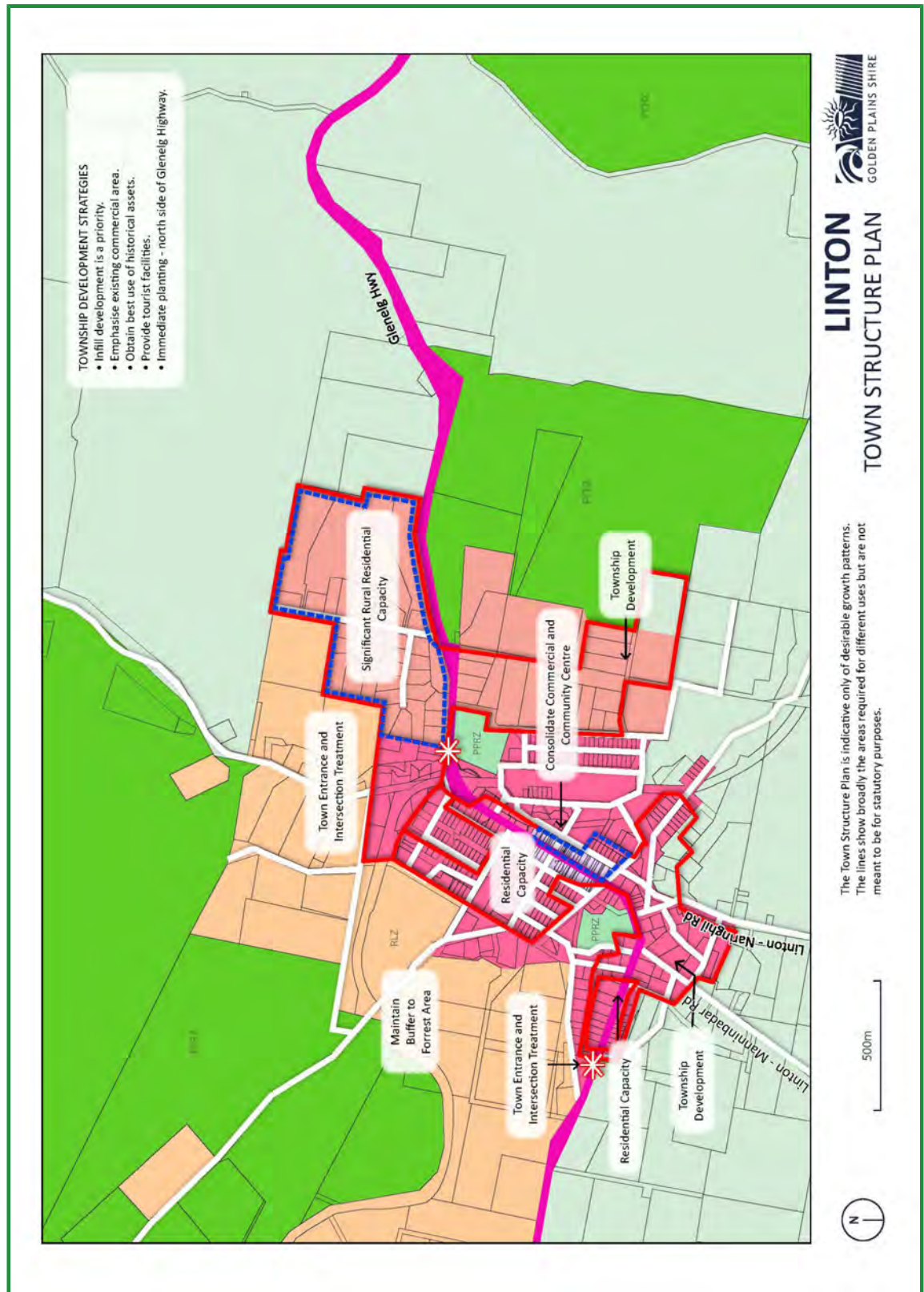




## Linton Structure Plan

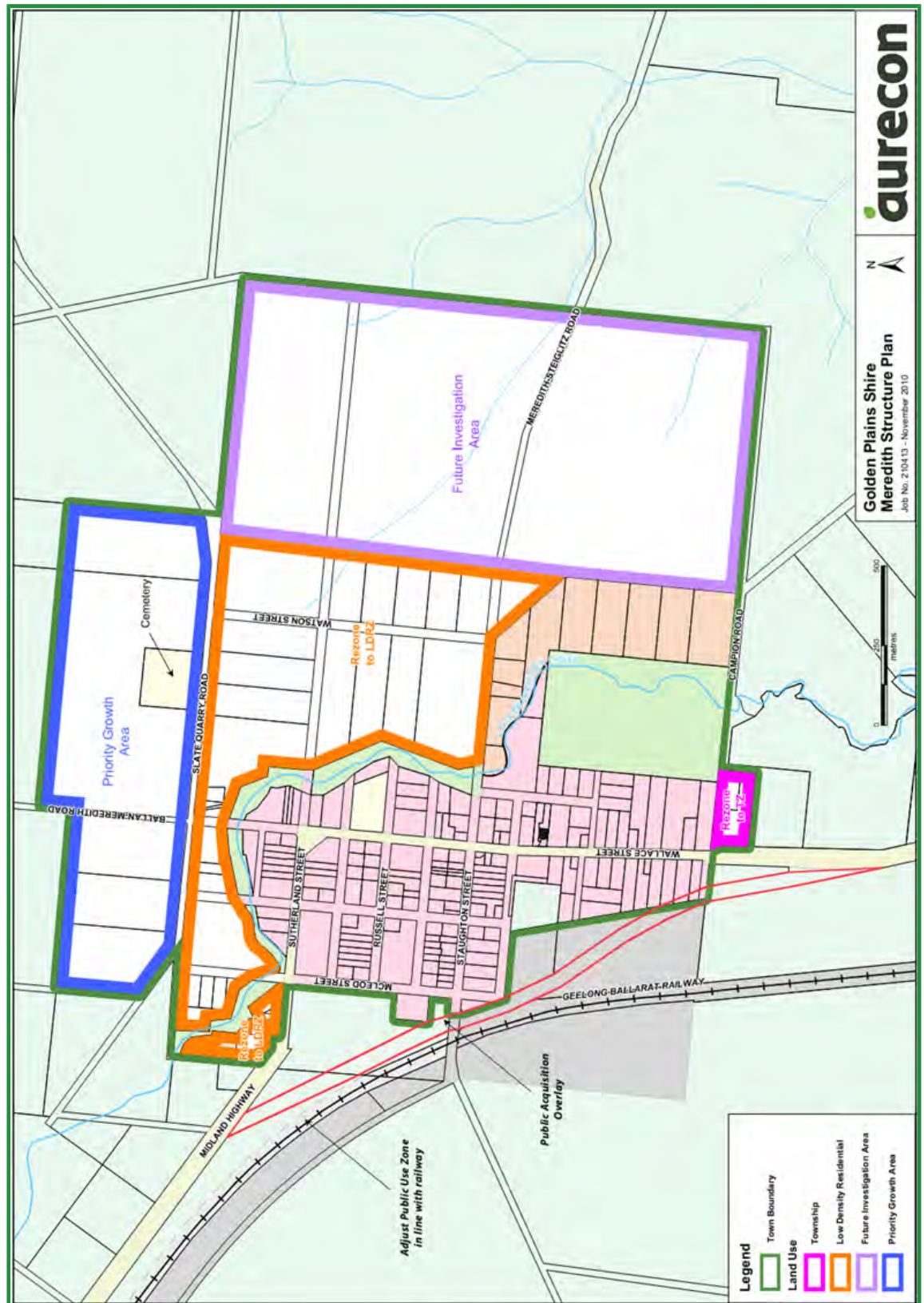




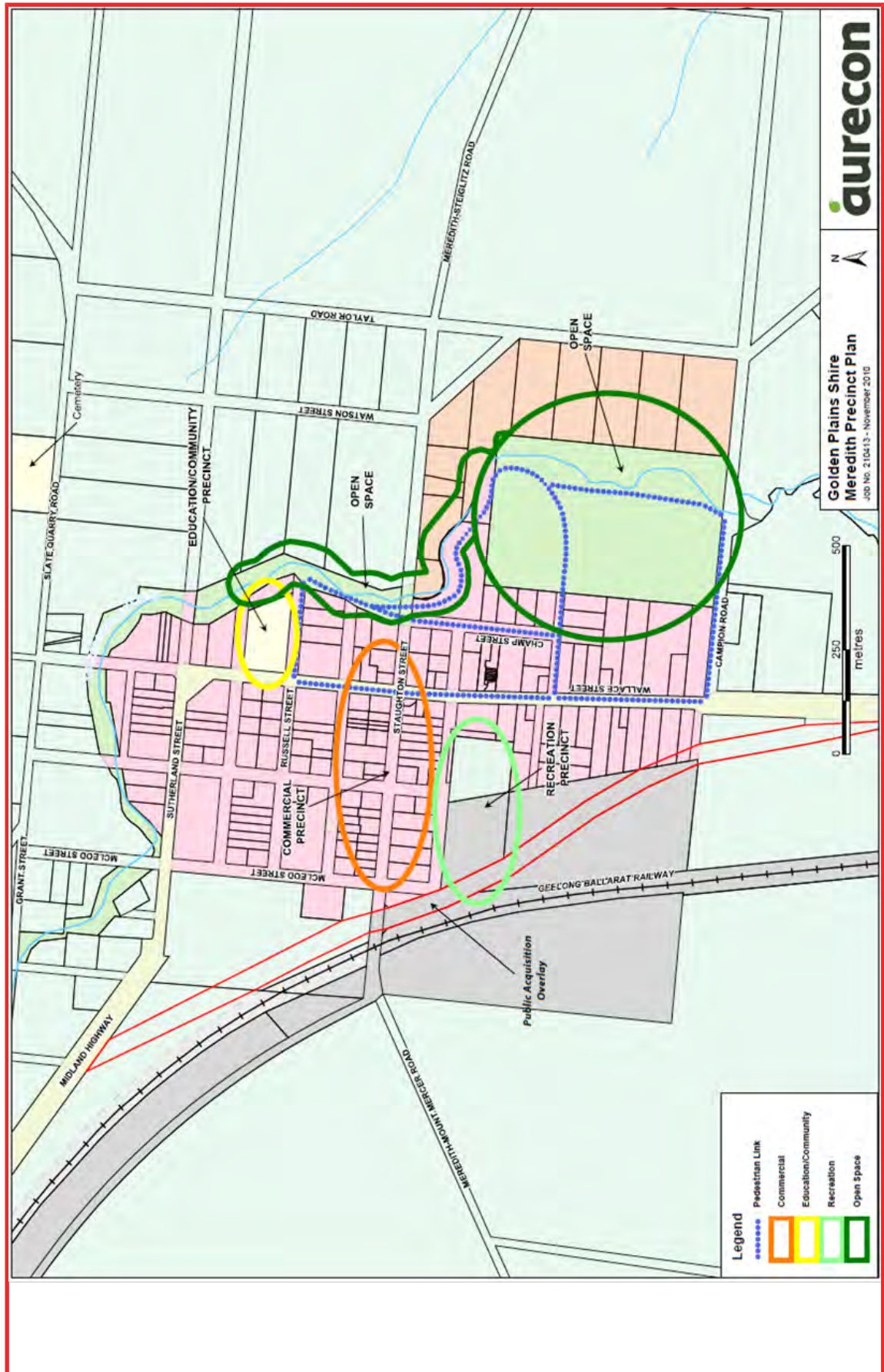




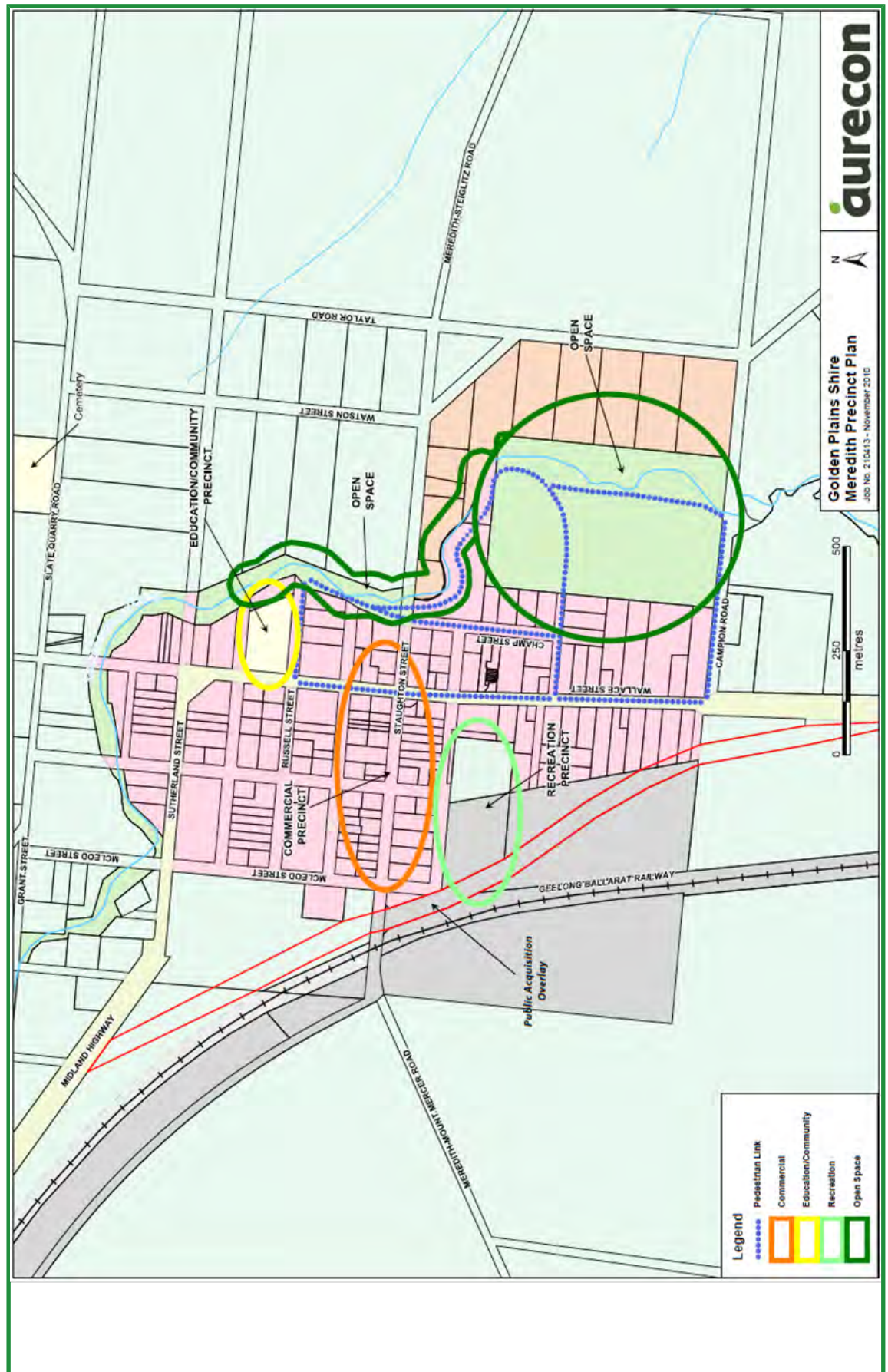




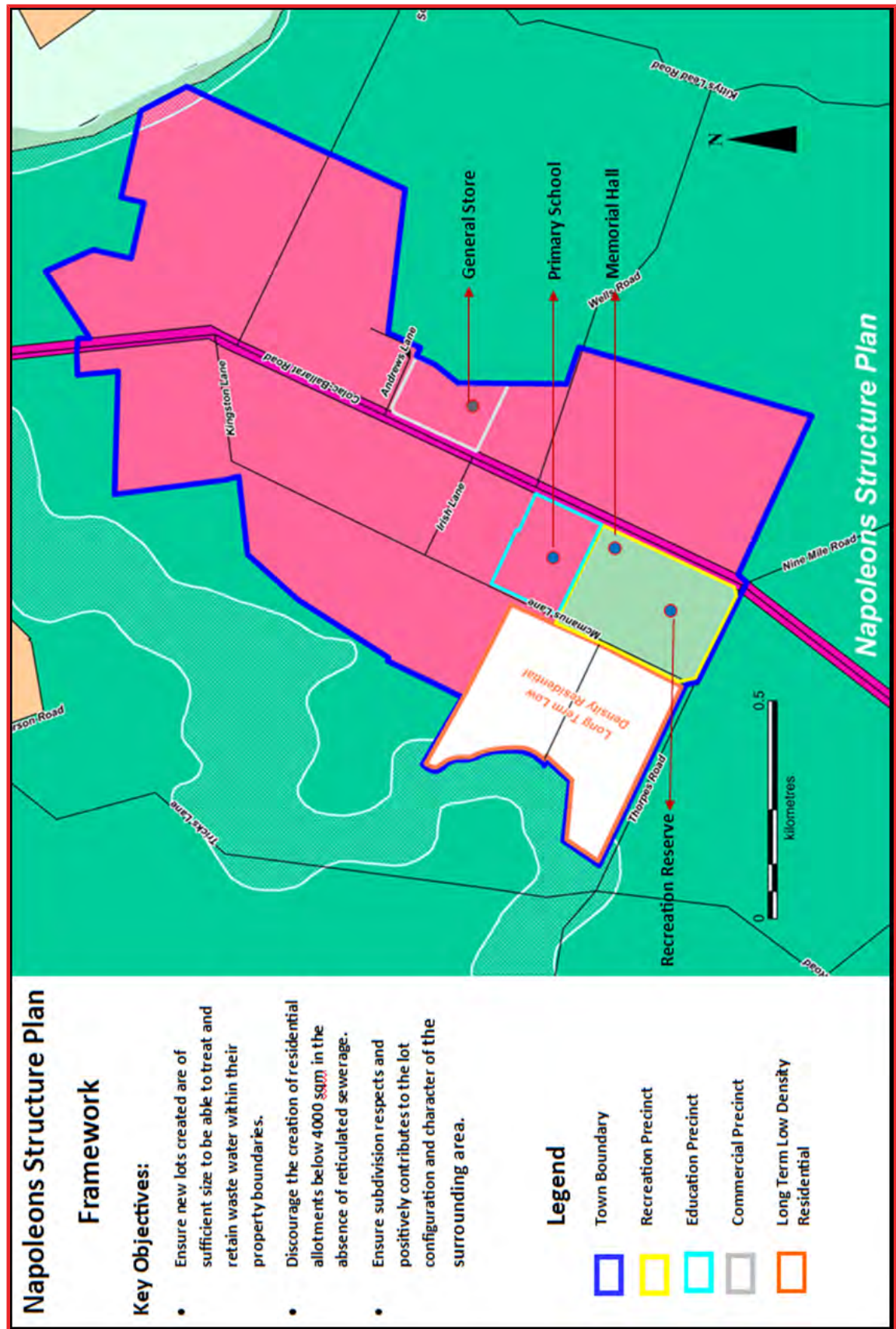
Meredith Precinct Plan



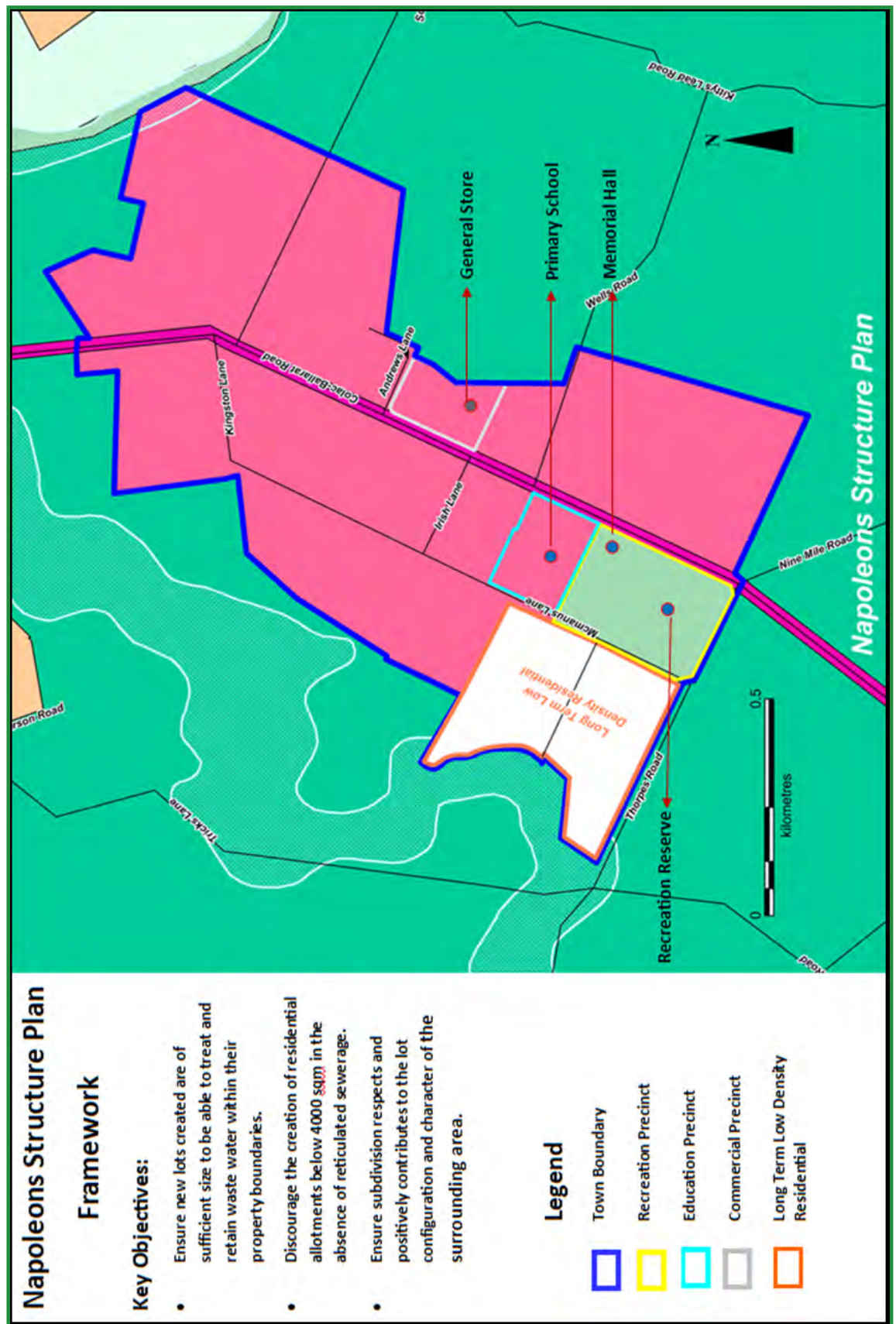




## Napoleons Structure Plan

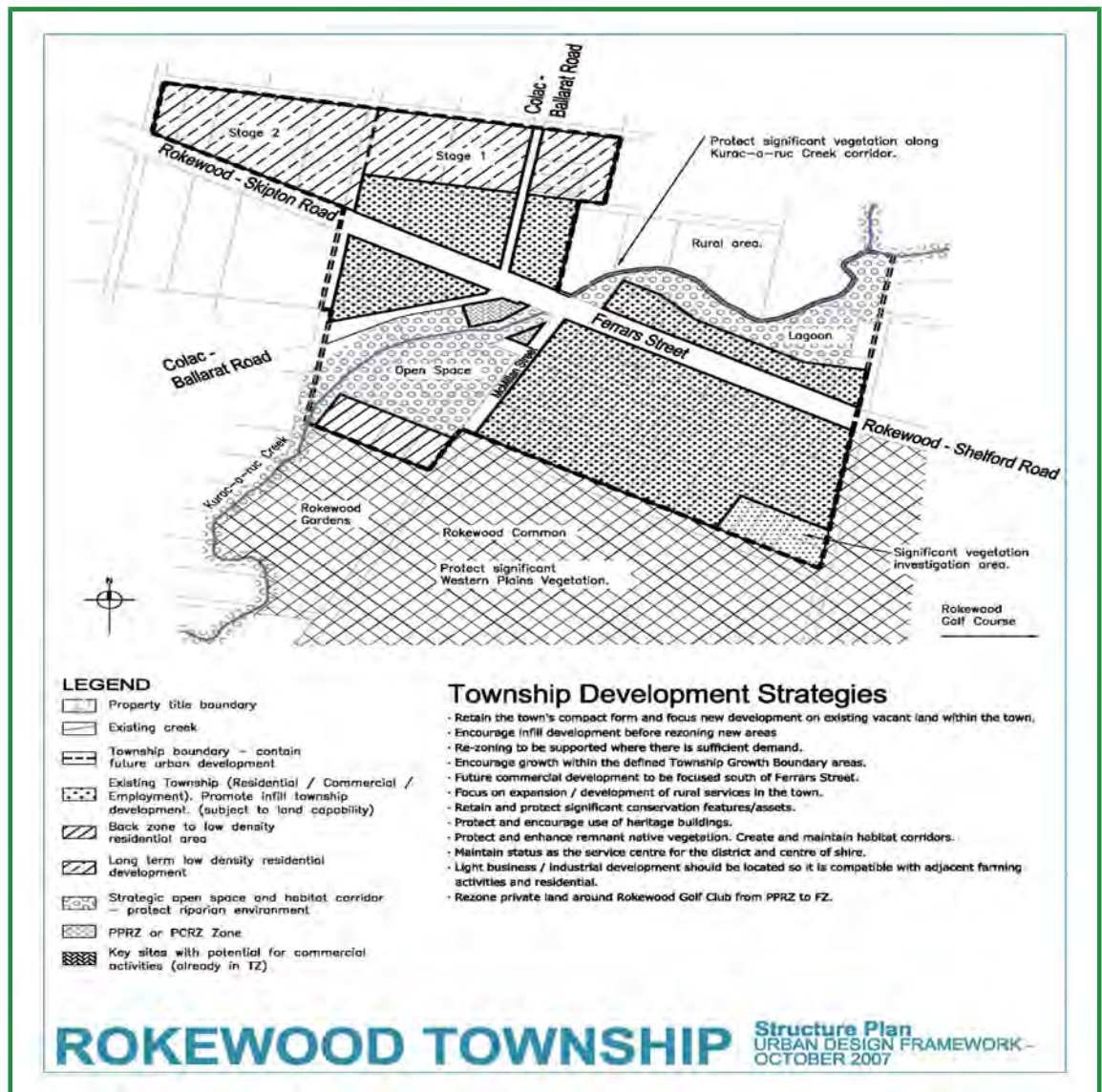






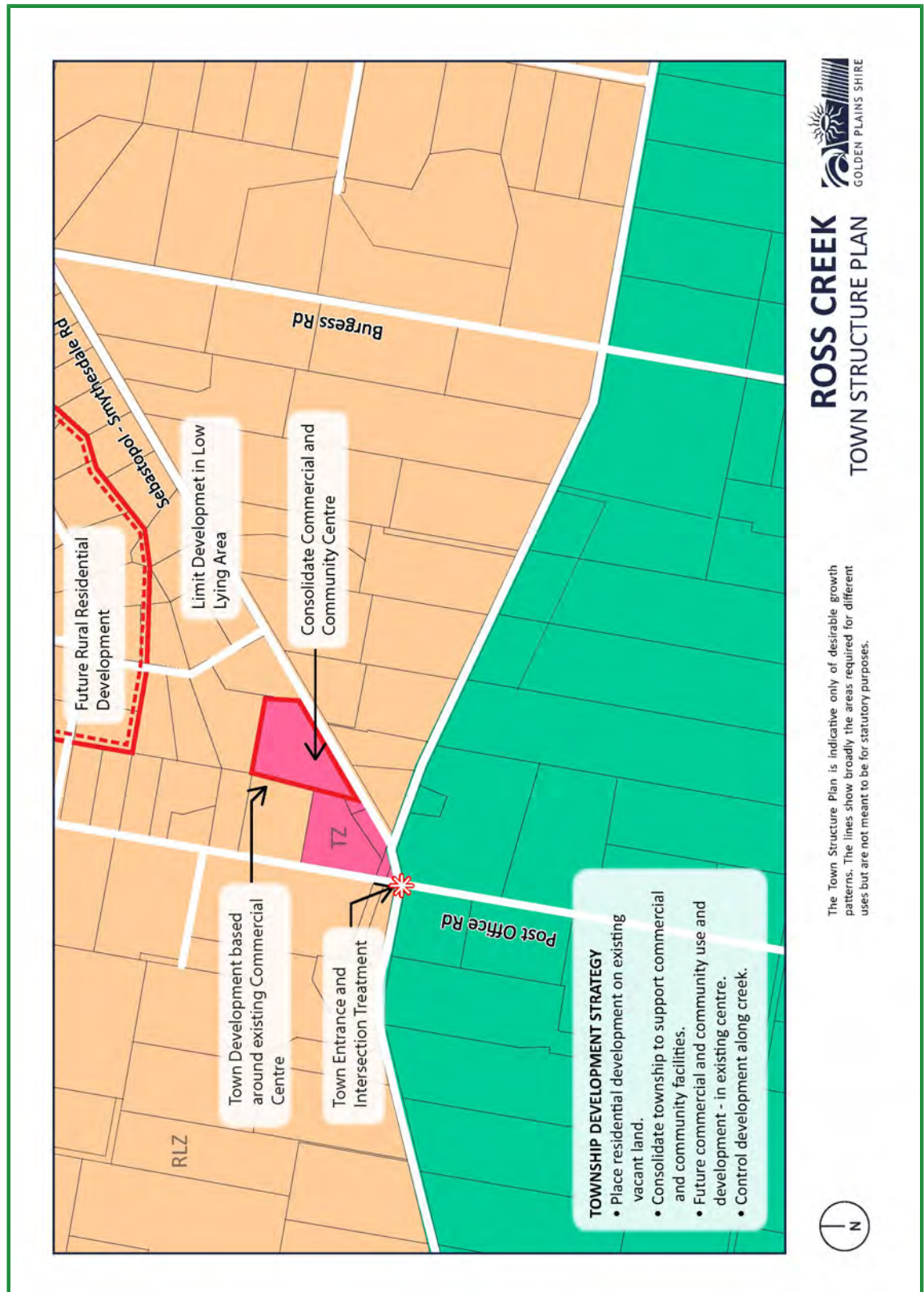
## Rokewood Structure Plan











## ROSS CREEK

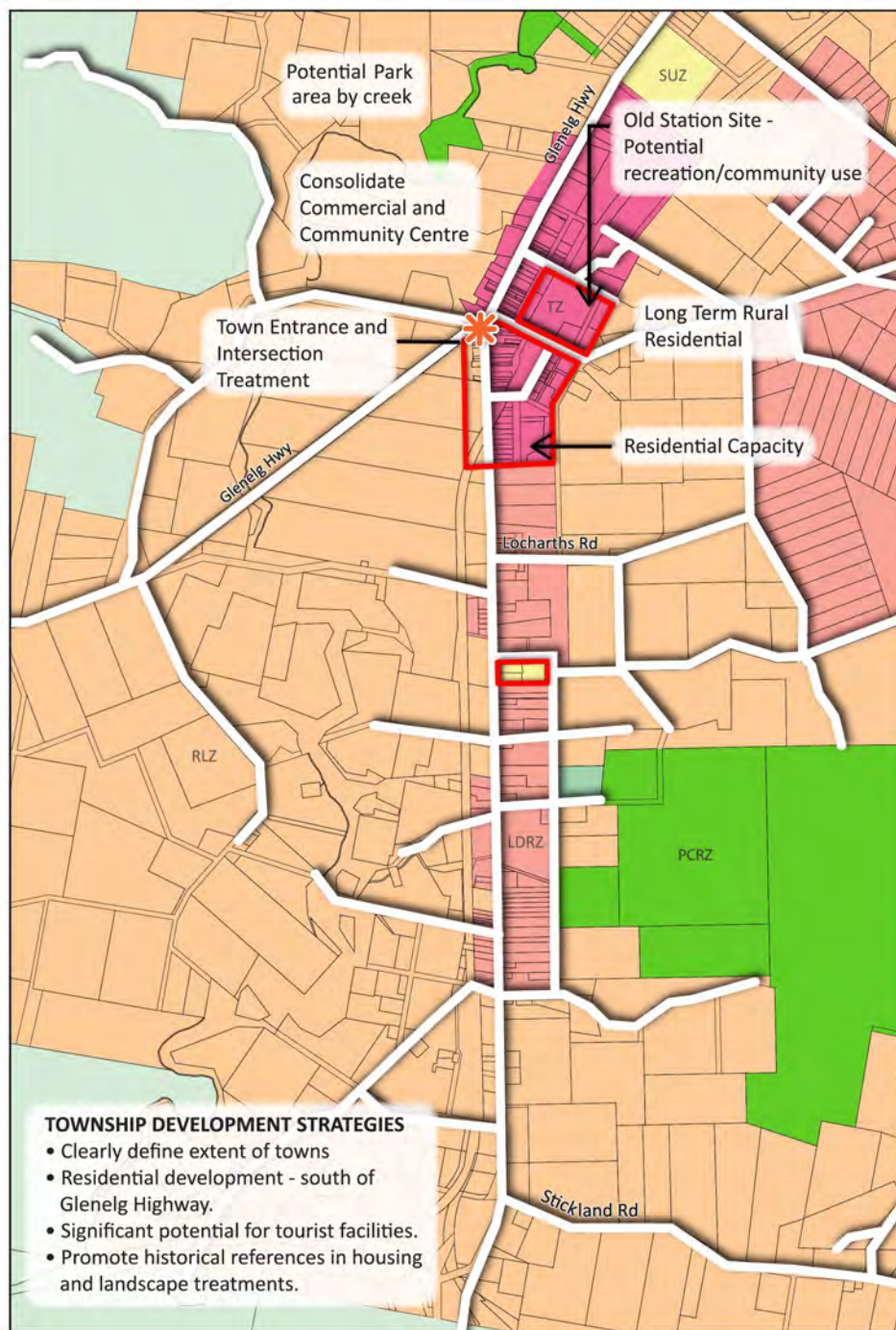
### TOWN STRUCTURE PLAN

The Town Structure Plan is indicative only of desirable growth patterns. The lines show broadly the areas required for different uses but are not meant to be for statutory purposes.





## Scarsdale Structure Plan



The Town Structure Plan is indicative only of desirable growth patterns. The lines show broadly the areas required for different uses but are not meant to be for statutory purposes.

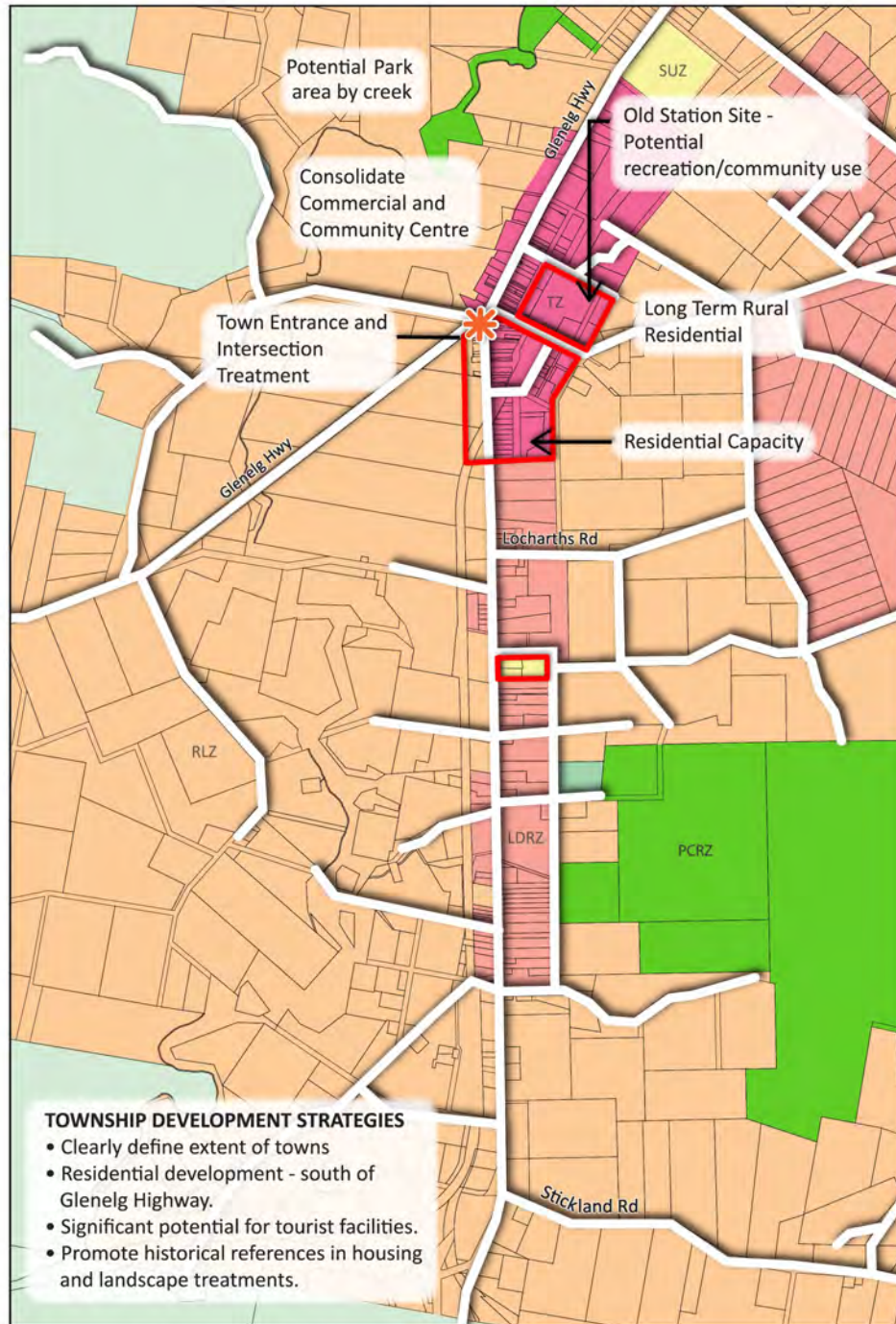
500m



**SCARSDALE**  
TOWN STRUCTURE PLAN







The Town Structure Plan is indicative only of desirable growth patterns. The lines show broadly the areas required for different uses but are not meant to be for statutory purposes.

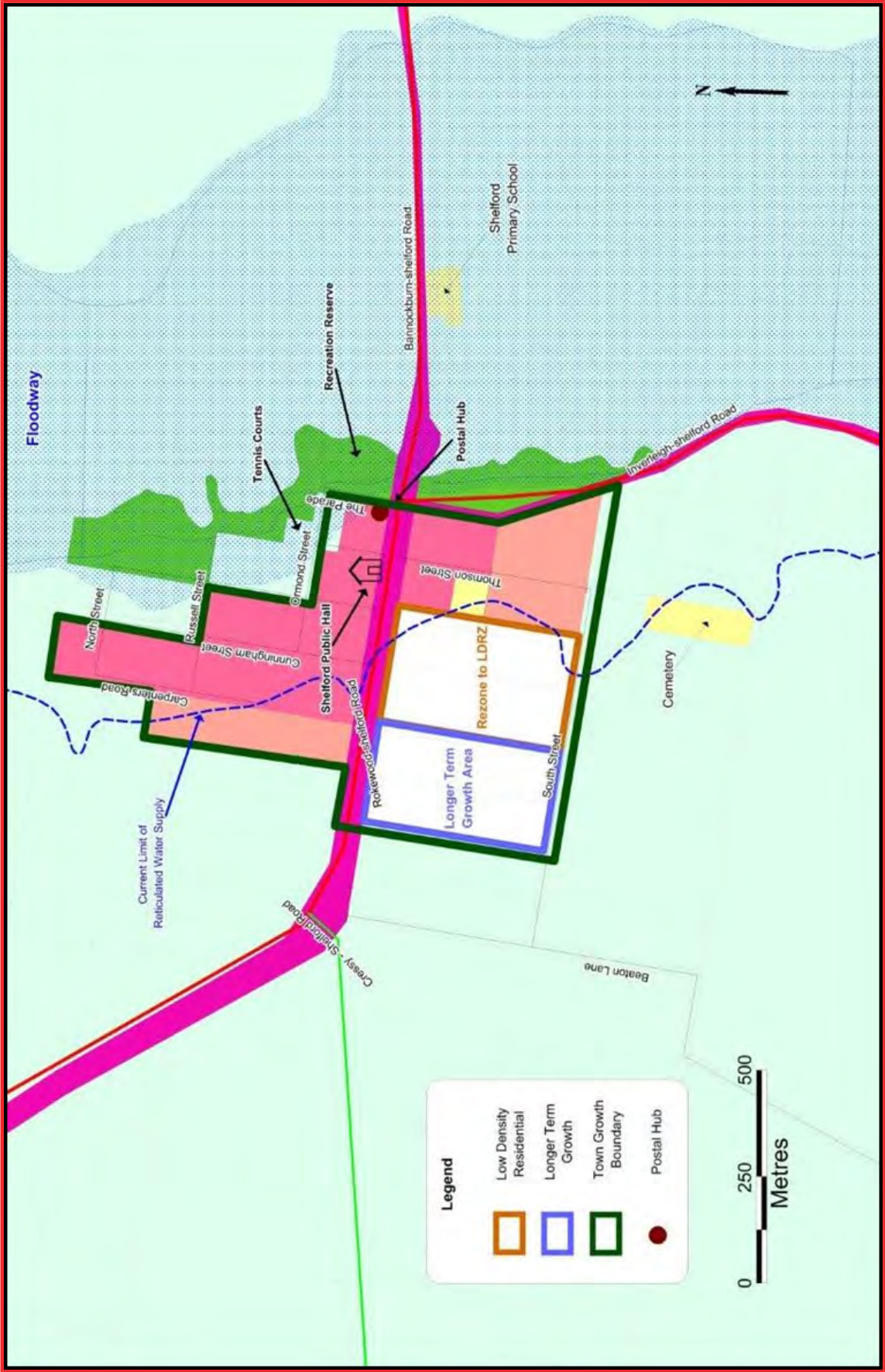
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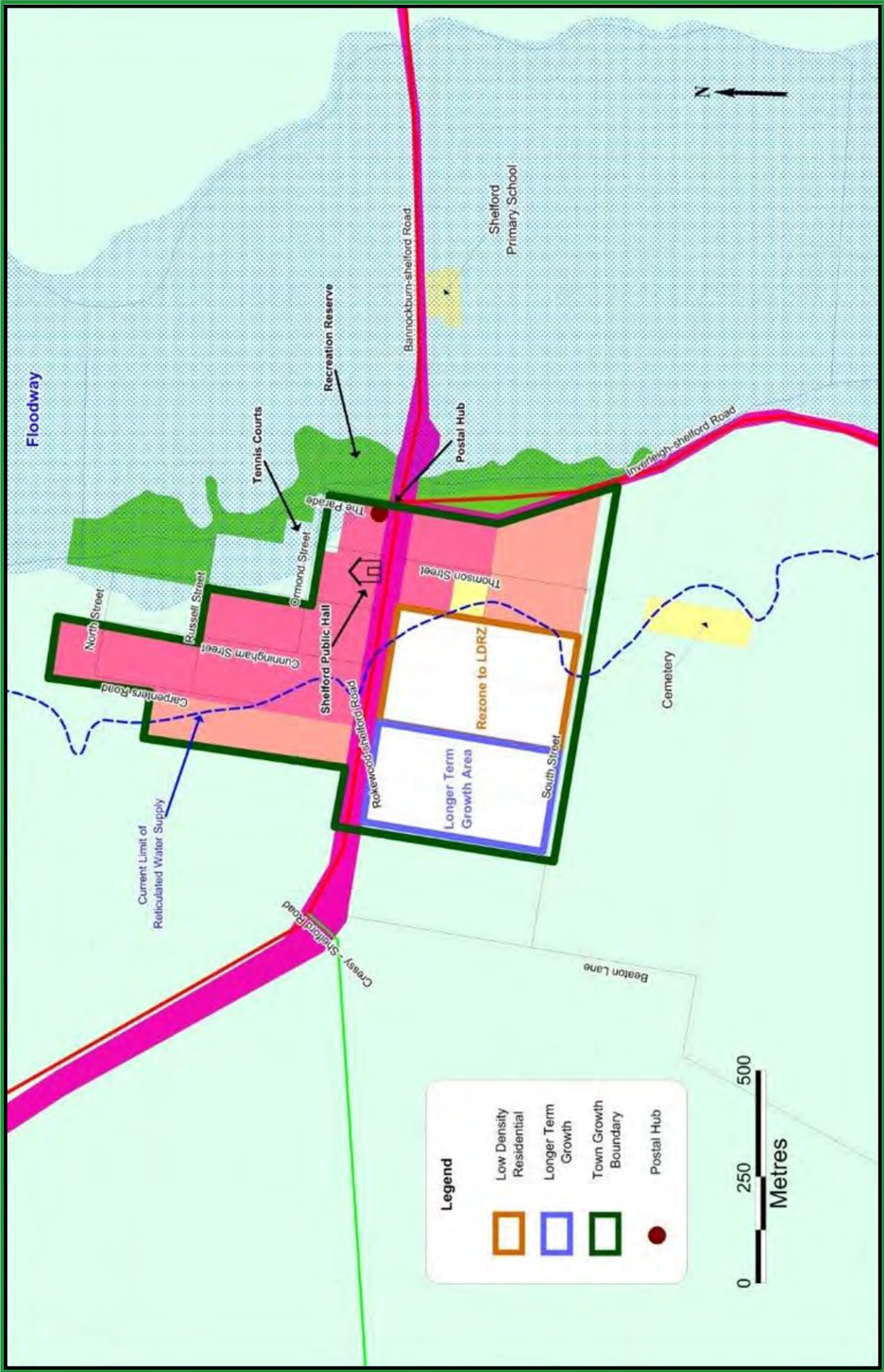
**SCARSDALE**  
TOWN STRUCTURE PLAN



Shelford Structure Plan







**11.01**

31/07/2018  
VC148

**VICTORIA**

**11.01-1S**10/06/2022  
VC216**Settlement****Objective**

To facilitate the sustainable growth and development of Victoria and deliver choice and opportunity for all Victorians through a network of settlements.

**Strategies**

Develop sustainable communities through a settlement framework offering convenient access to jobs, services, infrastructure and community facilities.

Focus investment and growth in places of state significance in Metropolitan Melbourne and the major regional cities of Ballarat, Bendigo, Geelong, Horsham, Latrobe City, Mildura, Shepparton, Wangaratta, Warrnambool and Wodonga.

Support sustainable development of the regional centres of Ararat, Bacchus Marsh, Bairnsdale, Benalla, Castlemaine, Colac, Echuca, Gisborne, Hamilton, Kyneton, Leongatha, Maryborough, Portland, Sale, Swan Hill, Warragul/Drouin and Wonthaggi.

Ensure regions and their settlements are planned in accordance with their relevant regional growth plan.

Guide the structure, functioning and character of each settlement taking into account municipal and regional contexts and frameworks.

Create and reinforce settlement boundaries.

Provide for growth in population and development of facilities and services across a regional or sub-regional network.

Plan for development and investment opportunities along existing and planned transport infrastructure.

Promote transport, communications and economic linkages between settlements through the identification of servicing priorities in regional land use plans.

Strengthen transport links on national networks for the movement of commodities.

Deliver networks of high-quality integrated settlements that have a strong identity and sense of place, are prosperous and are sustainable by:

- Building on strengths and capabilities of each region across Victoria to respond sustainably to population growth and changing environments.
- Developing settlements that will support resilient communities and their ability to adapt and change.
- Balancing strategic objectives to achieve improved land use and development outcomes at a regional, catchment and local level.
- Preserving and protecting features of rural land and natural resources and features to enhance their contribution to settlements and landscapes.
- Encouraging an integrated planning response between settlements in regions and in adjoining regions and states in accordance with the relevant regional growth plan.
- Providing for appropriately located supplies of residential, commercial, and industrial land across a region, sufficient to meet community needs in accordance with the relevant regional growth plan.
- Improving transport network connections in and between regional cities, towns and Melbourne.
- Integrating the management of water resources into the urban environment in a way that supports water security, public health, environment and amenity outcomes.

- Minimising exposure to natural hazards, including increased risks due to climate change.
- Contributing to net zero greenhouse gas emissions through renewable energy infrastructure and energy efficient urban layout and urban design.

Encourage a form and density of settlements that supports healthy, active and sustainable transport.

Limit urban sprawl and direct growth into existing settlements.

Promote and capitalise on opportunities for urban renewal and infill redevelopment.

Develop compact urban areas that are based around existing or planned activity centres to maximise accessibility to facilities and services.

Ensure retail, office-based employment, community facilities and services are concentrated in central locations.

Ensure land that may be required for future urban expansion is not compromised.

Support metropolitan and regional climate change adaption and mitigation measures.

### **Policy documents**

Consider as relevant:

- *Central Highlands Regional Growth Plan* (Victorian Government, 2014)
- *G21 Regional Growth Plan* (Geelong Region Alliance, 2013)
- *Gippsland Regional Growth Plan* (Victorian Government, 2014)
- *Great South Coast Regional Growth Plan* (Victorian Government, 2014)
- *Hume Regional Growth Plan* (Victorian Government, 2014)
- *Loddon Mallee North Regional Growth Plan* (Victorian Government, 2014)
- *Loddon Mallee South Regional Growth Plan* (Victorian Government, 2014)
- *Wimmera Southern Mallee Regional Growth Plan* (Victorian Government, 2014)
- *Plan Melbourne 2017-2050: Metropolitan Planning Strategy* (Department of Environment, Land, Water and Planning, 2017)
- *Plan Melbourne 2017-2050: Addendum 2019* (Department of Environment, Land, Water and Planning, 2019)



# Victoria Settlement Framework





**11.01-1R**31/07/2018  
VC148**Settlement - Central Highlands****Strategies**

Support Ballarat as the main centre for regional growth, services and employment with major growth focussed to the west.

Support urban consolidation, particularly in Ballarat's Central Business District.

Maintain Ballarat's Central Business District as the primary focus for commercial, retail and service activity in the city and region.

Support the development of Central Highlands' regional centres, Ararat and Bacchus Marsh, as the key service centres for each end of the region.

Provide local and sub-regional services at Avoca, Ballan, Beaufort, Clunes, Creswick, Daylesford and Smythesdale to support ongoing growth, particularly closer to Melbourne and Ballarat where towns will provide a key opportunity to target growth pressure.

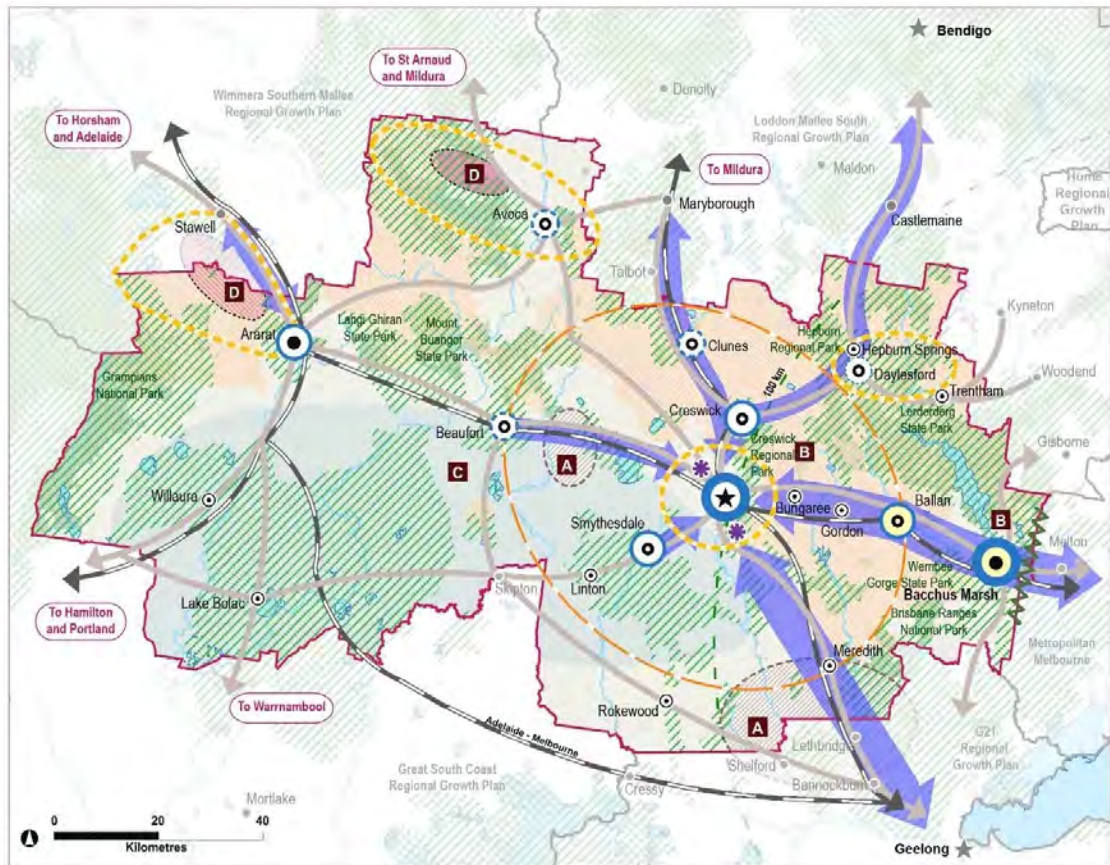
Direct growth to well serviced settlements with good access to Melbourne or Ballarat, particularly Bacchus Marsh, Ballan, Creswick, Clunes, Beaufort and Smythesdale.

Limit outward growth of Daylesford to minimise environmental impacts and exposure to natural hazards.

Provide adequate land and infrastructure in appropriate locations to support anticipated population growth.

Maintain a clear settlement break between Metropolitan Melbourne and the Central Highlands.

## Central Highlands Regional Growth Plan



### SETTLEMENT NETWORK

- ★ Ballarat - Regional city
- Regional centre
- Town
- Small town
- ★ Regional city external to the region
- Settlement external to the region
- Major growth
- Medium growth
- Support sustainable change
- Contain growth
- Designated identified growth centre in Plan Melbourne<sup>(1)</sup>
- ⚡ Settlement break

### MELBOURNE AND BALLARAT HINTERLANDS

(1) Plan Melbourne (Chapter 6 – State of Cities) identifies Bacchus Marsh and Ballan as peri-urban towns with potential to attract housing and population growth out of Melbourne

- Areas within 100 km of central Melbourne
- Ballarat hinterland

### CONNECTIVITY

- ➡ Key relationship
- ➡ Key road corridor
- ➡ Key rail corridor

### ECONOMIC DEVELOPMENT

- ✳ Regional employment assets in Ballarat
- Key tourism precinct
- Intensive agriculture
- Horticulture
- Broadacre cropping and grazing
- Viticulture

### ENVIRONMENT

- Areas containing high value terrestrial habitat
- Declared water supply catchment
- Public land
- Lakes and wetlands
- Rivers

**11.01-1R**

31/07/2018  
VC148

**Settlement - Geelong G21**

**Strategies**

Support the role of Central Geelong as a major regional city and revitalise and strengthen its role as Victoria's second city.

Support the growth of Bannockburn, Colac, Drysdale/Clifton Springs, Lara, Leopold, Ocean Grove and Torquay/Jan Juc as district towns by building on existing and planned infrastructure and focussing growth along key road and rail networks.

Plan for Colac and Winchelsea as new targeted growth nodes.

Provide for long term growth options that build on existing infrastructure, including two further investigation areas north and west of Geelong.

Reinforce the role of district towns in providing services to surrounding areas.

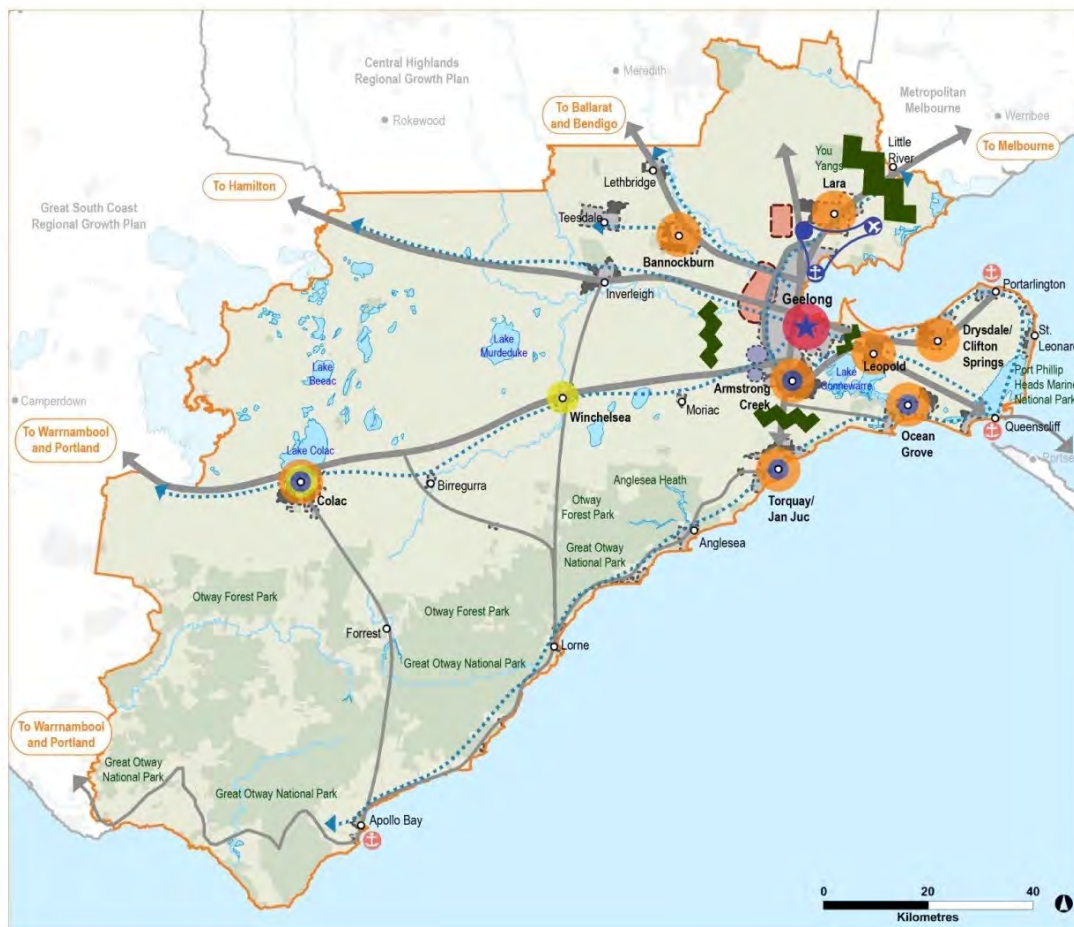
Maintain a significant settlement break between the region and Melbourne.

Provide for settlement breaks between towns to maintain their unique identities.

Require a settlement boundary for all towns.

Protect critical agricultural land by directing growth to towns.

## Geelong G21 Regional Growth Plan



### SETTLEMENT ROLE AND GROWTH

- ★ Reinforce the role of Geelong as a regional city and Victoria's second largest city
  - Strengthen Central Geelong's role as a major regional city centre by supporting growth with a focus on identified infill housing opportunity areas and building on the region's health, education and research capabilities
  - Support planned growth and reinforce the role of district towns
  - Introduce new targeted growth nodes at Colac and Winchelsea
  - Identification of two Further Investigation Areas in Geelong
  - Identification of four key settlement breaks
  - Settlement
  - Existing urban areas
  - Planned growth areas
  - Designation of settlement boundaries for all towns
- Provide infrastructure and services for planned growth areas and infill development

### MAJOR INFRASTRUCTURE

- An efficient and equitable public transport, road and freight network leveraged off existing infrastructure
- ✈ Airport
- ⚓ Port of Geelong
- ⚓ Minor port

### EMPLOYMENT GROWTH

- Maintain productive agricultural areas
- Development of a national transport and logistics precinct
- Strengthen and protect the identified existing and planned employment areas
- Future employment nodes
- Provide land and infrastructure for existing and future employment nodes

### ENVIRONMENT

- Maintain and enhance natural assets and infrastructure
- Lakes and wetlands
- Rivers

**11.01-1L-01 Settlement**

47/09/2024  
G94gpla Proposed C102gpla

Maintain an urban break between Geelong, Bannockburn, Batesford and Inverleigh.

Direct population growth to urban areas provided with water, sewerage and social infrastructure.

Avoid battle axe blocks in greenfield development.

Support a progressive series of land rezoning within Bannockburn, in line with the *Bannockburn Growth Plan* (Victorian Planning Authority, May 2021).

**Policy guideline**

Consider as relevant:

- ~~When rezoning land for urban purposes in greenfield areas, whether suitable locations are available within existing areas zoned for urban purposes.~~



Avoid rezoning of land for urban purposes in greenfield areas if there is existing land zoned for urban purposes available.

**11.01-1L-02 Settlement in Golden Plains South East**

25/11/2022  
G9+gpla Proposed C102gpla

**Policy application**

This policy applies to the areas identified in the Golden Plains South East area ~~map~~maps.

**Strategies**

Direct business and service uses that require substantial separation distances from sensitive uses to land between the Midland and Hamilton Highways.

Support only agricultural uses in the Barwon River valley.

Support agricultural and rural related uses in the Moorabool River and Sutherlands Creek valleys including tourism uses that support agriculture and the landscape values of the valleys.

~~Maintain and reinforce~~Reinforce the 'non-urban break' between Batesford and Bannockburn.

Maintain landscape buffers adjoining the Midland and Hamilton Highways except around the Gheringhap Precinct.

Avoid new vehicle access points along the Midland and Hamilton Highways.

Set back development from the Midland and Hamilton Highways and design structures and landscaping to maintain the rural character.

Support agricultural land use in areas excluded from development for business purposes (shown as 'Buffer distance - 1000m' in the South-East Framework Plan).

**Policy guideline**

~~Consider as relevant:~~

- ~~■ Treatment of the interfaces between business development and existing residential uses to minimise adverse visual impacts.~~

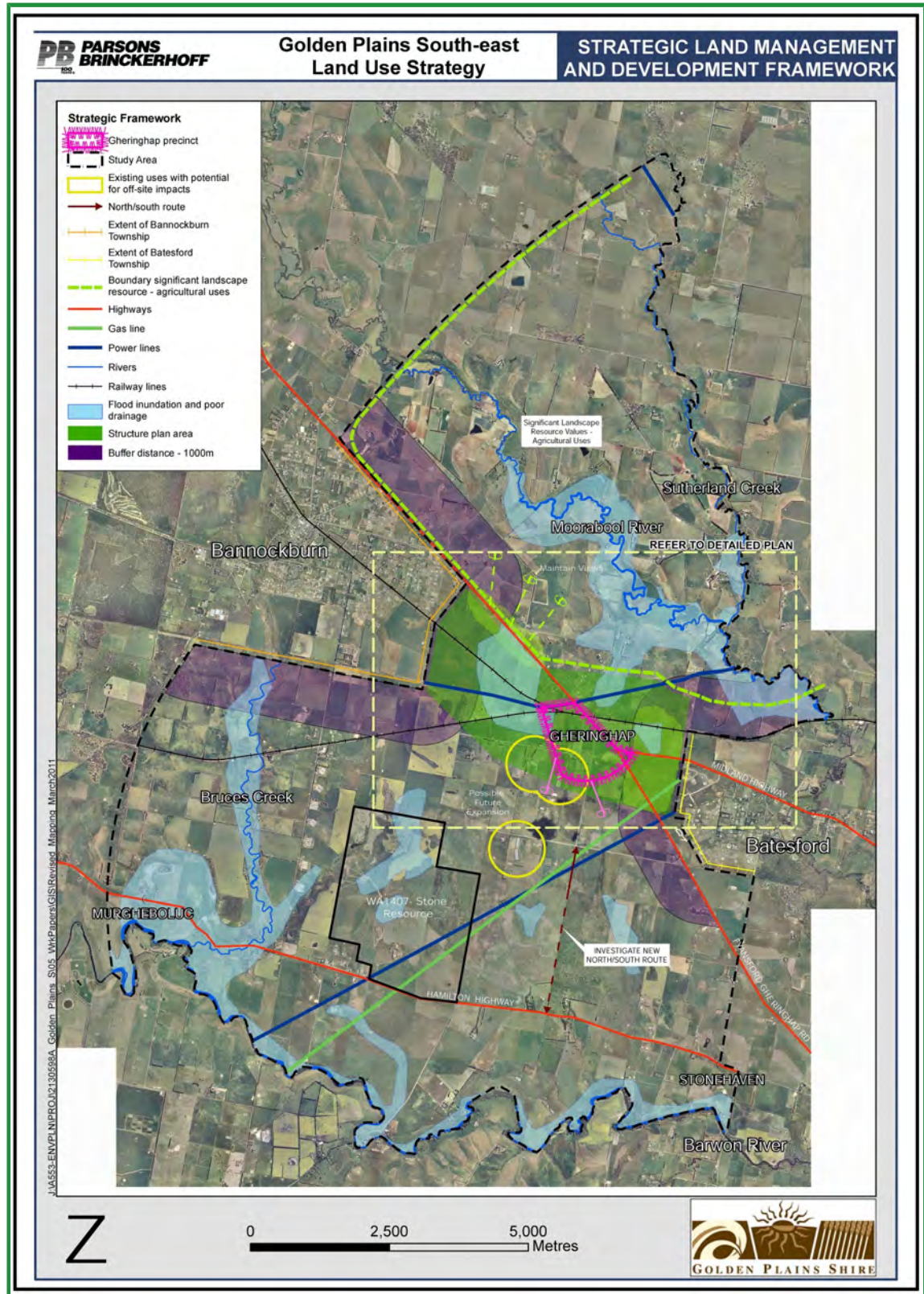
Minimise adverse visual impacts between business development and existing residential uses through the provision of appropriate interface treatments.

~~Expiry~~

Expiry

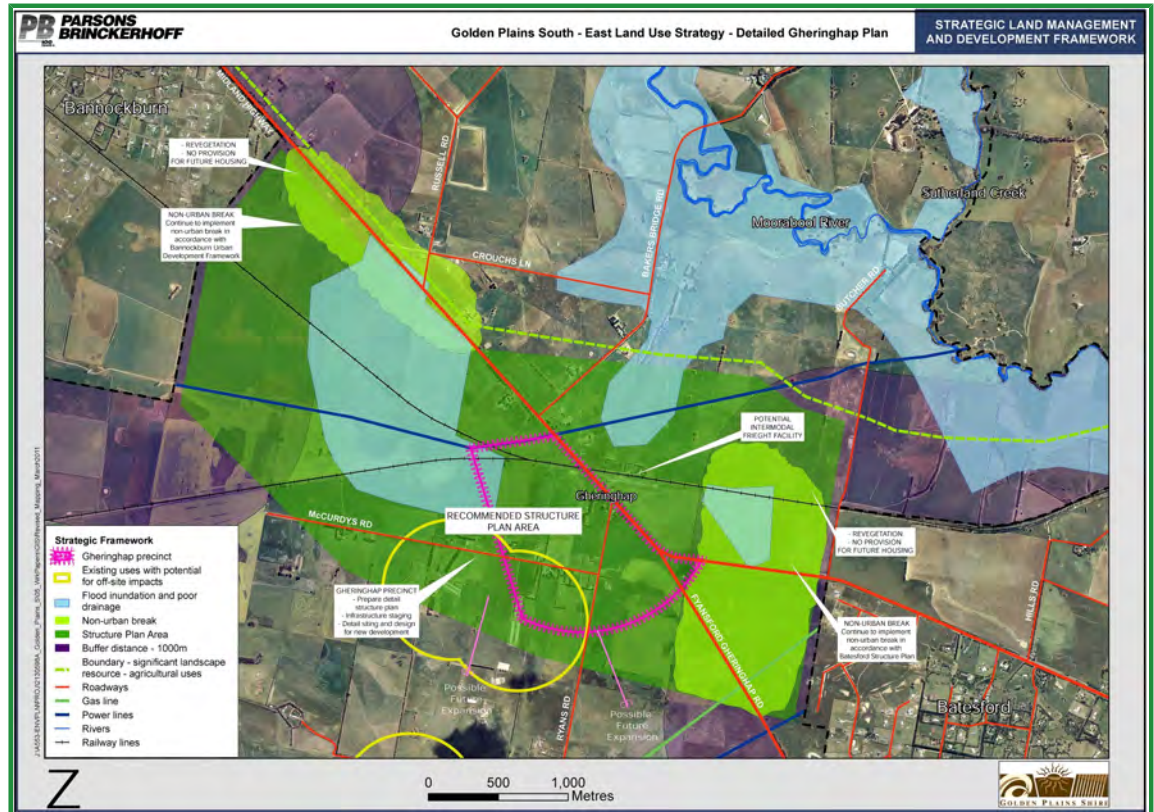
This policy will expire ~~four~~six years from the date of gazettal of Amendment C90gpla.

## Golden Plains South East Area Framework Plan





Golden Plains South East Area Framework Plan - Detailed Gheringhap Plan



## 11.01-1L-03 Settlement in Golden Plains North West

08/09/2022  
G99gpla Proposed C102gpla

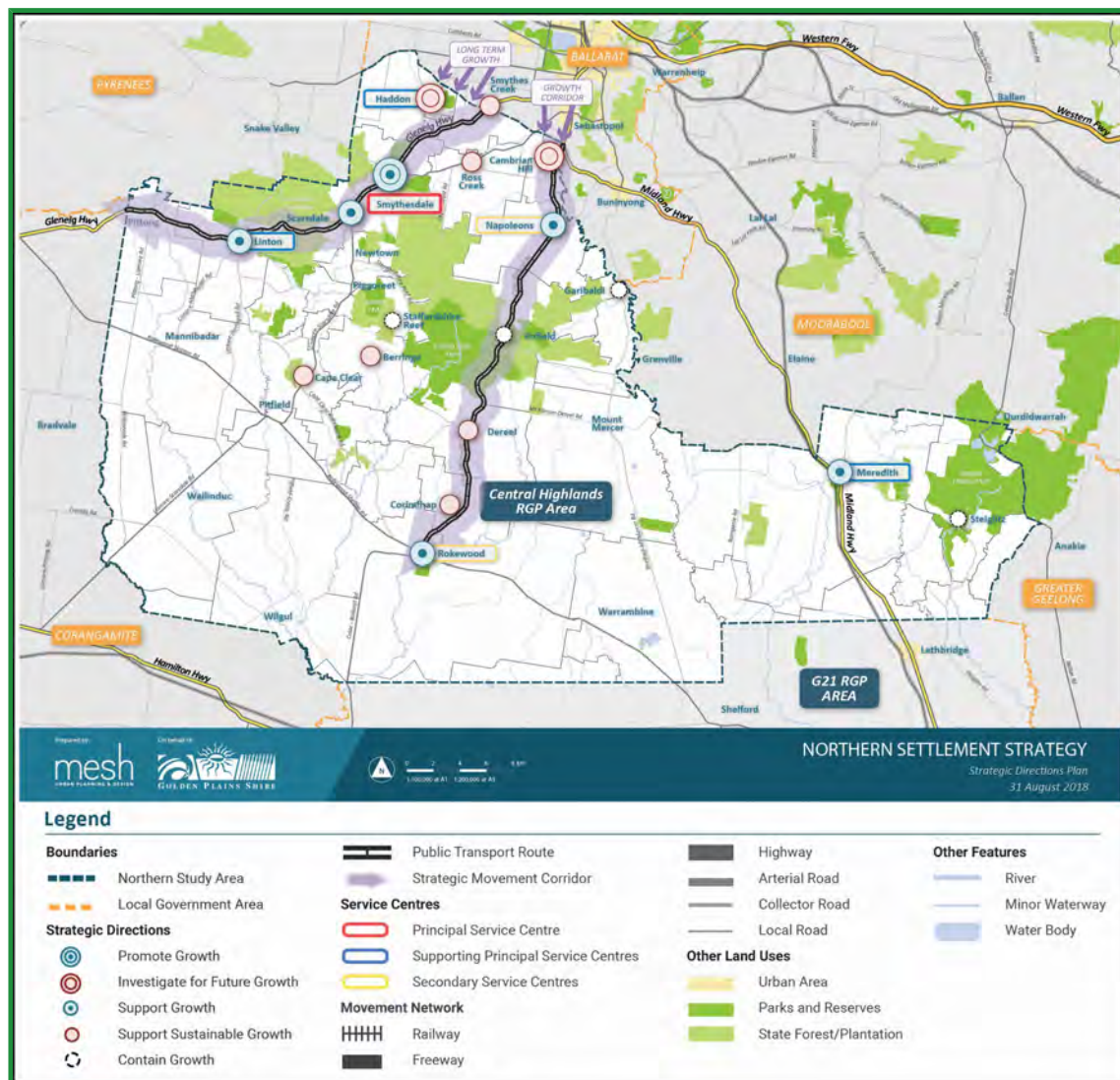
### Policy application

This policy applies to the areas identified in the Golden Plains Northern Settlement Strategy Strategic Directions Plan.

### Strategies

Facilitate and contain growth in accordance with the *Northern Settlement Strategy* (Golden Plains Shire, 2019).

### Golden Plains Northern Settlement Strategy Strategic Directions Plan



**11.03**

31/07/2018  
VC148

**PLANNING FOR PLACES**



**11.03-1S**03/02/2022  
VC199**Activity centres****Objective**

To encourage the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres that are highly accessible to the community.

**Strategies**

Build up activity centres as a focus for high-quality development, activity and living by developing a network of activity centres that:

- Comprises a range of centres that differ in size and function.
- Is a focus for business, shopping, working, leisure and community facilities.
- Provides different types of housing, including forms of higher density housing.
- Is connected by transport.
- Maximises choices in services, employment and social interaction.

Support the role and function of each centre in the context of its classification, the policies for housing intensification, and development of the public transport network.

Undertake strategic planning for the use and development of land in and around activity centres.

Give clear direction on preferred locations for investment.

Encourage a diversity of housing types at higher densities in and around activity centres.

Reduce the number of private motorised trips by concentrating activities that generate high numbers of (non-freight) trips in highly accessible activity centres.

Improve access by walking, cycling and public transport to services and facilities.

Support the continued growth and diversification of activity centres to give communities access to a wide range of goods and services, provide local employment and support local economies.

Encourage economic activity and business synergies.

Improve the social, economic and environmental performance and amenity of activity centres.

**Policy documents**

Consider as relevant:

- *Urban Design Guidelines for Victoria* (Department of Environment, Land, Water and Planning, 2017)
- *Apartment Design Guidelines for Victoria* (Department of Environment, Land, Water and Planning, 2021)
- *Precinct Structure Planning Guidelines* (Victorian Planning Authority, 2021)

**11.03-2S**04/05/2022  
VC210**Growth areas****Objective**

To locate urban growth close to transport corridors and services and provide efficient and effective infrastructure to create sustainability benefits while protecting primary production, major sources of raw materials and valued environmental areas.

**Strategies**

Concentrate urban expansion into growth areas that are served by high-capacity public transport.

Implement the strategic directions in the Growth Area Framework Plans.

Encourage average overall residential densities in the growth areas of a minimum of 15 dwellings per net developable hectare, and over time, seek an overall increase in residential densities to more than 20 dwellings per net developable hectare.

Deliver timely and adequate provision of public transport and local and regional infrastructure and services, in line with a preferred sequence of land release.

Provide for significant amounts of local employment opportunities and in some areas, provide large scale industrial or other more regional employment generators.

Create a network of mixed-use activity centres that are high quality, well designed and create a sense of place.

Provide a diversity of housing type and distribution.

Retain unique characteristics of established areas impacted by growth.

Protect and manage natural resources and areas of heritage, cultural and environmental significance.

Create well planned, easy to maintain and safe streets and neighbourhoods that reduce opportunities for crime, improve perceptions of safety and increase levels of community participation.

Develop Growth Area Framework Plans that will:

- Include objectives for each growth area.
- Identify the long term pattern of urban growth.
- Identify the location of broad urban development types, for example activity centre, residential, employment, freight centres and mixed use employment.
- Identify the boundaries of individual communities, landscape values and, as appropriate, the need for discrete urban breaks and how land uses in these breaks will be managed.
- Identify transport networks and options for investigation, such as future railway lines and stations, freight activity centres, freeways and arterial roads.
- Identify the location of open space to be retained for recreation, and/or biodiversity protection and/or flood risk reduction purposes guided and directed by regional biodiversity conservation strategies.
- Show significant waterways as opportunities for creating linear trails, along with areas required to be retained for biodiversity protection and/or flood risk reduction purposes.
- Identify appropriate uses for constrained areas, including quarry buffers.

Develop precinct structure plans consistent with the *Precinct Structure Planning Guidelines* (Victorian Planning Authority, 2021) approved by the Minister for Planning to:

- Establish a sense of place and community.
- Create greater housing choice, diversity and affordable places to live.
- Create highly accessible and vibrant activity centres.

- Provide for local employment and business activity.
- Provide better transport choices.
- Respond to climate change and increase environmental sustainability.
- Deliver accessible, integrated and adaptable community infrastructure.

**Policy documents**

Consider as relevant:

- Any applicable Growth Area Framework Plans (Department of Sustainability and Environment, 2006)
- *Precinct Structure Planning Guidelines* (Victorian Planning Authority, 2021)
- *Ministerial Direction No. 12 – Urban Growth Areas*



**11.03-3S**31/07/2018  
VC148**Peri-urban areas****Objective**

To manage growth in peri-urban areas to protect and enhance their identified valued attributes.

**Strategies**

Identify and protect areas that are strategically important for the environment, biodiversity, landscape, open space, water, agriculture, energy, recreation, tourism, environment, cultural heritage, infrastructure, extractive and other natural resources.

Provide for development in established settlements that have capacity for growth having regard to complex ecosystems, landscapes, agricultural and recreational activities including in Warragul-Drouin, Bacchus Marsh, Torquay-Jan Juc, Gisborne, Kyneton, Wonthaggi, Kilmore, Broadford, Seymour and Ballan and other towns identified by Regional Growth Plans as having potential for growth.

Establish growth boundaries for peri-urban towns to avoid urban sprawl and protect agricultural land and environmental assets.

Enhance the character, identity, attractiveness and amenity of peri-urban towns.

Prevent dispersed settlement and provide for non-urban breaks between urban areas.

Ensure development is linked to the timely and viable provision of physical and social infrastructure.

Improve connections to regional and metropolitan transport services.

**11.03-4S**20/03/2023  
VC229**Coastal settlement****Objective**

To plan for sustainable coastal development.

**Strategies**

Plan and manage coastal population growth and increased visitation so that impacts do not cause unsustainable use of coastal resources.

Support a network of diverse coastal settlements that provide for a broad range of housing types, economic opportunities and services.

Identify a clear settlement boundary around coastal settlements to ensure that growth in coastal areas is planned and coastal values are protected. Where no settlement boundary is identified, the extent of a settlement is defined by the extent of existing urban zoned land and any land identified on a plan in the planning scheme for future urban settlement.

Minimise linear urban sprawl along the coastal edge and ribbon development in rural landscapes.

Protect areas between settlements for non-urban use.

Limit development in identified coastal hazard areas, on ridgelines, primary coastal dune systems, shorelines of estuaries, wetlands and low-lying coastal areas, or where coastal processes may be detrimentally impacted.

Encourage the restructure of old and inappropriate subdivisions to reduce development impacts on the environment.

Ensure a sustainable water supply, stormwater management and sewerage treatment for all development.

Minimise the quantity and enhance the quality of stormwater discharge from new development into the ocean, bays and estuaries.

Prevent the development of new residential canal estates.

**Policy documents**

Consider as relevant:

- *G21 Regional Growth Plan* (Geelong Region Alliance, 2013)
- *Gippsland Regional Growth Plan* (Victorian Government, 2014)
- *Great South Coast Regional Growth Plan* (Victorian Government, 2014)
- *Marine and Coastal Policy* (Department of Environment, Land, Water and Planning, 2020)
- *Marine and Coastal Strategy* (Department of Environment, Land, Water and Planning, 2022)
- *Siting and Design Guidelines for Structures on the Victorian Coast* (Department of Environment, Land, Water and Planning, 2020)

**11.03-5S**30/04/2021  
VC185**Distinctive areas and landscapes****Objective**

To recognise the importance of distinctive areas and landscapes to the people of Victoria and protect and enhance the valued attributes of identified or declared distinctive areas and landscapes.

**Strategies**

Recognise the unique features and special characteristics of these areas and landscapes.

Implement the strategic directions of approved Localised Planning Statements and Statements of Planning Policy.

Integrate policy development, implementation and decision-making for declared areas under Statements of Planning policy.

Recognise the important role these areas play in the state as tourist destinations.

Protect the identified key values and activities of these areas.

Enhance conservation of the environment, including the unique habitats, ecosystems and biodiversity of these areas.

Support use and development where it enhances the valued characteristics of these areas.

Avoid use and development that could undermine the long-term natural or non-urban use of land in these areas.

Protect areas that are important for food production.

**Policy documents**

Consider as relevant:

- *Bellarine Peninsula Localised Planning Statement* (Victorian Government, 2015)
- *Macedon Ranges Statement of Planning Policy* (Victorian Government, 2019)
- *Mornington Peninsula Localised Planning Statement* (Victorian Government, 2014)
- *Yarra Ranges Localised Planning Statement* (Victorian Government, 2017)



**11.03-5R**20/03/2023  
VC229**The Great Ocean Road region****Objective**

To manage the sustainable development of the Great Ocean Road region.

**Strategies**

Protect public land and parks and identified significant landscapes in the Great Ocean Road region.

Ensure development responds to the identified landscape character of the area.

Manage the growth of towns by:

- Respecting the character of coastal towns and promoting best practice design for new development.
- Directing urban growth to strategically identified areas.

Manage the impact of development on catchments and coastal areas.

Manage the impact of development on the environmental and cultural values of the area.

Improve the management of access and transport by:

- Managing the Great Ocean Road for tourism and regional access.
- Enhancing the safety and travelling experience of the Great Ocean Road.
- Improving the safety and operational performance of the inland routes from the Princes Highway to the Great Ocean Road.
- Providing travel choices to and in the region.

Encourage sustainable tourism and resource use by:

- Developing a network of tourism opportunities throughout the region.
- Supporting tourism activities that provide environmental, economic and social benefits.
- Supporting the land use and transport needs of key regional industries including tourism.
- Using natural resources with care.

**Policy documents**

Consider as relevant:

- *Marine and Coastal Policy* (Department of Environment, Land, Water and Planning, 2020)
- *Marine and Coastal Strategy* (Department of Environment, Land, Water and Planning, 2022)
- *The Great Ocean Road Region Landscape Assessment Study* (Department of Sustainability and Environment, 2003)
- *The Great Ocean Road Region - A Land Use and Transport Strategy* (Department of Sustainability and Environment, 2004)

**11.03-6S**

31/07/2018  
VC148

**Regional and local places**

**Objective**

To facilitate integrated place-based planning.

**Strategies**

Integrate relevant planning considerations to provide specific direction for the planning of sites, places, neighbourhoods and towns.

Consider the distinctive characteristics and needs of regional and local places in planning for future land use and development.

**11.03-6L-01 Bannockburn**

08/09/2022 --/--/----  
 699gpla Proposed C102gpla

**Policy application**

This policy applies to the land identified on the Bannockburn Framework Plan.

**Settlement strategies**

Identify existing and future bushfire hazards and ensure buffers between vegetation and development are provided and managed to reduce bushfire risks and improve community resilience.

Manage interim bushfire hazards during settlement expansion.

Reinforce the Bannockburn Town Centre as the primary location for retail floorspace in Bannockburn.

Provide a supplementary retail centre in the location supported by the Bannockburn Framework Plan.

Develop Milton Street to provide a future road link across Bruce's Creek to serve future residential areas to the west of Bannockburn.

Support medium density housing in locations close to retail and community facilities.

Identify appropriate buffers to surrounding agriculture uses, transport corridors and utilities infrastructure and plan for compatible, non-sensitive uses within these buffers.

**Land use and development strategies**

Support a wide range of industry and business activities to meet the needs of a growing population and to provide increased employment opportunities.

Support a diversity of uses within the Bannockburn Town Centre.

Support the re-use of existing housing stock, particularly heritage buildings for professional/commercial uses in the Township Zone and Commercial 1 Zone to retain a sense of the existing town fabric.

Support cafés and restaurants to include an outdoor seating area, particularly where it activates the use of open plaza areas.

Deliver a second arterial road to support Bannockburn's growth and enable more efficient through-freight movements.

Encourage the use of perimeter roads adjacent to bushfire hazards to provide a hard surface edge between vegetation and development.

Locate land uses associated with vulnerable people including residential aged care facilities and education centres away from bushfire hazards, particularly the Bannockburn Flora and Fauna Reserve.

Protect and enhance Aboriginal Cultural Heritage significance and promote Aboriginal history and culture when planning for new urban development.

**Urban design strategies**

Maintain the village character of Bannockburn by:

- Protecting historic buildings, wide tree-lined avenues and low-scale streetscapes.
- Providing walking and cycling linkages to open space areas, community facilities and the town centre in new development and subdivision.
- Providing attractive and usable public spaces adjacent to or close to the town centre to encourage social activity.

Design development to maintain view corridors to the Shire Hall.

Locate car parking so it does not dominate road frontages and the streetscape.



Encourage residential subdivision and development that respects Bannockburn's rural character.  
Support residential and other development at the rural interface where it provides a sympathetic transition to the adjoining rural landscape.

Ensure the design and layout of development appropriately manages and responds to the settlement bushfire interface.

Ensure development is designed to be capable of implementing vegetation management requirements to reduce bushfire risks on private and public land.

Ensure the use of non-combustible design elements for the construction of walking, cycling and riding trails and flammable resistant building materials for public assets such as street furniture and art work to reduce bushfire risk.

### **Open space strategies**

Provide open space areas in new developments that incorporate pedestrian, bicycle or riding trail paths to other open space areas such as the Bruce's Creek Corridor.

Create flora and fauna corridors within open space reserves that incorporate locally indigenous vegetation, where there are identified biodiversity values.

Create open space and drainage assets that perform both recreational and environmental functions.

Create a linear open space network connecting Bannockburn's growth areas with the Bruce's Creek corridor.

Facilitate a vegetation belt at the Bannockburn growth boundary for future use as a walking, cycling and riding trail.

Ensure vegetation within the Bannockburn Flora and Fauna Reserve, Bruce's Creek, constructed waterway corridors and other local environmental assets are managed to mitigate bushfire risk.

### **Bruce's Creek strategies**

Protect and regenerate areas of native vegetation and existing stands of significant trees within the environs of Bruce's Creek to preserve and improve habitat.

Manage vegetation in Bruce's Creek environs to ensure bushfire risks are not increased over time and to ensure that development surrounding the waterway corridor caters for future regeneration activity.

Support the use of Bruce's Creek as an active transport corridor.

Protect and enhance the function of and connectivity between the key environmental assets of Bruce's Creek and the Bannockburn Flora and Fauna Reserve.

Facilitate open space connections into the Bruce's Creek corridor.

Provide walking and cycling trails, preferably on the eastern side of Bruce's Creek.

Protect vistas, view lines and visual amenity along the Bruce's Creek environs.

Facilitate the acquisition of all land between the tops of the escarpment and forming the rim of the Bruce's Creek valley as public open space.

Facilitate opportunities for passive surveillance of the open space system.

Set back the roadway from the rim of Bruce's Creek to form a separation to the public open space.

Include Integrated Water Management (IWM) principles in the planning of future growth areas.

### **Policy documents**

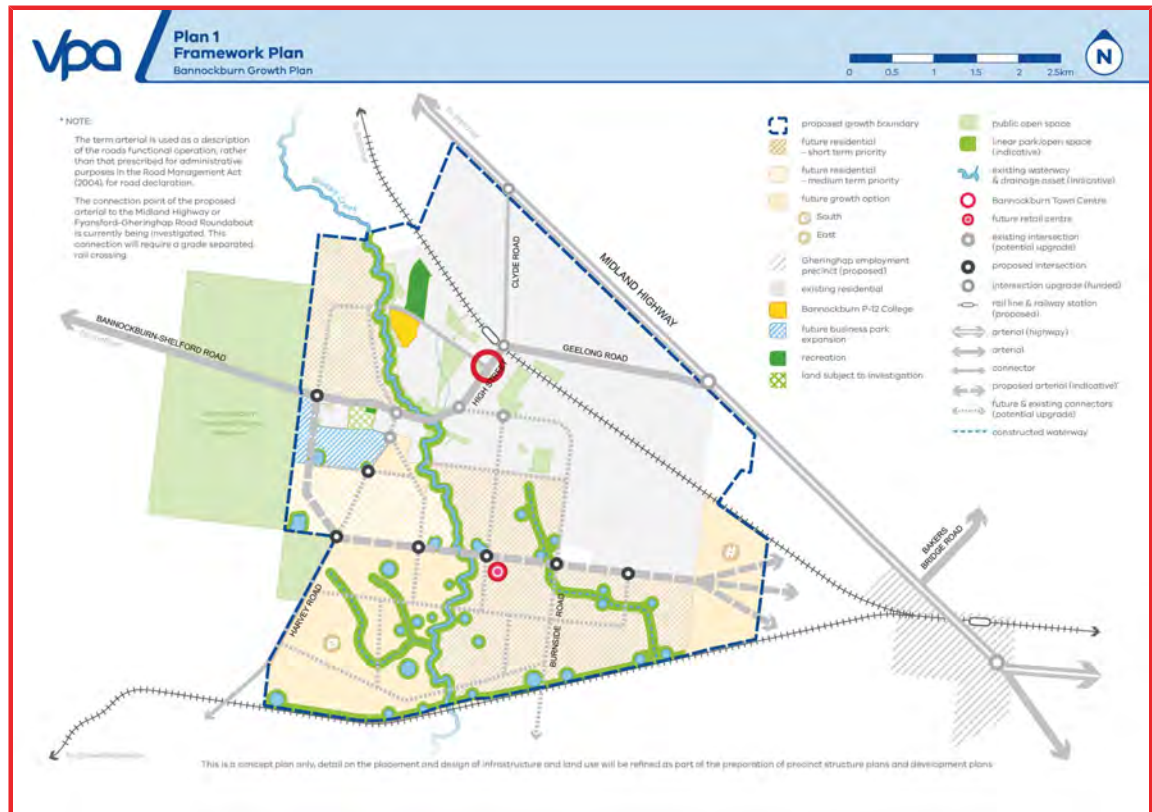
Consider as relevant:

- *Bannockburn Growth Plan* (Victorian Planning Authority, May 2021)

- *Strategic Bushfire Risk Assessment for the Bannockburn Growth Plan Investigation Area* (Ecology and Heritage Partners Pty Ltd, August 2020)
- *Bannockburn Town Centre Investment Strategy* (Connell Wagner, 2008)
- *Bruce's Creek Master Plan* (Land Design Partnership, 2009)
- *Golden Plains Heritage Study- [Stage 2](#)* (Heritage Matters, 2009)

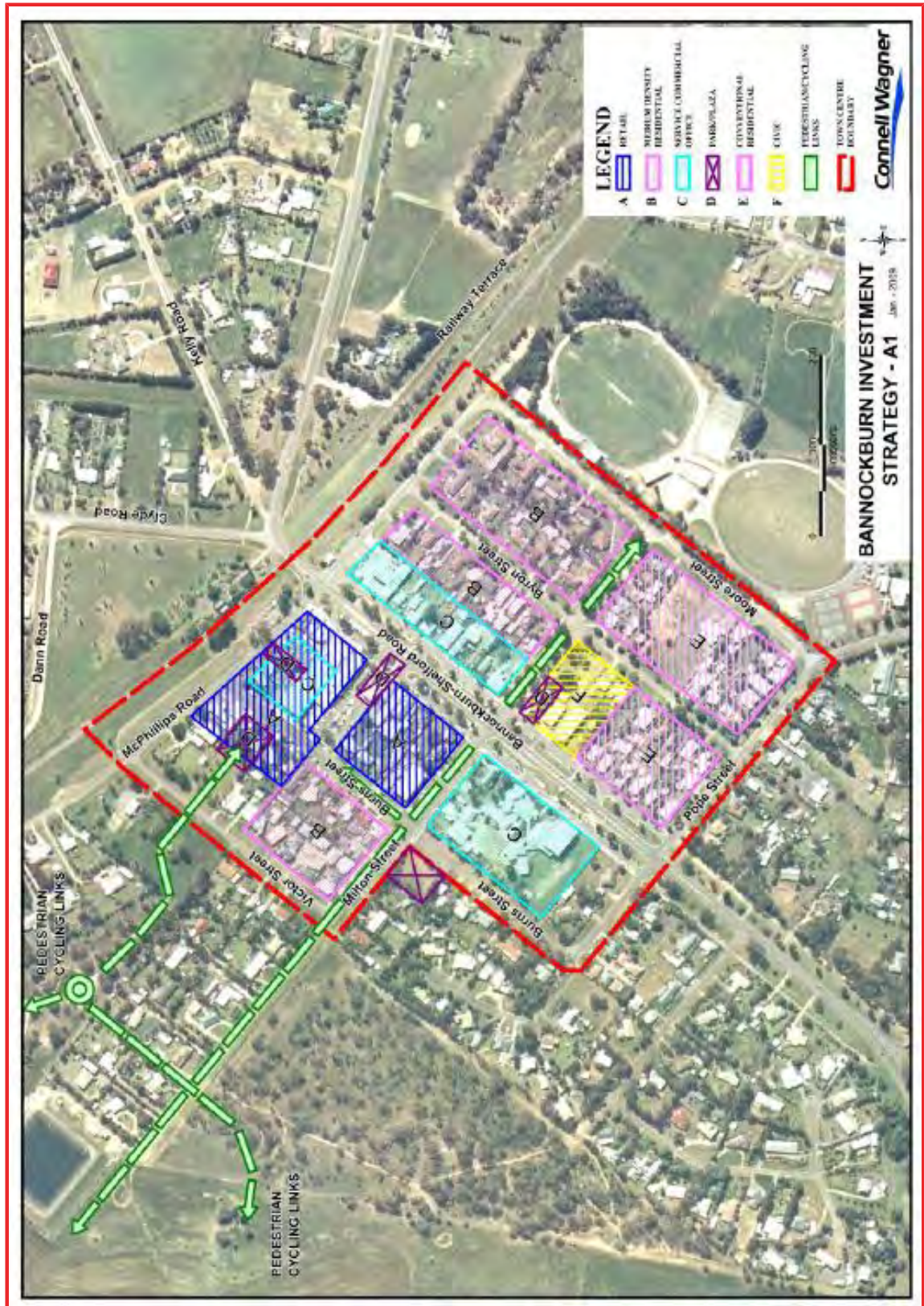


## Bannockburn Framework Plan

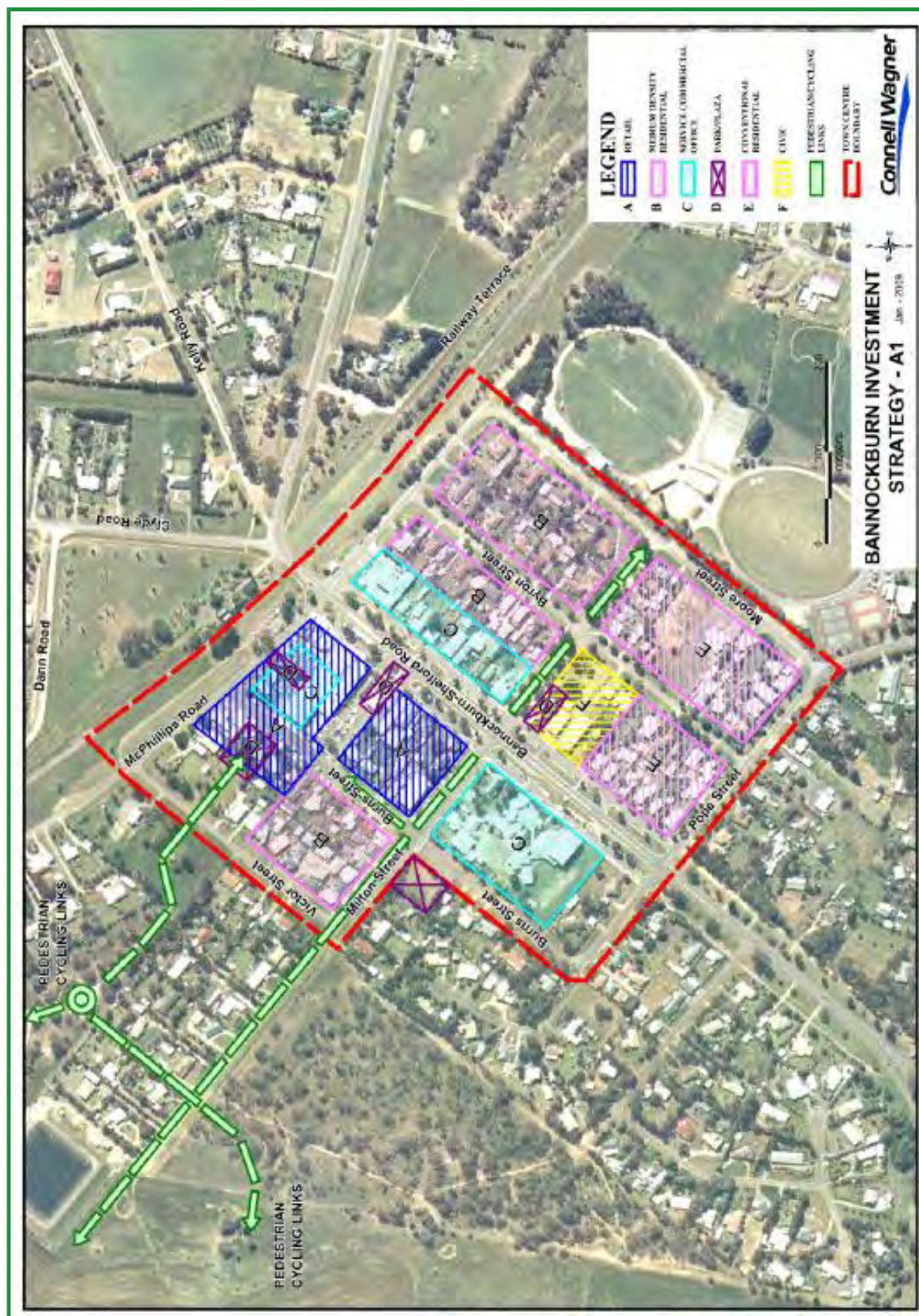




Bannockburn Land Use Precinct Plan







**11.03-6L-02 Gheringhap**

25/11/2022 - / - / -  
 G9+gpla Proposed C102gpla  
**Policy application**

This policy applies to the land identified on Gheringhap Framework Plan.

**Strategies**

Direct commercial and industrial use and development to the area specified on the Gheringhap Framework Plan.

Avoid residential development within the Gheringhap Employment Area unless it is directly associated with and required to support a significant commercial, industrial or agricultural activity.

Support commercial or industrial use and development that takes advantage of the locality's proximity to infrastructure, such as state highways, railways, high pressure gas pipeline, high voltage electricity transmission line and water pipelines.

Support sensitive commercial or industrial development on land that abuts existing residential development along McCurdy Road.

~~Set back development~~ Ensure that development is set back from the Midland Highway and the Flansford-Gheringhap Road.-

Locate and design industrial and commercial development to provide a landscaped interface and setback from existing residential development and road frontages.

Encourage landscaping be undertaken using local indigenous plant species or other native plant species and achieves a high level of amenity.

Support development that allows for safe vehicle movement, well-presented car parking and improved access in the Gheringhap Employment Area, including through the reconfiguration of the road system.

**Policy document**

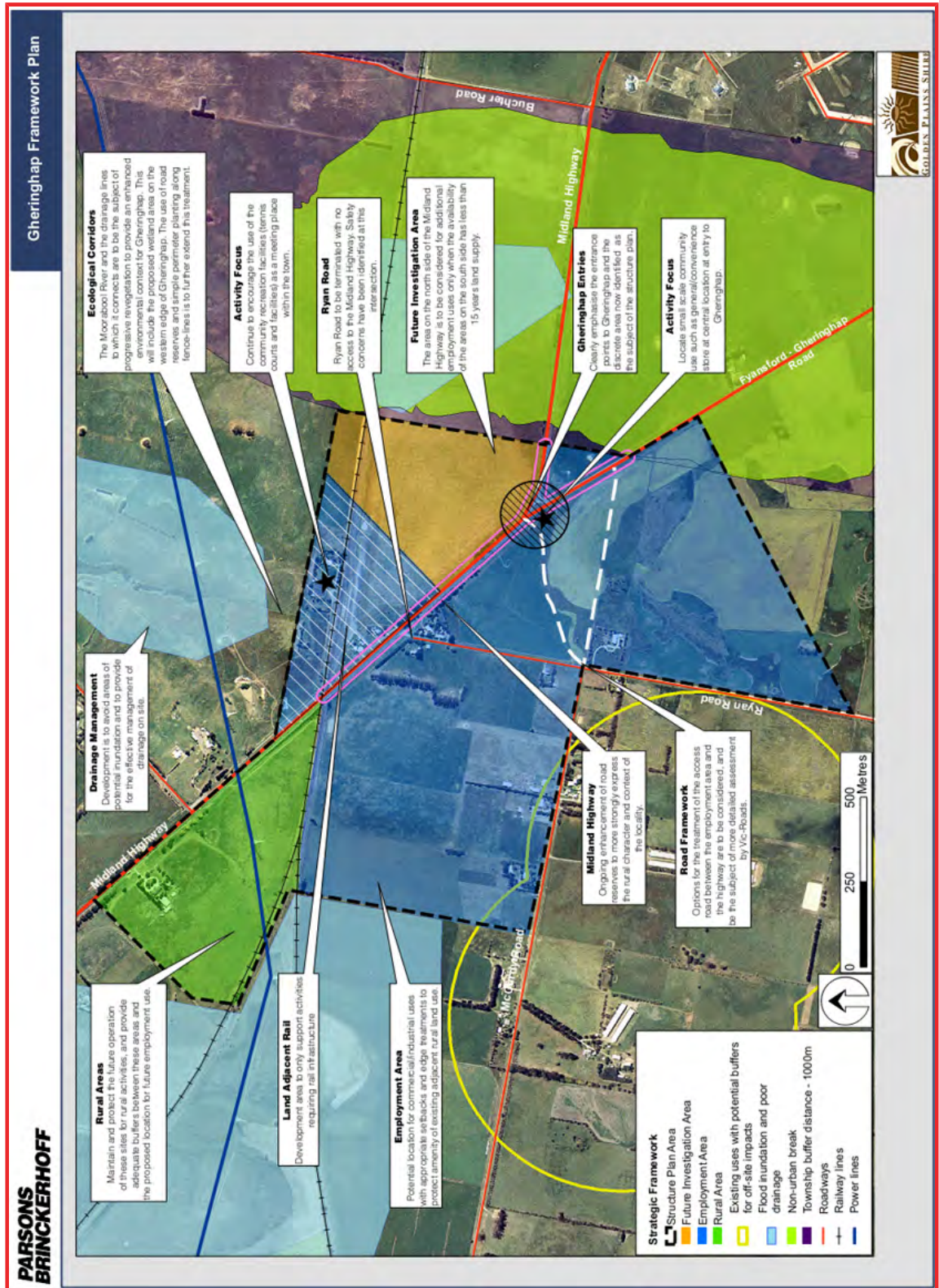
Consider as relevant:

- Gheringhap ~~Framework~~ Structure Plan (Parsons Brinckerhoff, December 2012).

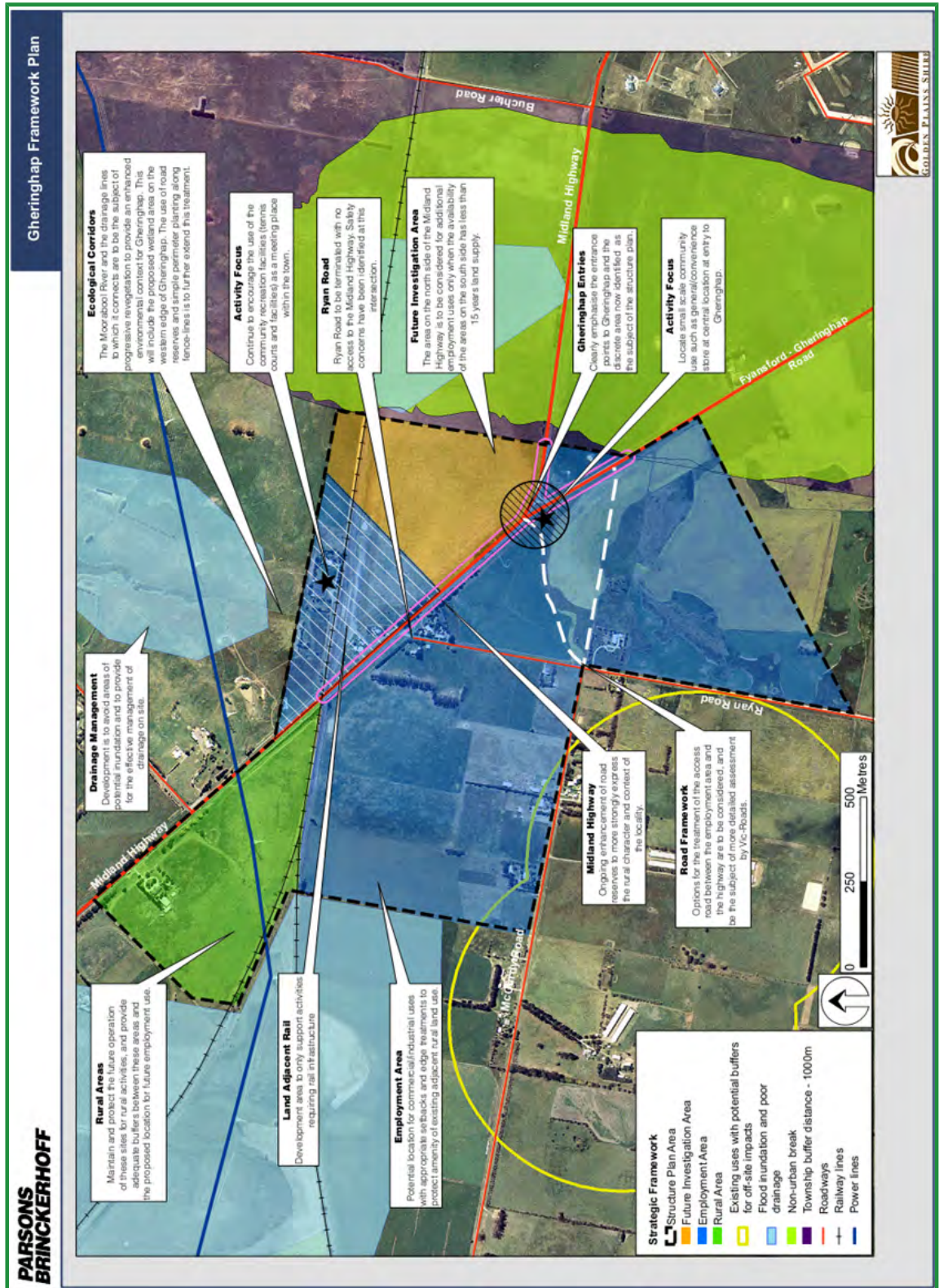
**Expiry**

This policy will expire ~~four~~six years from the date of gazettal of Amendment C90gpla.











**11.03-6L-03 Inverleigh**

47/09/2024 - / - / -  
 694gpla Proposed C102gpla

**Policy application**

This policy applies to the land identified on the Inverleigh Framework Plan contained within the settlement boundary.

**Objective**

To encourage residential, commercial and tourism growth in Inverleigh while recognising its rural setting, risks from natural hazards and protecting the natural landscape in and around the town.

**Settlement and residential development strategies**

Support moderate residential growth within the existing defined settlement boundary consistent with the Inverleigh Framework Plan.

**Economic development and tourism strategies**

Encourage commercial development and community facilities to be consolidated within the existing town centre (Township Zone) through infill development.

Encourage the redevelopment of underutilised sites and where possible, the re-use of existing buildings to provide for commercial uses in the Township Zone.

Support the establishment of service related industries that meet the needs of the town and surrounding agricultural areas such as feed supplies and servicing of machinery and farm equipment.

Locate and design development so that it does not impact on agricultural land use.

**Open space and natural environment strategies**

Protect the natural landscape and its environmental qualities, including the Inverleigh Flora and Fauna Reserve, Barwon and Leigh rivers and vegetation as fundamental elements of Inverleigh.

Provide public open space along the Leigh River and develop a linear pedestrian access to connect with existing pedestrian access along the river and into the town centre when rezoning or subdividing land.

**Integrate** Provide for the integration of new bio-links and open space networks consistent with the Inverleigh Framework Plan and that do not increase bushfire risk.

**Movement and access strategies**

Create a path network that facilitates walking and cycling to the town centre, primary school, recreation reserve, open space and other key destinations within the town.

**Integrate** Provide integrated pedestrian and cycle links in development development areas to improve connectivity to the town centre and key destinations.

Create a bridle path network that facilitates horse-riding around the town and through the river environs and other key destinations such as Victoria Park.

Maintain the railway reservation for a passenger rail to and from Inverleigh.

**Infrastructure and services strategies**

Support the establishment of reticulated sewerage in Inverleigh.

**Bushfire planning strategies**

Provide appropriately designed setbacks between development and the Inverleigh Flora and Fauna Reserve, Inverleigh Golf Course and new bio-links.

Minimise bushfire risk by staging the development of land adjacent to built-up areas first.

Ensure access and egress to Inverleigh is sufficient for emergency vehicles and supports safe evacuation.

Ensure development adjacent to the Inverleigh Flora and Fauna Reserve and any bio-link is designed to withstand all forms of bushfire attack.

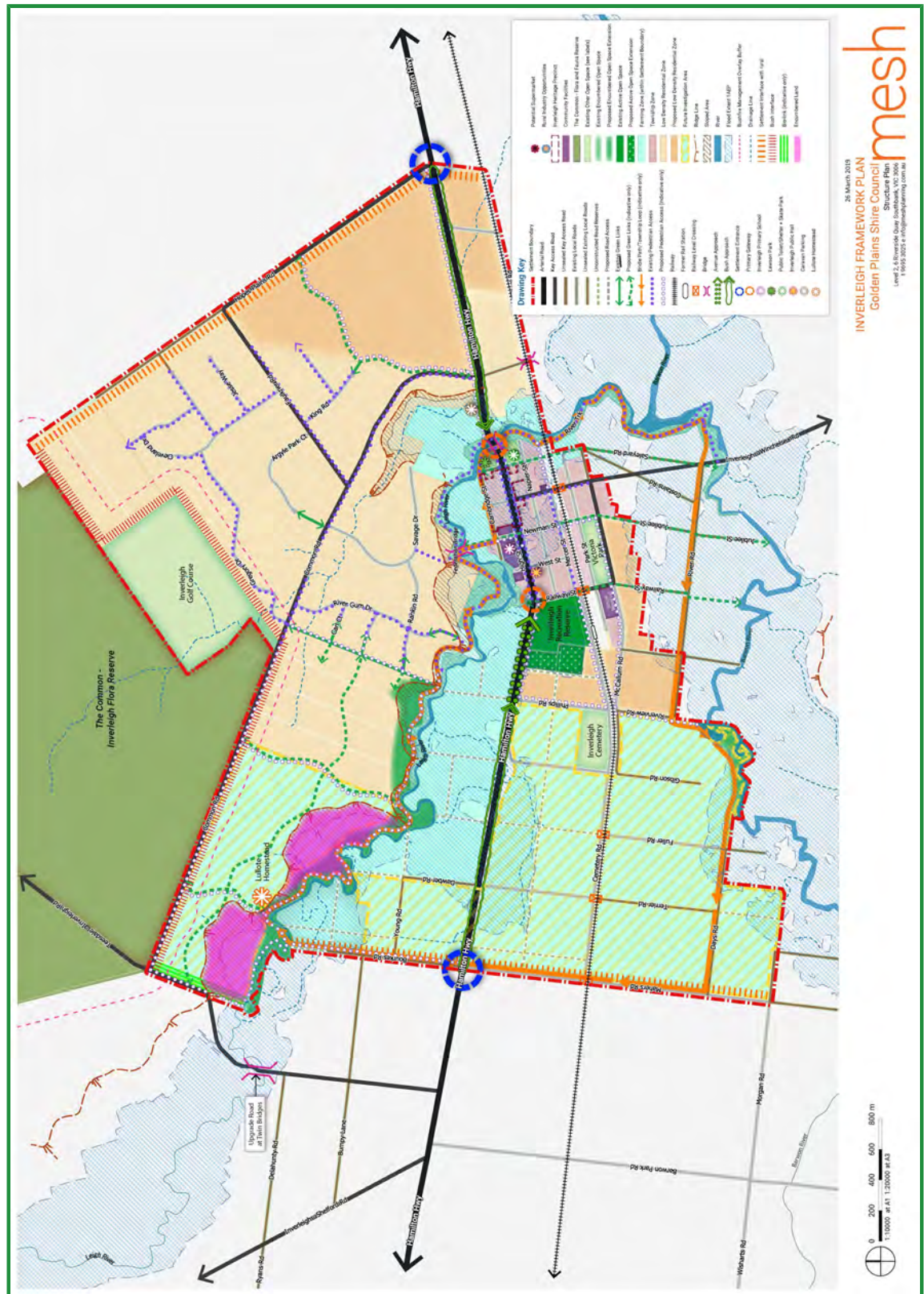
**Policy document**

Consider as relevant:

- *Inverleigh Structure Plan* (Golden Plains Shire, 2019).









**11.03-6L-04 Smythesdale**

25/11/2022 -/---  
 69+gpla Proposed C102gpla

**Policy application**

This policy applies to the land identified on the Smythesdale Strategic Framework Plan.

**Settlement, land use and development strategies**

Direct growth to within the identified town boundary.

Facilitate residential development on smaller lots to provide for a range of housing options.

Support medium density housing and aged care facilities close to the town centre.

Support the establishment of a range of health services and facilities such as childcare, aged care accommodation and a medical centre.

Support well presented, non-polluting, service businesses within the Commercial 2 Zone precinct.

Support tourist accommodation, such as bed and breakfasts, farm stays, self-contained cottages or units and caravan parks.

Avoid commercial development outside of the core township area unless there is a net community benefit.

Locate new leisure and recreation facilities to adjoin the Rail Trail and Woody Yaloak Creek environs, building upon the central location of both the Woody Yaloak Primary School and the Recreation Centre.

**Urban design strategies**

Provide pedestrian links within the township, in particular between the Courthouse precinct, school, recreation centre and rail trail.

Require development in the main street to front Brooke Street.

Maintain pedestrian links and wildlife corridors between the Rural Living Zoned areas on the eastern side of Smythesdale and the nearby State Forest.

**Environment and infrastructure strategies**

Protect the Woody Yaloak Creek environs, including open space corridors, floodplains and the surrounding forested public land from the encroachment of development.

Design and manage drainage from residential areas to minimise the volume and speed of run off entering the Woody Yaloak Creek.

Support the development of 'firebreaks', particularly along boundaries of the town with rural land and forested public land.

[Link](#) Ensure management of drainage and stormwater [management](#) infrastructure is linked with the implementation of the reticulated sewerage system.

**Policy document**

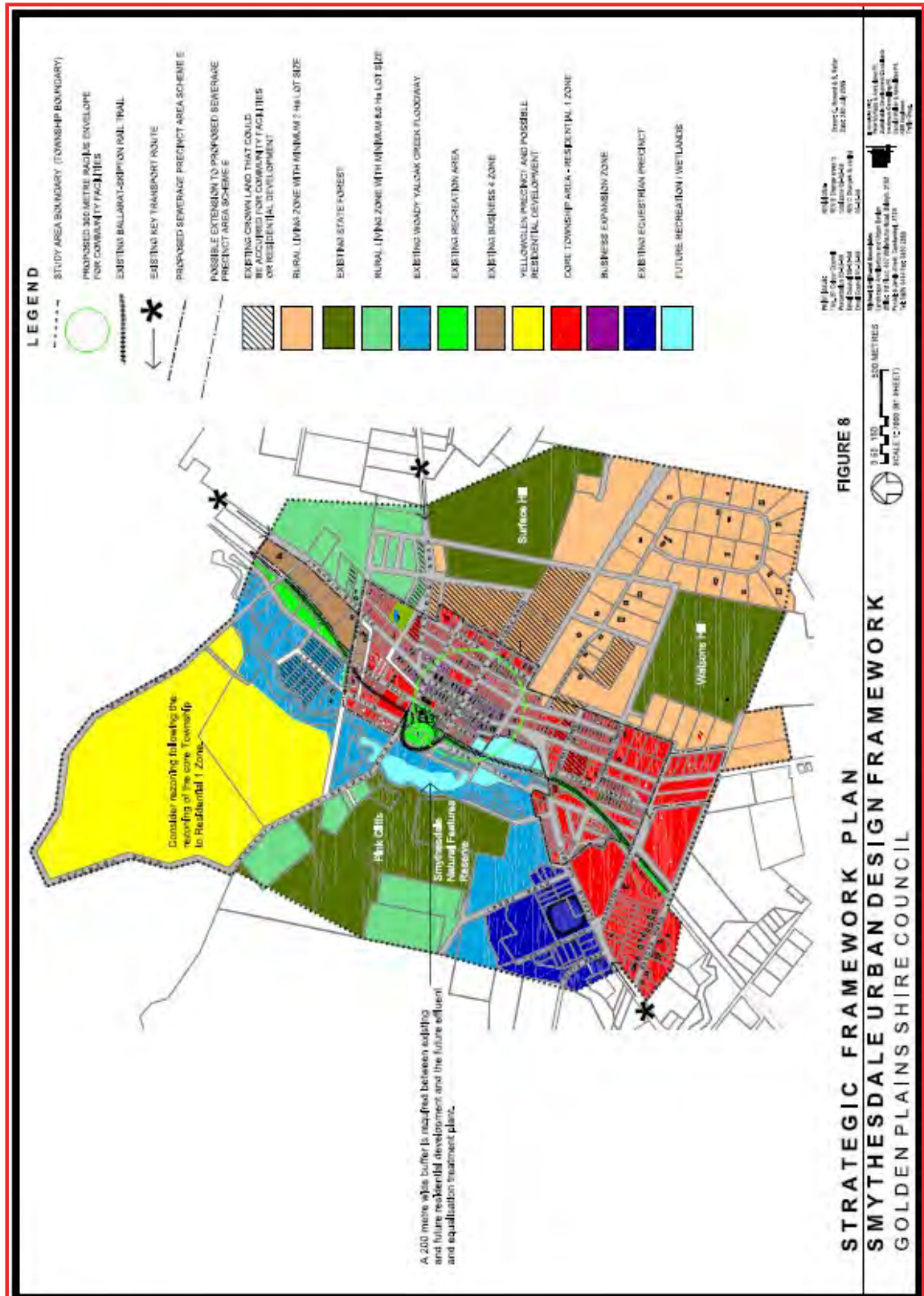
Consider as relevant:

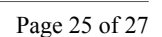
- *Smythesdale Urban Design Framework* (Michael Smith and Associates, March 2006).

**Expiry**

This policy will expire ~~four~~<sup>six</sup> years from the date of gazettal of Amendment C90gpla.

Smythesdale Strategic Framework Plan







**11.03-6L-05 Teesdale**

30/06/2022  
C92gpla

**Policy application**

This policy applies to the land identified in the Teesdale Structure Plan Strategic Framework Plan.

**Settlement Strategies**

Implement the Teesdale Structure Plan Strategic Framework Plan.

Ensure development contributes to the landscape, character and history of the town.

Encourage low density residential as the preferred form of settlement growth.

Encourage infill residential subdivision and development where constraints can be managed.

Avoid rezoning any land outside of the Teesdale Settlement Boundary.

Ensure any proposed rezoning and development within the Teesdale Future Growth Investigation Area considers land supply and demand, biodiversity, constraints including bushfire and flooding, the former Teesdale landfill, roads, drainage, open space and community infrastructure, regardless of land ownership.

Ensure development within the Teesdale Future Growth Investigation Area responds to topography, landscape and natural features.

Ensure a suitable development contributions mechanism is in place for the Teesdale Future Growth Investigation Area.

**Land use and development strategies**

Encourage commercial services to be developed within the existing Township Zone.

Support commercial uses where the intensity, scale and landscaping respect the existing streetscape and character of the area.

**Open space strategies**

Utilise encumbered land within greenfield sites for open space purposes where possible, including buffers along Native Hut Creek where required by the Corangamite Catchment Management Authority.

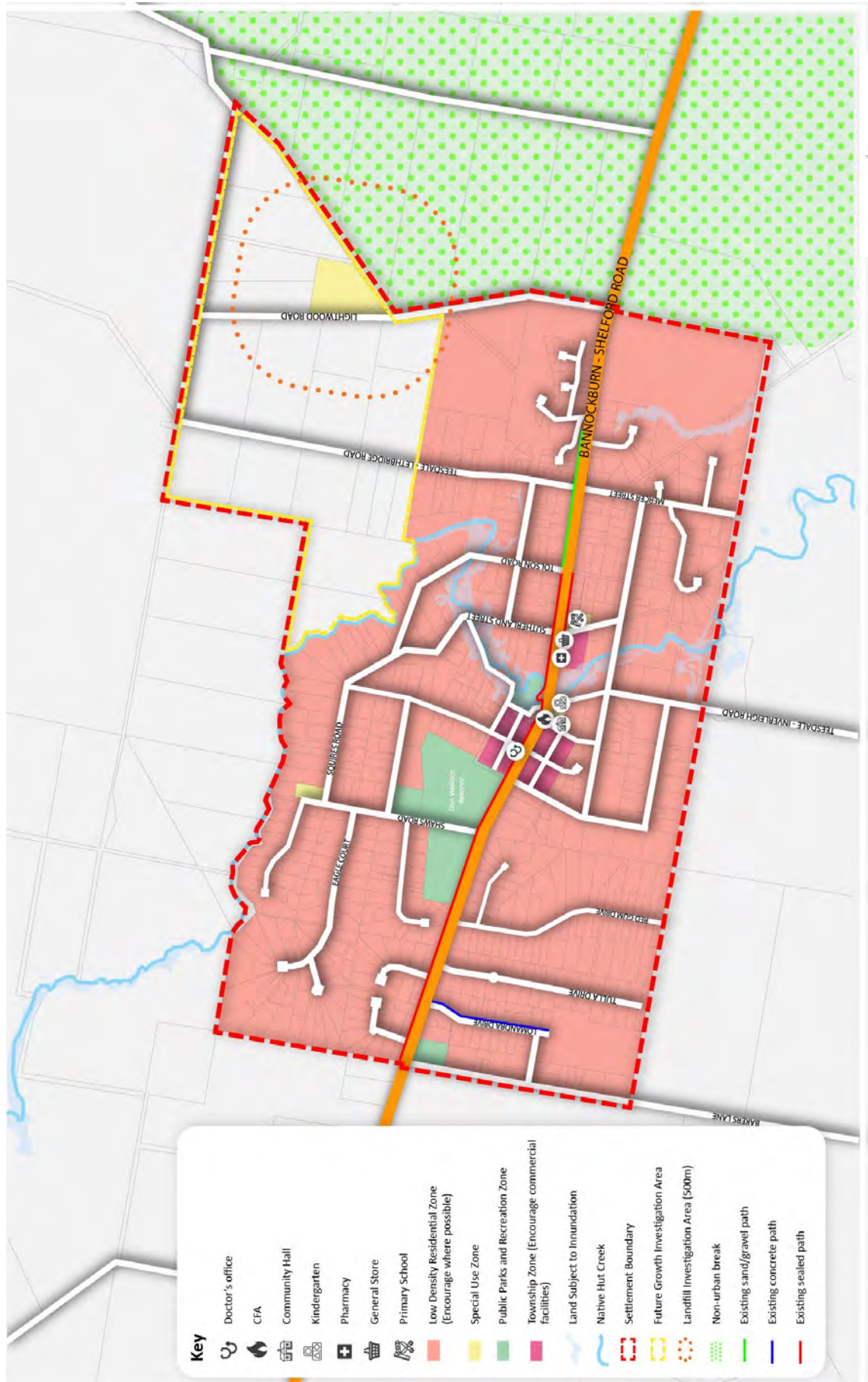
Strengthen connectivity of new and existing development to the town centre core and recreation areas by enhancing pedestrian and cycling links.

**Policy documents**

Consider as relevant:

*Teesdale Structure Plan* (Golden Plains Shire, October 2021)

Teesdale Structure Plan Strategic Framework Plan



**13.03**

31/07/2018  
VC148

**FLOODPLAINS**



**13.03-1S**20/03/2023  
VC229**Floodplain management****Objective**

To assist the protection of:

- Life, property and community infrastructure from flood hazard, including coastal inundation, riverine and overland flows.
- The natural flood carrying capacity of rivers, streams and floodways.
- The flood storage function of floodplains and waterways.
- Floodplain areas of environmental significance or of importance to river, wetland or coastal health.

**Strategies**

Identify land affected by flooding, including land inundated by the 1 in 100 year flood event (1 per cent Annual Exceedance Probability) or as determined by the floodplain management authority in planning schemes.

Avoid intensifying the impact of flooding through inappropriately located use and development.

Plan for the cumulative impacts of use and development on flood behaviour.

Locate emergency and community facilities (including hospitals, ambulance stations, police stations, fire stations, residential aged care facilities, communication facilities, transport facilities, community shelters, child care centres and schools) outside the 1 in 100 year (1 per cent Annual Exceedance Probability) floodplain and, where possible, at levels above the height of the probable maximum flood.

Locate use and development that involve the storage or disposal of environmentally hazardous industrial and agricultural chemicals or wastes and other dangerous goods (including intensive animal industries and sewage treatment plants) outside floodplains unless site design and management is such that potential contact between such substances and floodwaters is prevented, without affecting the flood carrying and flood storage functions of the floodplain.

Ensure land use on floodplains minimises the risk of waterway contamination occurring during floods and floodplains are able to function as temporary storage to moderate peak flows and minimise downstream impacts.

**Policy guidelines**

Consider as relevant:

- Regional catchment strategies and special area plans approved by the Minister for Environment or Minister for Water.
- Any floodplain management manual or guideline of policy and practice, or catchment management, river health, wetland or floodplain management strategy adopted by the relevant responsible floodplain management authority.
- Any best practice environmental management guidelines for stormwater adopted by the Environment Protection Authority.

**Policy documents**

Consider as relevant:

- *Victorian Floodplain Management Strategy* (Department of Environment, Land, Water and Planning, 2016)

### 13.03-1L Golden Plains floodplain management

09/07/2020 - / - / -  
G90gpla Proposed C102gpla

#### Policy application

This policy applies to all land affected by the Floodway Overlay (FO) or the Land Subject to Inundation Overlay (LSIO).

#### Strategies

Direct buildings and works to land not subject to flooding.

Discourage subdivision that would increase risk to life and property from flooding.

Discourage earthworks that obstruct natural flow paths or drainage lines.

Encourage fences to be of an open type, such as post and wire.

#### Policy documents

Consider as relevant:

- *Corangamite Catchment Management Authority Regional Catchment Strategy*  
~~2013-2019~~ 2021-2027 (Corangamite Catchment Management Authority, ~~2013~~ 2021)
- *Corangamite Waterway Strategy* (Corangamite Catchment Management Authority, 2014)

**14.01**

31/07/2018  
VC148

**AGRICULTURE**

**14.01-1S**20/03/2023  
VC229**Protection of agricultural land****Objective**

To protect the state's agricultural base by preserving productive farmland.

**Strategies**

Identify areas of productive agricultural land, including land for primary production and intensive agriculture.

Consider state, regional and local, issues and characteristics when assessing agricultural quality and productivity.

Avoid permanent removal of productive agricultural land from the state's agricultural base without consideration of the economic importance of the land for the agricultural production and processing sectors.

Protect productive farmland that is of strategic significance in the local or regional context.

Protect productive agricultural land from unplanned loss due to permanent changes in land use.

Prevent inappropriately dispersed urban activities in rural areas.

Protect strategically important agricultural and primary production land from incompatible uses.

Limit new housing development in rural areas by:

- Directing housing growth into existing settlements.
- Discouraging development of isolated small lots in the rural zones from use for dwellings or other incompatible uses.
- Encouraging consolidation of existing isolated small lots in rural zones.

Identify areas of productive agricultural land by consulting with the Department of Energy, Environment and Climate Action and using available information.

In considering a proposal to use, subdivide or develop agricultural land, consider the:

- Desirability and impacts of removing the land from primary production, given its agricultural productivity.
- Impacts on the continuation of primary production on adjacent land, with particular regard to land values and the viability of infrastructure for such production.
- Compatibility between the proposed or likely development and the existing use of the surrounding land.
- The potential impacts of land use and development on the spread of plant and animal pests from areas of known infestation into agricultural areas.
- Land capability.

Avoid the subdivision of productive agricultural land from diminishing the long-term productive capacity of the land.

Give priority to the re-structure of inappropriate subdivisions where they exist on productive agricultural land.

Balance the potential off-site effects of a use or development proposal (such as degradation of soil or water quality and land salinisation) against the benefits of the proposal.



**14.01-1L**09/07/2020  
C90gpla**Rural dwellings, excisions and subdivision in the Farming Zone****Policy application**

This policy applies to all land within the Farming Zone (FZ).

**Strategies**

Discourage dwelling excisions that prejudice surrounding rural production activities or cause negative impact on environmental or landscape qualities of the area.

Discourage the clustering of lots that will limit the productive use and development of the larger lots in the subdivision or surrounding properties.

Design and locate lots to minimise impact on significant environmental features such as remnant vegetation, public park reserves and waterways.

Maintain adequate distance within the lot around the dwelling to reasonably limit impacts of adjacent agricultural activity.

Avoid dwellings on undersized lots that would limit the productive use of surrounding agricultural land.

Discourage house lot excisions in the north-west area of the Shire where there is:

- Insufficient infrastructure.
- Environmental constraints.
- Existing supply of available rural residential land.

**Policy guidelines**

Consider as relevant:

- Ensuring an excised lot for a dwelling has a maximum size of 2 hectares.
- Whether excised dwellings are in a habitable condition.
- Whether planting of vegetation within the excised lot can be used to reduce any potential impacts of adjacent agricultural activity.

**Policy documents**

Consider as relevant:

- *Golden Plains Rural Land Use Strategy* (Parsons Brinckerhoff, January 2008).

**14.01-2S**21/09/2018  
VC150**Sustainable agricultural land use****Objective**

To encourage sustainable agricultural land use.

**Strategies**

Ensure agricultural and productive rural land use activities are managed to maintain the long-term sustainable use and management of existing natural resources.

Support the development of innovative and sustainable approaches to agricultural and associated rural land use practices.

Support adaptation of the agricultural sector to respond to the potential risks arising from climate change.

Encourage diversification and value-adding of agriculture through effective agricultural production and processing, rural industry and farm-related retailing.

Assist genuine farming enterprises to embrace opportunities and adjust flexibly to market changes.

Support agricultural investment through the protection and enhancement of appropriate infrastructure.

Facilitate ongoing productivity and investment in high value agriculture.

Facilitate the establishment and expansion of cattle feedlots, pig farms, poultry farms and other intensive animal industries in a manner consistent with orderly and proper planning and protection of the environment.

Ensure that the use and development of land for animal keeping or training is appropriately located and does not detrimentally impact the environment, the operation of surrounding land uses and the amenity of the surrounding area.

**Policy documents**

Consider as relevant:

- *Victorian Code for Cattle Feedlots* (Department of Agriculture, Energy and Minerals, 1995)
- *Victorian Code for Broiler Farms* (Department of Primary Industries, 2009, plus 2018 amendments)
- *Apiary Code of Practice* (Department of Planning and Community Development, 2011)
- *Planning Guidelines for Land Based Aquaculture in Victoria* (Department of Primary Industries, No. 21, 2005)
- *Victorian Low Density Mobile Outdoor Poultry Farm Planning Permit Guidelines* (Department of Economic Development, Jobs, Transport and Resources, June 2018)
- *Victorian Low Density Mobile Outdoor Pig Farm Planning Permit Guidelines* (Department of Economic Development, Jobs, Transport and Resources, June 2018)

**14.01-2R**

31/07/2018  
VC148

**Agricultural productivity - Geelong G21**

**Strategy**

Support new opportunities in farming and fisheries.

14.01-2L-01

## Sustainable agricultural land use

09/07/2020  
G90gpla Proposed C102gpla

### Strategies

Facilitate more intensive and diversified use of rural land for higher value products, including agroforestry and timber plantations, that are compatible with surrounding farming practice.

Support horticulture production that minimises the potential for off-site effects such as spraydrift.





**14.01-2L-02****Animal industries**

24/06/2024  
G83gpla Proposed C102gpla

**Policy application**

This policy applies to applications for the use and development of land for intensive animal production that are not covered by a Code of Practice incorporated in the planning scheme.

**Objectives**

~~To support the development of intensive animal industries.~~ To support the development of intensive animal industries.

To ensure the use and development of land for intensive animal production does not impact on the environment, including on water catchments.

To protect the amenity of residential uses with buffer areas and setbacks.

**Strategies**

Direct intensive animal industries to land within or close to the Golden Plains Food Production Precinct shown on the Golden Plains Strategic Framework Plan at Clause 02.04.

Direct intensive animal industries to sites with an area of 4 hectares or more.

Locate enclosures, yards or buildings in which animals are raised on an intensive raising system more than:

- 200 metres from any river, creek, water course or pondage.
- 500 metres from a dwelling on any other property.
- 30 metres from any road (whether or not such road forms the frontage).

~~Fence the area of the site that is developed with enclosures, yards or buildings used to hold animals.~~ Policy guideline

~~Contain buffer areas wholly on the property where practical.~~ Consider as relevant:

~~Encourage landscaping of the site to minimise any adverse visual impact on the surrounding area.~~

~~Treat and dispose of all manure and polluted run-off water within the boundaries of the site or in an alternative manner to the satisfaction of the responsible authority.~~

~~Incorporate measures to ensure that the use and development does not prejudicially affect the amenity of the locality because of appearance or emission of noise, smell, fumes, waste water, waste products or otherwise.~~

- Ensuring that the area of the site that is developed with enclosures, yards or buildings used to hold animals is fenced.
- Ensuring that, where practical, buffer areas are contained wholly on the property.
- Encouraging landscaping of the site to minimise any adverse visual impact on the surrounding area.
- Ensuring that all manure and polluted run-off water is treated and disposed of within the boundaries of the site or in an alternative manner to the satisfaction of the responsible authority.
- Ensuring that the use and development does not prejudicially affect the amenity of the locality because of appearance or emission of noise, smell, fumes, waste water, waste products or otherwise.
- Providing any required infrastructure (such as roads and water supply) at the cost of the proponent.

~~Provide any required infrastructure (such as roads and water supply) at the cost of the proponent.~~

**14.01-3S**20/03/2023  
VC229**Forestry and timber production****Objective**

To facilitate the establishment, management and harvesting of plantations and the harvesting of timber from native forests.

**Strategies**

Identify areas that may be suitably used and developed for plantation timber production.

Promote the establishment of softwood and hardwood plantations on predominantly cleared land, as well as other areas that are subject to or contributing to land and water degradation.

Ensure protection of water quality and soil.

Ensure timber production in native forests is conducted in a sustainable manner.

Conduct timber production (except agroforestry, windbreaks and commercial plantations of 5 hectares or less) in accordance with the *Code of Practice for Timber Production 2014 (as amended 2022)* (Department of Environment, Land, Water and Planning, 2022).

Ensure Victoria's greenhouse sinks are protected and enhanced by controlling land clearing, containing the growth of urban areas and supporting revegetation programs.

**Policy documents**

Consider as relevant:

- *Code of Practice for Timber Production 2014 (as amended 2022)* (Department of Environment, Land, Water and Planning, 2022)

**14.01-3L**

09/07/2020  
C90gpla

**Timber production and agroforestry**

**Strategies**

Support the development and expansion of timber production and agroforestry within areas that are capable of providing road infrastructure to both plant and harvest crops.

**15.01**

31/07/2018  
VC148

## BUILT ENVIRONMENT



**15.01-1S**31/07/2018  
VC148**Urban design****Objective**

To create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.

**Strategies**

Require development to respond to its context in terms of character, cultural identity, natural features, surrounding landscape and climate.

Ensure development contributes to community and cultural life by improving the quality of living and working environments, facilitating accessibility and providing for inclusiveness.

Ensure the interface between the private and public realm protects and enhances personal safety.

Ensure development supports public realm amenity and safe access to walking and cycling environments and public transport.

Ensure that the design and location of publicly accessible private spaces, including car parking areas, forecourts and walkways, is of a high standard, creates a safe environment for users and enables easy and efficient use.

Ensure that development provides landscaping that supports the amenity, attractiveness and safety of the public realm.

Ensure that development, including signs, minimises detrimental impacts on amenity, on the natural and built environment and on the safety and efficiency of roads.

Promote good urban design along and abutting transport corridors.

**Policy documents**

Consider as relevant:

- *Urban Design Guidelines for Victoria* (Department of Environment, Land, Water and Planning, 2017)

**15.01-2S**10/06/2022  
VC216**Building design****Objective**

To achieve building design and siting outcomes that contribute positively to the local context, enhance the public realm and support environmentally sustainable development.

**Strategies**

Ensure a comprehensive site analysis forms the starting point of the design process and provides the basis for the consideration of height, scale, massing and energy performance of new development.

Ensure development responds and contributes to the strategic and cultural context of its location.

Minimise the detrimental impact of development on neighbouring properties, the public realm and the natural environment.

Improve the energy performance of buildings through siting and design measures that encourage:

- Passive design responses that minimise the need for heating, cooling and lighting.
- On-site renewable energy generation and storage technology.
- Use of low embodied energy materials.

Ensure the layout and design of development supports resource recovery, including separation, storage and collection of waste, mixed recycling, glass, organics and e-waste.

Encourage use of recycled and reusable materials in building construction and undertake adaptive reuse of buildings, where practical.

Encourage water efficiency and the use of rainwater, stormwater and recycled water.

Minimise stormwater discharge through site layout and landscaping measures that support on-site infiltration and stormwater reuse.

Ensure the form, scale, and appearance of development enhances the function and amenity of the public realm.

Ensure buildings and their interface with the public realm support personal safety, perceptions of safety and property security.

Ensure development is designed to protect and enhance valued landmarks, views and vistas.

Ensure development considers and responds to transport movement networks and provides safe access and egress for pedestrians, cyclists and vehicles.

Encourage development to retain existing vegetation.

Ensure development provides landscaping that responds to its site context, enhances the built form, creates safe and attractive spaces and supports cooling and greening of urban areas.

**Policy documents**

Consider as relevant:

- *Urban Design Guidelines for Victoria* (Department of Environment, Land, Water and Planning, 2017)
- *Apartment Design Guidelines for Victoria* (Department of Environment, Land, Water and Planning, 2021)
- *Waste Management and Recycling in Multi-unit Developments* (Sustainability Victoria, 2019)

**15.01-3S**10/06/2022  
VC216**Subdivision design****Objective**

To ensure the design of subdivisions achieves attractive, safe, accessible, diverse and sustainable neighbourhoods.

**Strategies**

In the development of new residential areas and in the redevelopment of existing areas, subdivision should be designed to create liveable and sustainable communities by:

- Creating compact neighbourhoods that have walkable distances between activities.
- Developing activity centres in appropriate locations with a mix of uses and services and access to public transport.
- Creating neighbourhood centres that include services to meet day to day needs.
- Creating urban places with a strong sense of place that are functional, safe and attractive.
- Providing a range of lot sizes to suit a variety of dwelling and household types to meet the needs and aspirations of different groups of people.
- Creating landscaped streets and a network of open spaces to meet a variety of needs with links to regional parks where possible.
- Protecting and enhancing habitat for native flora and fauna, and providing opportunities for people to experience nature in urban areas.
- Facilitating an urban structure where neighbourhoods are clustered to support larger activity centres served by high quality public transport.
- Reduce car dependency by allowing for:
  - Convenient and safe public transport.
  - Safe and attractive spaces and networks for walking and cycling.
  - Subdivision layouts that allow easy movement within and between neighbourhoods.
  - A convenient and safe road network.
- Minimising exposure of sensitive uses to air and noise pollution from the transport system.
- Being accessible to people with disabilities.
- Creating an urban structure that:
  - Responds to climate related hazards.
  - Incorporates integrated water management, including sustainable irrigation of open space.
  - Minimises peak demand on the electricity network.
  - Supports energy efficiency and solar energy generation through urban layout and lot orientation.
  - Supports waste minimisation and increased resource recovery.
- Providing utilities and services that support the uptake of renewable energy technologies, such as microgrids and energy storage systems, including batteries.

**Policy documents**

Consider as relevant:

- *Urban Design Guidelines for Victoria* (Department of Environment, Land, Water and Planning, 2017)



**15.01-3L**

31/07/2018  
VC148  
Proposed C102gpla

**Low density residential subdivision****Policy application**

This policy applies to subdivisions in the Low Density Residential Zone (LDRZ).

**Strategies**

Encourage subdivision that respects the lot configuration and character elements of the surrounding area.

Maintain an open and spacious character for low density residential areas through:

- Design that provides for generous areas of open space and landscaping including along accessways.
- Retention of existing vegetation.
- Avoiding creation of lots with battleaxe access.
- The provision of wide driveways/access ways with areas available for landscaping.

Ensure adequate provision is made for infrastructure, including roads and drainage, to service the development at the time of subdivision.

**15.01-4S**

31/07/2018  
VC148

**Healthy neighbourhoods****Objective**

To achieve neighbourhoods that foster healthy and active living and community wellbeing.

**Strategies**

Design neighbourhoods that foster community interaction and make it easy for people of all ages and abilities to live healthy lifestyles and engage in regular physical activity by providing:

- Connected, safe, pleasant and attractive walking and cycling networks that enable and promote walking and cycling as a part of daily life.
- Streets with direct, safe and convenient access to destinations.
- Conveniently located public spaces for active recreation and leisure.
- Accessibly located public transport stops.
- Amenities and protection to support physical activity in all weather conditions.

**Policy documents**

Consider as relevant:

- *Urban Design Guidelines for Victoria* (Department of Environment, Land, Water and Planning, 2017)

**15.01-5S**

09/10/2020  
VC169

**Neighbourhood character**

**Objective**

To recognise, support and protect neighbourhood character, cultural identity, and sense of place.

**Strategies**

Support development that respects the existing neighbourhood character or contributes to a preferred neighbourhood character.

Ensure the preferred neighbourhood character is consistent with medium and higher density housing outcomes in areas identified for increased housing.

Ensure development responds to its context and reinforces a sense of place and the valued features and characteristics of the local environment and place by respecting the:

- Pattern of local urban structure and subdivision.
- Underlying natural landscape character and significant vegetation.
- Neighbourhood character values and built form that reflect community identity.

**15.01-6S**31/07/2018  
VC148**Design for rural areas****Objective**

To ensure development respects valued areas of rural character.

**Strategies**

Ensure that the siting, scale and appearance of development protects and enhances rural character.

Protect the visual amenity of valued rural landscapes and character areas along township approaches and sensitive tourist routes by ensuring new development is sympathetically located.

Site and design development to minimise visual impacts on surrounding natural scenery and landscape features including ridgelines, hill tops, waterways, lakes and wetlands.

**15.04-6L**09/07/2020  
G90gpla**Low density residential subdivision****Policy application**

This policy applies to subdivisions in the Low Density Residential Zone (LDRZ).

**Strategies**

Encourage subdivision that respects the lot configuration and character elements of the surrounding area.

Maintain an open and spacious character for low density residential areas through:

- Design that provides for generous areas of open space and landscaping including along accessways.
- Retention of existing vegetation.
- Avoiding creation of lots with battleaxe access.
- The provision of wide driveways/access ways with areas available for landscaping.

**Policy guideline**

Consider as relevant:

- Whether the subdivision of land requires the provision of infrastructure, including drainage and roads.

**18.01**

09/12/2021  
VC204

## LAND USE AND TRANSPORT



**18.01-1S**09/12/2021  
VC204**Land use and transport integration****Objective**

To facilitate access to social, cultural and economic opportunities by effectively integrating land use and transport.

**Strategies**

Plan and develop a transport system that facilitates:

- Social and economic inclusion for all people and builds community wellbeing.
- The best use of existing social and economic infrastructure.
- A reduction in the distances people have to travel to access jobs and services.
- Better access to, and greater mobility within, local communities.
- Network-wide efficiency and coordinated operation.

Plan land use and development to:

- Protect existing transport infrastructure from encroachment or detriment that would impact on the current or future function of the asset.
- Protect transport infrastructure that is in delivery from encroachment or detriment that would impact on the construction or future function of the asset.
- Protect planned transport infrastructure from encroachment or detriment that would impact deliverability or future operation.
- Protect identified potential transport infrastructure from being precluded by land use and development.

Plan land use and development to allow for the ongoing improvement and development of the State Transport System in the short and long term.

Plan movement networks and adjoining land uses to minimise disruption to residential communities and their amenity.

Plan the timely delivery of transport infrastructure and services to support changing land use and associated transport demands.

Plan improvements to public transport, walking and cycling networks to coordinate with the ongoing development and redevelopment of urban areas.

Plan the use of land adjacent to the transport system having regard to the current and future development and operation of the transport system.

Reserve land for strategic transport infrastructure to ensure the transport system can be developed efficiently to meet changing transport demands.

Support urban development that makes jobs and services more accessible:

- In accordance with forecast demand.
- By taking advantage of all available modes of transport.

Protect existing and facilitate new walking and cycling access to public transport.

Locate major government and private sector investments in regional cities and centres on major transport corridors to maximise the access and mobility of communities.

Design neighbourhoods to:

- Better support active living.
- Increase the share of trips made using sustainable transport modes.
- Respond to the safety needs of all users.

Design the transport system and adjacent areas to achieve visual outcomes that are responsible to local context with particular reference to:

- Landscaping.
- The placement of signs.
- Providing buffer zones and resting places.

### **Policy documents**

Consider as relevant:

- *Movement and Place in Victoria* (Department of Transport, February 2019)
- *Delivering the Goods, Creating Victorian Jobs: Victorian Freight Plan* (Department of Economic Development, Jobs, Transport and Resources, July 2018)

**18.01-1L**

Proposed C102gpla

**Land use and transport integration****Strategies**

Protect the efficiency and safety of the Shire's transport infrastructure to support economic activities.

Facilitate road and bridge infrastructure to service plantation and agroforestry development.

Facilitate infrastructure to service the grain industries and intensive animal husbandry operations.

**18.01-2S**09/12/2021  
VC204**Transport system****Objective**

To facilitate the efficient, coordinated and reliable movement of people and goods by developing an integrated and efficient transport system.

**Strategies**

Plan and develop a transport system integrated across all movement networks that:

- Facilitates the efficient, coordinated and reliable movement of people and goods at all times.
- Optimises transport system capacity.
- Improves connectivity and facilitates the growth and development of regional Victoria.
- Improves connectivity between Victoria's regional cities and metropolitan Melbourne.
- Ensures sufficient capacity for the movement of passengers into and out of Victoria at Principal Transport Gateways.
- Improves how goods are moved to local, interstate and overseas markets.
- Maximises access to residential areas, employment, markets, services and recreation.
- Improves local transport options to support 20-minute neighbourhoods in Melbourne's suburbs and Victoria's regional cities and towns.
- Is legible and enables easy access and movement between modes.

Plan movement networks that share the same space to do so in a way that balances the needs of the different users of the transport system.

Plan and develop the State Transport System comprising the:

- Principal Bicycle Network: Existing and future high quality cycling routes that provide access to major destinations and facilitate cycling for transport, sport, recreation and fitness.
- Principal Public Transport Network: Existing and future high quality public transport routes in the Melbourne metropolitan area.
- Regional Rail Network: Existing and future passenger rail routes in regional Victoria.
- Principal Road Network: Declared arterial roads and freeways under the *Road Management Act 2004*.
- Principal Freight Network: Existing and future corridors and precincts where the movement of high volumes of freight are concentrated or of strategic value.
- Principal Transport Gateways: Existing and future ports, airports and interstate terminals that serve as key locations for moving passengers and freight into, out of and around Victoria.

Facilitate delivery of:

- Declared major transport projects and their ancillary projects that are of economic, social or environmental significance to the State of Victoria.
- Transport projects that improve the State Transport System.

## Policy documents

Consider as relevant:

- *Movement and Place in Victoria* (Department of Transport, February 2019)

## State Transport System – Metropolitan Melbourne Plan





## State Transport System – Regional Victoria Plan



**18.01-2R**

31/07/2018  
VC148

**Transport system - Central Highlands**

**Strategy**

Support ongoing improvements to transport infrastructure to enhance access to Ballarat and other major centres.

**18.01-2R**

31/07/2018  
VC148

**Transport system - Geelong G21**

**Strategies**

Support improved transit and access within Geelong and the wider region.

Support a greater connection to the Werribee growth corridor and Melbourne.

**18.01-2L**

Proposed C102gpla

**Transport system****Strategy**

Maintain the efficiency of transport linkages from the Shire to metropolitan and regional markets, facilities and suppliers.

**18.01-3S**09/12/2021  
VC204**Sustainable and safe transport****Objective**

To facilitate an environmentally sustainable transport system that is safe and supports health and wellbeing.

**Strategies**

Plan and develop the transport system to:

- Maximise the efficient use of resources including infrastructure, land, services and energy.
- Prepare for and adapt to climate change impacts.
- Prioritise the use of sustainable personal transport.
- Protect, conserve and improve the natural environment by supporting forms of transport, energy use and transport technologies that have the least environmental impact.
- Avoid, minimise and offset harm to the environment by:
  - Protecting biodiversity.
  - Reducing transport-related greenhouse gas emissions.

Plan the transport system to be safe by:

- Developing safe transport infrastructure.
- Optimising accessibility, emergency access, service and amenity.
- Separating pedestrians, bicycles and motor vehicles, where practicable.
- Reducing the need for cyclists to mix with other road users.
- Supporting road users to make safe choices through design and wayfinding techniques.
- Prioritising transport safety when designing high-speed roads and intersections.

Support forms of transport and energy use that have the greatest benefit for, and least negative impact on, health and wellbeing.

Design the transport system to be accessible to all users.

Design new suburbs to respond to the safety, health and wellbeing needs of all road users.

Design development to promote walking, cycling and the use of public transport, in that order, and minimise car dependency.

**Policy documents**

Consider as relevant:

- *Victorian Road Safety Strategy 2021-2030* (Department of Transport, 2021)



**18.02**

31/07/2018  
VC148

**MOVEMENT NETWORKS**

**18.02-1S**09/12/2021  
VC204**Walking****Objective**

To facilitate an efficient and safe walking network and increase the proportion of trips made by walking.

**Strategies**

Plan and develop walking networks to:

- Provide pedestrian routes that are safe, direct and comfortable to use.
- Enable walking as a part of everyday life.
- Enable people to meet more of their needs locally and rely less on their cars.
- Be accessible to vehicles that use footpaths, including wheelchairs, prams and scooters.
- Accommodate emerging forms of low-emission, low-speed personal transport.

Develop principal pedestrian networks for local areas that link with the transport system.

Provide walking infrastructure in all major transport projects.

Design walking routes to be comfortable by providing shelter from the sun through canopy trees, verandahs and other structures.

Design direct, comfortable and connected walking infrastructure to and between key destinations including activity centres, public transport interchanges, employment areas, urban renewal precincts and major attractions.

**Policy documents**

Consider as relevant:

- *Guidelines for developing Principal Pedestrian Networks* (Department of Economic Development, Jobs, Transport and Resources, 2015)

**18.02-2S**09/12/2021  
VC204**Cycling****Objective**

To facilitate an efficient and safe bicycle network and increase the proportion of trips made by cycling.

**Strategies**

Plan and develop cycling networks to:

- Provide routes that are safe, comfortable, low-stress and well connected.
- Enable cycling as a part of everyday life.
- Enable people to meet more of their needs locally by cycling and to rely less on their cars.
- Accommodate emerging forms of low emission, low and moderate speed personal transport.

Protect and develop the Principal Bicycle Network to provide high-quality cycling routes that are direct and connected, to and between key destinations including activity centres, public transport interchanges, employment areas, urban renewal precincts and major attractions.

Develop Strategic Cycling Corridors by:

- Integrating them with stations and major interchanges on the public transport network that serve places of state significance.
- Integrating them with the central city, national employment and innovation clusters, major activity centres and other destinations of metropolitan or state significance.
- Facilitating safer, lower stress and more direct journeys using a combination of cycleways, cycle paths and shared streets.
- Providing the most direct route practical.
- Designing transport corridors to prioritise cycling links and cyclists.

Protect Strategic Cycling Corridors from encroachment by development and incompatible interface treatments such as cross overs.

Support increased cycling by providing:

- Cycling routes and cycling infrastructure early in new developments and in all major transport projects.
- Cycle parking and related end of trip facilities to meet demand at education, recreation, transport, shopping, commercial, public transport interchanges and community facilities, significant trip generating developments and other major attractions.
- Facilities for cyclists, particularly storage, at public transport interchanges and rail stations.
- Vegetation to shade cycling routes.

**Policy documents**

Consider as relevant:

- *Principal Bicycle Network* (VicRoads, 2012)
- *Strategic Cycling Corridors* (Department of Transport, 2021)
- *Victorian Cycling Strategy 2018-28* (Transport for Victoria)

**18.02-3S**09/12/2021  
VC204**Public transport****Objective**

To facilitate an efficient and safe public transport network and increase the proportion of trips made by public transport.

**Strategies**

Plan and develop public transport to:

- Connect activity centres, job-rich areas and outer suburban areas.
- Enable people to not have to rely on cars for personal transport.
- Integrate bus and tram networks and stops and public transport interchanges in new development areas, including key urban renewal precincts and outer-suburban areas.
- Integrate with land use and development in outer suburban and growth areas.

Protect and develop the Principal Public Transport Network and Regional Rail Network to facilitate:

- High quality public transport services that support increased diversity and density of development, particularly at interchanges, activity centres and where Principal Public Transport Network routes intersect.
- Modern commuter-style public transport services that link Melbourne with the regional growth areas of Geelong, Bendigo, Ballarat, Seymour and Traralgon.
- Service improvements to other regional and rural areas.
- A metro-style rail system that provides a very high frequency of service in the Melbourne metropolitan area.
- A new high quality orbital rail (Suburban Rail Loop) through Melbourne's middle suburbs.
- A balance between the rail usage needs of public transport and freight.

Facilitate public transport infrastructure in all major transport projects.

Allocate adequate land and infrastructure to support public transport provision in activity centres, transport interchanges and major commercial, retail and community facilities.

Locate higher density and increased development on or close to the Principal Public Transport Network in a way that does not compromise the efficiency of the Principal Public Transport Network.

Support development that facilitates the delivery and operation of public transport services.

**Policy documents**

Consider as relevant:

- *Principal Public Transport Network* (State Government of Victoria, 2017)
- *VicTrack Rail Development Interface Guidelines* (VicTrack, 2019)
- *Public Transport Guidelines for Land Use Development* (Department of Transport, 2008)



**18.02-4S**20/03/2023  
VC229**Roads****Objective**

To facilitate an efficient and safe road network that integrates all movement networks and makes best use of existing infrastructure.

**Strategies**

Plan and develop the road network to:

- Ensure people are safe on and around roads.
- Improve people's perceptions of safety on and around roads.
- Improve road connections for all road users.
- Facilitate the use of public transport, cycling and walking.
- Integrate new and emerging technologies into road design, including the increasing connectivity and automation of vehicles.
- Accommodate the expansion of the High Productivity Freight Vehicle Network, and oversize and overmass vehicles.

Protect and develop the Principal Road Network to:

- Provide high mobility for through traffic and the efficient movement of freight by facilitating adequate movement capacity and speeds.
- Improve cross-town arterial links in outer suburbs and growth areas, including circumferential and radial movement to facilitate access to jobs and services.
- Limit access points to high-volume, high-speed roads by utilising urban design techniques such as service roads and internal connector roads.
- Improve high-capacity on-road public transport.

Develop declared freeways to:

- Link Melbourne with major regional cities, major interstate locations and other key locations important to the economy along major national and state transport corridors.
- Connect and provide access to Principal Transport Gateways and freight-generating areas.
- Improve connections to national employment and innovation clusters.
- Connect dispersed major residential areas with key destinations and lower density employment areas.
- Avoid private access, except for service centres.

Provide for grade separation at railway crossings, except with the approval of the Minister for Transport and Infrastructure.

Improve Melbourne's distinctive, established boulevards by developing a connected, contemporary network of boulevards within the urban growth boundary.

Design road space to complement land use and meet business and community needs through the provision of wider footpaths, bicycle lanes, transit lanes (for buses and commercial passenger vehicles) and freight routes, in line with the designated role of the road.

Design roads to facilitate the safe movement of people and goods while providing places for people to interact and gather in high pedestrian areas like activity centres, around schools and around community facilities.

Plan an adequate supply of car parking that is designed and located to:

- Protect the role and function of nearby roads.

- Enable the efficient movement and delivery of goods.
- Facilitate the use of public transport.
- Maintain journey times and the reliability of the on-road public transport network.
- Protect residential areas from the effects of road congestion created by on-street parking.
- Enable easy and efficient use.
- Achieve a high standard of urban design.
- Protect the amenity of the locality, including the amenity of pedestrians and other road users.
- Create a safe environment, particularly at night.

Allocate land for car parking considering:

- The existing and potential modes of access including public transport.
- The demand for off-street car parking.
- Road capacity.
- The potential for demand-management of car parking.

Consolidate car parking facilities to improve efficiency.

Design public car parks to incorporate electric charging facilities to support the use of low-emission vehicles.

### **Policy documents**

Consider as relevant:

- *Victorian Road Safety Strategy 2021-2030* (Department of Transport, 2021)
- *Movement and Place in Victoria* (Department of Transport, February 2019)

**18.02-4L**

Proposed C102gpla

**Roads****Strategy**

Protect existing road and parking infrastructure from the impacts of heavy vehicles associated with new use and development.

**18.02-5S**09/12/2021  
VC204**Freight****Objective**

To facilitate an efficient, coordinated, safe and sustainable freight and logistics system that enhances Victoria's economic prosperity and liveability.

**Strategies**

Plan and develop Victoria's freight and logistics system to:

- Support the movement of freight within Victoria's freight and logistics system.
- Improve freight efficiency and capacity.
- Manage negative impacts of freight generating activities on urban amenity, the development of urban areas, and on the efficient operation of movement networks.
- Prioritise new technologies that enhance road and rail safety, optimise the metropolitan road network, better manage congestion and reduce supply chain costs.
- Accommodate High Productivity Freight Vehicles, and oversize and overmass vehicles.
- Increase the capacity of the rail network to carry larger volumes of freight.

Protect and develop the Principal Freight Network, including freight movement corridors and freight places, and Principal Transport Gateways, by:

- Facilitating the movement of high volumes of freight and freight of strategic value.
- Linking areas of production and manufacturing to national and international gateways and export markets.
- Increasing the capacity of Principal Transport Gateways and supporting their use and development as important locations for employment and economic activity.
- Designing the Principal Freight Network to adapt to commodity, market and operating changes.
- Managing encroachment from incompatible land use and development that would undermine its ability to operate.

Support the development of freight and logistics precincts in strategic locations within and adjacent to Principal Transport Gateways and along the Principal Freight Network movement corridors by:

- Allocating land for complementary uses and employment-generating activities, such as distribution and warehousing.
- Reserving and appropriately zoning land for interstate freight terminals to support development that allows for the direct and immediate delivery of goods to market.
- Allocating land to allow high-volume freight customers to locate adjacent to interstate freight terminals, including the Western Interstate Freight Terminal and the Beveridge Interstate Freight Terminal.

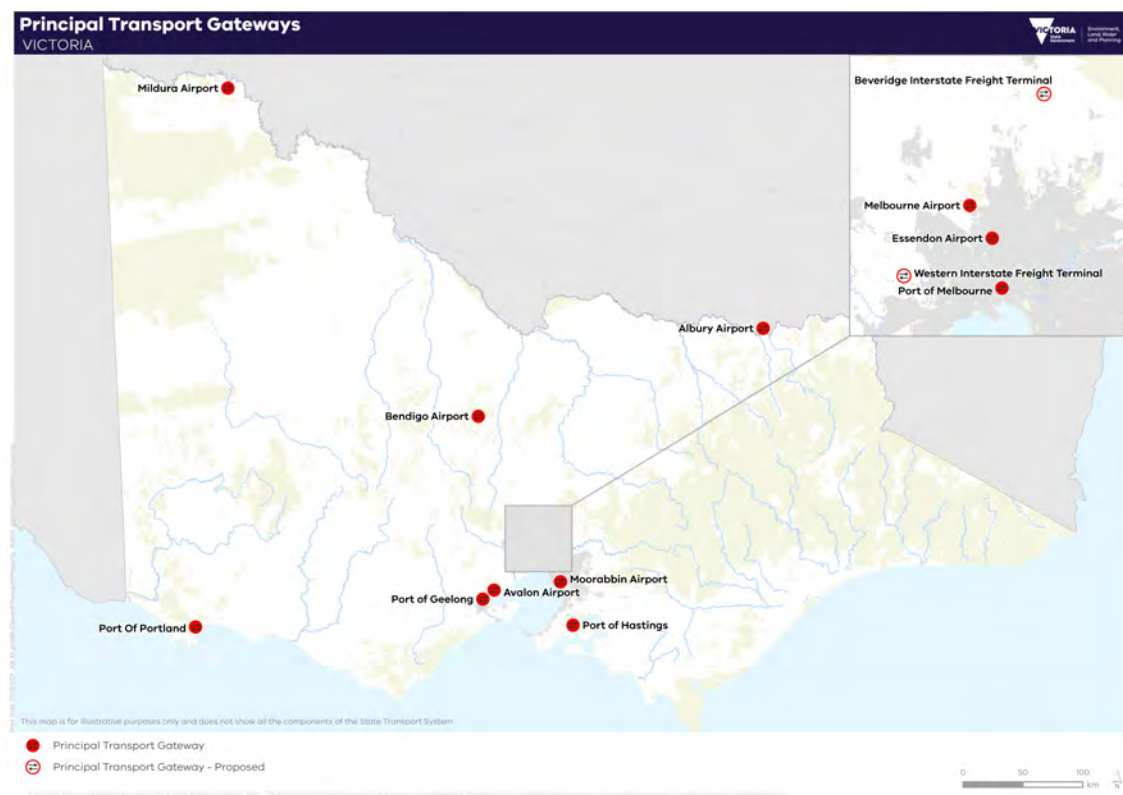
**Policy documents**

Consider as relevant:

- *Principal Freight Network* (Department of Transport, 2021)

- *Principal Transport Gateways* (Department of Transport, 2021)
- *Delivering the Goods, Creating Victorian Jobs: Victorian Freight Plan* (Department of Economic Development, Jobs, Transport and Resources, July 2018)

## Principal Transport Gateways



**18.02-5R**

09/12/2021  
VC204

**Freight links - Geelong G21**

**Strategy**

Recognise and develop a national transport and logistics precinct to the north of Geelong, connecting Avalon Airport, Geelong Port and the Geelong Ring Road Employment Precinct.



**18.02-6S**09/12/2021  
VC204**Ports****Planning for ports objective**

To support the effective and competitive operation of Victoria's commercial trading ports at local, national and international levels, and to facilitate their ongoing sustainable operation and development.

**Planning for ports strategies**

Provide for the ongoing development of ports at Melbourne, Geelong, Hastings and Portland in accordance with approved Port Development Strategies.

Identify and protect key transport corridors linking ports to the broader transport network.

Manage any impacts of a commercial trading port and any related industrial development on nearby sensitive uses to minimise the impact of vibration, light spill, noise and air emissions from port activities.

**Planning for port environs objective**

To plan for and manage land near commercial trading ports so that development and use are compatible with port operations and provide reasonable amenity expectations.

**Planning for port environs strategies**

Protect commercial trading ports from encroachment of sensitive and incompatible land uses in the port environs.

Plan for and manage land in the port environs to accommodate uses that depend upon, or gain significant economic advantage from, proximity to the port's operations.

Ensure that industrially zoned land within the environs of a commercial trading port is maintained and continues to support the role of the port as a critical freight and logistics precinct.

Identify and protect key transport corridors linking ports to the broader transport network.

Ensure any new use or development within the environs of a commercial trading port does not prejudice the efficient and curfew-free operations of the port.

Ensure that the use and intensity of development does not expose people to unacceptable health or safety risks and consequences associated with an existing major hazard facility.

Ensure that any use or development within port environs:

- Is consistent with policies for the protection of the environment.
- Takes into account planning for the port.

**Policy documents**

Consider as relevant:

- *Statement of Planning Policy No 1 - Western Port* (1970-varied 1976)
- *2018 Port Development Strategy* (Port of Hastings Development Authority, December 2018)
- *Port of Geelong Port Development Strategy 2018* (Victorian Regional Channels Authority, 2018)
- *2050 Port Development Strategy, 2020 edition* (Port of Melbourne, 2020)
- *Port of Portland – Port Development Strategy* (Port of Portland, 2019)

**18.02-7S**18/05/2022  
VC218**Airports and airfields****Objective**

To strengthen the role of Victoria's airports and airfields within the state's economic and transport infrastructure, guide their siting and expansion, and safeguard their ongoing, safe and efficient operation.

**Strategies**

Protect airports and airfields from incompatible land use and development.

Prevent land use or development that poses risks to the safety or efficiency of an airport or airfield, including any of the following risks:

- Building-generated windshear and turbulence.
- Increased risk of wildlife strike.
- Pilot distraction from lighting.
- Intrusion into protected airspace.
- Interference with communication, navigation and surveillance facilities.
- Increased risk to public safety at the end of runways.

Minimise the detrimental effects of aircraft noise when planning for areas around airports and airfields.

Limit the intensification of noise-sensitive land uses, and avoid zoning or overlay changes that allow noise-sensitive land use and development, where ultimate capacity or long-range noise modelling indicates an area is within a 20 Australian Noise Exposure Forecast (ANEF) contour or higher.

Avoid zoning or overlay changes that allow noise-sensitive land uses outside the Urban Growth Boundary, and encourage measures to reduce the impact of aircraft noise in planning for areas within the Urban Growth Boundary, where ultimate capacity or long-range noise modelling indicates an area is within 'number above' contours (N Contours) representing:

- 20 or more daily events greater than 70 dB(A).
- 50 or more daily events of greater than 65 dB(A).
- 100 or more daily events greater than 60 dB(A).
- 6 events or more between the hours of 11pm to 6am greater than 60 dB(A).

Ensure land use and development at airports and airfields contributes to the aviation needs of the state and the efficient and functional operation of the airport or airfield.

Ensure land use and development at airports complements the role of the airport including as listed below:

- Melbourne Airport – major domestic and international airport with no curfew, 24-hour access, freight capability and an adjoining employment precinct.
- Avalon Airport – domestic and international airport with no curfew, 24-hour access, freight capability and an adjoining employment precinct.
- Essendon Fields Airport – a general aviation airport that is an important regional and state aviation asset with specialised functions, including executive charter, emergency aviation services, freight, logistics and an adjoining employment precinct.

- Moorabbin Airport – a general aviation airport that is an important regional and state aviation asset supporting the state's aviation industry and access to regional Victoria.
- Point Cook Airfield – an operating airport complementary to Moorabbin Airport.

Plan for areas around airports and airfields so that land use or development does not prejudice future airport or airfield operations or expansions in accordance with an approved strategy or master plan for that airport or airfield.

Preserve long-term options for a new general aviation airport south-east of metropolitan Melbourne by ensuring urban land use and development does not infringe on possible sites, buffer zones or flight paths.

Avoid the location of new airports and airfields in areas that have greater long-term value to the community for other purposes.

Ensure that in the planning of airports and airfields, land use decisions are integrated, appropriate land use buffers are in place and provision is made for associated businesses that service airports.

Plan the location of airports and airfields, nearby existing and potential development, and the land-based transport system required to serve them, as an integrated operation.

Plan the visual amenity and impact of any land use or development on the approaches to an airport or airfield to be consistent with the status of the airport or airfield.

### **Policy documents**

Consider as relevant:

- *National Airports Safeguarding Framework* (as agreed by Commonwealth, State and Territory Ministers at the meeting of the Standing Council on Transport and Infrastructure on 18 May 2012)
- *Avalon Airport Master Plan* (Avalon Airport Australia Pty Ltd, 2015)
- *Avalon Airport Strategy* (Department of Business and Employment/Aerospace Technologies of Australia, 1993) and its associated Aircraft Noise Exposure Concepts
- *Melbourne Airport Strategy* (Government of Victoria/Federal Airports Corporation, approved 1990) and its associated *Final Environmental Impact Statement*

**19.03**

31/07/2018  
VC148

## DEVELOPMENT INFRASTRUCTURE

**19.03-1S**24/01/2020  
VC160**Development and infrastructure contributions plans****Objective**

To facilitate the timely provision of planned infrastructure to communities through the preparation and implementation of development contributions plans and infrastructure contributions plans.

**Strategies**

Prepare development contributions plans and infrastructure contributions plans, under the *Planning and Environment Act 1987*, to manage contributions towards infrastructure.

Collect development contributions on the basis of approved development and infrastructure contributions plans.

Require annual reporting by collecting and development agencies to monitor the collection and expenditure of levies and the delivery of infrastructure.

**Policy documents**

Consider as relevant:

- *Development Contributions Guidelines* (Department of Sustainability and Environment, 2003 -as amended 2007)
- *Infrastructure Contributions Plan Guidelines* (Department of Environment, Land, Water and Planning, November 2019)
- *Ministerial Direction on the Preparation and Content of Development Contribution Plans and Reporting Requirements for Development Contributions Plans*
- *Ministerial Direction on the Preparation and Content of Infrastructure Contribution Plans and Reporting Requirements for Infrastructure Contributions Plans*



**19.03-2S**

09/10/2020  
VC169

**Infrastructure design and provision**

**Objective**

To provide timely, efficient and cost-effective development infrastructure that meets the needs of the community.

**Strategies**

Provide an integrated approach to the planning and engineering design of new subdivision and development.

Integrate developments with infrastructure and services, whether they are in existing suburbs, growth areas or regional towns.

**19.03-2L**

09/07/2020  
C90gpla

**Infrastructure design and provision**

**Strategy**

Provide a consistent approach to the design and construction of infrastructure across the municipality.

**Policy guideline**

Consider as relevant:

- *Infrastructure Design Manual* (Local Government Infrastructure Design Association, 2018) for new subdivision and development.

**Policy documents**

Consider as relevant:

- *Infrastructure Design Manual* (Local Government Infrastructure Design Association, 2018)

**19.03-3S**10/06/2022  
VC216**Integrated water management****Objective**

To sustainably manage water supply and demand, water resources, wastewater, drainage and stormwater through an integrated water management approach.

**Strategies**

Plan and coordinate integrated water management, bringing together stormwater, wastewater, drainage, water supply, water treatment and re-use, to:

- Take into account the catchment context.
- Protect downstream environments, waterways and bays.
- Manage and use potable water efficiently.
- Reduce pressure on Victoria's drinking water supplies.
- Minimise drainage, water or wastewater infrastructure and operational costs.
- Minimise flood risks.
- Provide urban environments that are more resilient to the effects of climate change.

Integrate water into the landscape to facilitate cooling, local habitat improvements and provision of attractive and enjoyable spaces for community use.

Facilitate use of alternative water sources such as rainwater, stormwater, recycled water and run-off from irrigated farmland.

Ensure that development protects and improves the health of water bodies including creeks, rivers, wetlands, estuaries and bays by:

- Minimising stormwater quality and quantity related impacts.
- Filtering sediment and waste from stormwater prior to discharge from a site.
- Managing industrial and commercial toxicants in an appropriate way.
- Requiring appropriate measures to mitigate litter, sediment and other discharges from construction sites.

Manage stormwater quality and quantity through a mix of on-site measures and developer contributions at a scale that will provide greatest net community benefit.

Provide for sewerage at the time of subdivision or ensure lots created by the subdivision are capable of adequately treating and retaining all domestic wastewater within the boundaries of each lot.

Ensure land is set aside for water management infrastructure at the subdivision design stage.

Minimise the potential impacts of water, sewerage and drainage assets on the environment.

Protect significant water, sewerage and drainage assets from encroaching sensitive and incompatible uses.

Protect areas with potential to recycle water for forestry, agriculture or other uses that can use treated effluent of an appropriate quality.

Ensure that the use and development of land identifies and appropriately responds to potential environmental risks, and contributes to maintaining or improving the environmental quality of water and groundwater.

**Policy guidelines**

Consider as relevant:

- Any applicable Sustainable Water Strategy endorsed under Division 1B of Part 3 of the *Water Act 1989*.

**Policy documents**

Consider as relevant:

- *Water for Victoria - Water Plan* (Victorian Government, 2016)
- *Environment Reference Standard* (Gazette No. S 245, 26 May 2021)
- *Urban Stormwater - Best Practice Environmental Management Guidelines* (Victorian Stormwater Committee, 1999)
- *Planning Permit Applications in Open, Potable Water Supply Catchment Areas* (Department of Sustainability and Environment, 2012)
- *Victorian guideline for water recycling* (Publication 1910, Environment Protection Authority, March 2021)
- *Technical information for the Victorian guideline for water recycling* (Publication 1911, Environment Protection Authority, March 2021)

19.03-3L

## Dam management

09/07/2020 --/--/----

G90gpla Proposed C102gpla

### ~~Strategy~~ Strategies

Locate and design dams to minimise alterations to natural drainage and natural flows of watercourses and to be consistent with land capability.

~~Construct dams~~ Ensure dams are built using construction and soil conservation techniques that avoid leakage to groundwater.



**19.03-4S**04/11/2022  
VC226**Telecommunications****Objective**

To facilitate the orderly development, extension and maintenance of telecommunications infrastructure.

**Strategies**

Facilitate the upgrading and maintenance of telecommunications facilities.

Ensure that modern telecommunications facilities are widely accessible and that the telecommunications needs of business, domestic, entertainment and community services are met.

Encourage the continued deployment of telecommunications facilities that are easily accessible by:

- Increasing and improving access for all sectors of the community to the telecommunications network.
- Supporting access to transport and other public corridors for the deployment of telecommunications networks in order to encourage infrastructure investment and reduce investor risk.

Ensure a balance between the provision of telecommunications facilities and the need to protect the environment from adverse impacts arising from telecommunications infrastructure.

Co-locate telecommunications facilities wherever practical.

Planning should have regard to national implications of a telecommunications network and the need for consistency in infrastructure design and placement.

**19.03-5S**14/11/2022  
VC227**Waste and resource recovery****Objective**

To reduce waste and maximise resource recovery to reduce reliance on landfills and minimise environmental, amenity and public health impacts.

**Strategies**

Ensure future waste and resource recovery infrastructure needs are identified and planned for to safely and sustainably manage all waste streams and maximise opportunities for resource recovery.

Ensure the long-term viability of waste and resource recovery infrastructure (including state and regional waste and resource recovery hubs) is secured through the use of defined buffer areas that protect against encroachment from incompatible land uses.

Ensure waste and resource recovery facilities are sited, designed, built and operated so as to minimise impacts on surrounding communities and the environment.

Enable waste and resource recovery facilities to be located in proximity to other related facilities and to materials' end-market destinations, to reduce the impacts of waste transportation and improve the economic viability of resource recovery.

Site, design, manage and rehabilitate waste disposal facilities to prevent or minimise contamination of groundwater and surface waters, litter, odour, dust and noise.

Integrate waste and resource recovery infrastructure planning with land use and transport planning.

Encourage technologies that increase recovery and treatment of resources to produce high value, marketable end products.

Encourage development that facilitates sustainable waste and resource recovery, including facilities for Victoria's container deposit scheme.

**Policy guidelines**

Consider as relevant:

- Any applicable Regional Waste and Resource Recovery Implementation Plan.

**Policy documents**

Consider as relevant:

- *Statewide Waste and Resource Recovery Infrastructure Plan* (Sustainability Victoria, 2018)
- *Management and storage of combustible recyclable and waste materials - guideline* (Publication 1667, Environment Protection Authority, October 2018)
- *Best Practice Environmental Management Guideline (Siting, Design, Operation and Rehabilitation of Landfills)* (Environment Protection Authority, 2015)
- *Designing, Constructing and Operating Composting Facilities* (Publication 1588, Environment Protection Authority, June 2015)
- *Recommended separation distances for industrial residual air emissions* (Publication 1518, Environment Protection Authority, March 2013)
- *Waste Management and Recycling in Multi-unit Developments. Better Practice Guide* (Sustainability Victoria, 2019)
- *Recycling Victoria A New Economy* (DELWP, February 2020)

48/44/2016  
652 Proposed C102gpla

## SCHEDULE 1 TO CLAUSE 35.03 RURAL LIVING ZONE

Shown on the planning scheme map as **RLZRLZ1**.

### 1.0

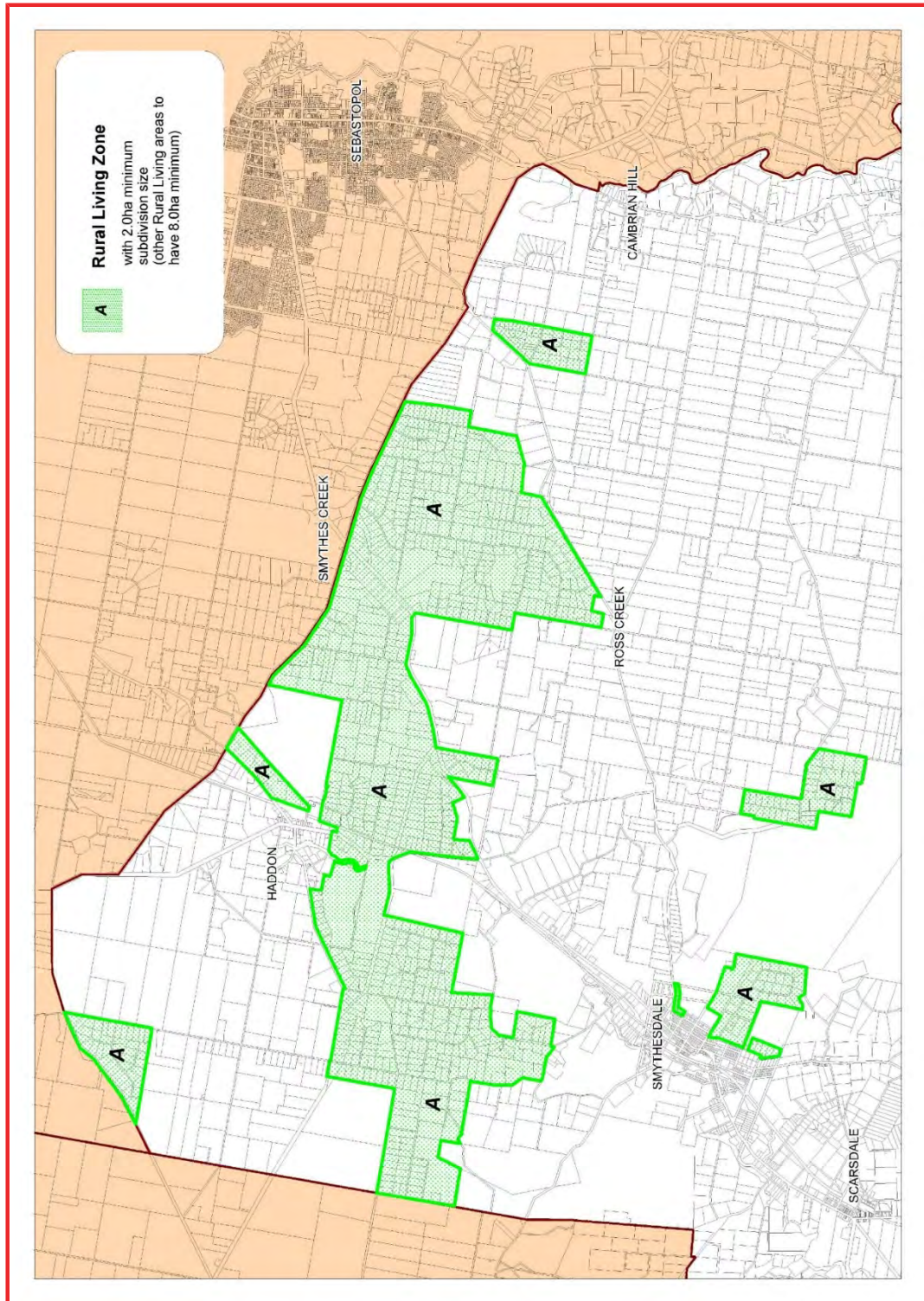
### Subdivision and other requirements

24/06/2024  
683gpla Proposed C102gpla

	Land	Area/Dimensions/Distance
Minimum subdivision area (hectares)	All land <del>except land marked A on Map 1 to this schedule</del>	8 hectares
All land marked A on Map 1 to this schedule	2 hectares	
Minimum area for which no permit is required to use land for a dwelling (hectares)	All land	8 hectares
Maximum floor area for which no permit is required to alter or extend an existing dwelling (square metres)	None specified	None specified
Maximum floor area for which no permit is required to construct an out-building associated with an existing dwelling (square metres)	None specified	None specified
Maximum floor area for which no permit is required to alter or extend an existing building used for agriculture (square metres)	None specified	None specified
Minimum setback from a road (metres)	All land	10 metres
Minimum setback from a boundary (metres)	All land	5 metres
Minimum setback from a dwelling not in the same ownership (metres)	All land	30 metres

Permit requirement for earthworks	Land
Earthworks which change the rate of flow or the discharge point of water across a property boundary	All land
Earthworks which increase the discharge of saline groundwater	All land

Map 1 to the Schedule to Clause 35.03



24/06/2021  
C83gpla

## SCHEDULE 1 TO CLAUSE 42.01 ENVIRONMENTAL SIGNIFICANCE OVERLAY

Shown on the planning scheme map as ESO1.

### BARWON WATER SUPPLY CATCHMENT

#### 1.0

24/06/2021  
C83gpla

#### Statement of environmental significance

The Barwon Water supply catchment plays a very important role in supplying potable water to urban and rural communities throughout the Barwon Region. This water catchment must be protected from inappropriate development that may impact on the water quality of the catchment.

#### 2.0

24/06/2021  
C83gpla

#### Environmental objective to be achieved

To ensure the protection and maintenance of water quality and water quantity within the Moorabool River (Sheoaks) and Stony Creek Special Water Supply Catchment Areas.

To encourage best practice land and water management in areas within the Moorabool River (Sheoaks) and Stony Creek Special Water Supply Catchment Areas.

To prevent erosion of banks, streambeds and adjoining land and the siltation of watercourses, drains and other features.

To prevent pollution, increased nutrient loads and increased turbidity of water in watercourses, drains and other features.

To prevent increased surface water runoff, or concentration of surface water runoff, leading to erosion, siltation, pollution of watercourses, drains and other features.

#### 3.0

#### Permit requirement

24/06/2021  
C83gpla

~~Development and subdivision within the Moorabool River (Sheoaks and Stony Creek Special Water Supply Catchment Areas) shall be undertaken in accordance with the environmental objectives of this schedule.~~

~~Development and subdivision of land will be consistent with the physical capability of the land, so that degradation of water quality and quantity does not occur.~~

Any applications to develop or subdivide may be referred for comment to the Department of ~~Environment, Land, Water and Planning~~ Energy, Environment and Climate Action and must be referred for comment to the relevant water board or water supply authority.

A permit is not required for:

- Fence, wall or similar structure.
- Construction of paved areas, including patios and car parks.
- Passive recreation.
- Unenclosed buildings, except for dairy milking sheds, buildings used for animal keeping and buildings used for intensive animal husbandry.
- Works ancillary to a dwelling, except for any effluent disposal system.
- Construction of a pergola.
- The provision of floodlighting.
- Minor road widening or deviation.
- Works undertaken by the relevant water board or water supply authority.

#### 4.0

24/06/2021  
C83gpla

#### Application requirements

None specified.



## 5.0

## Decision guidelines

24/06/2024  
G83gpla

Proposed C102gpla

The following decision guidelines apply to an application for a permit under Clause 42.01, in addition to those specified in Clause 42.01 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- The potential for the proposed development or subdivision to degrade water quality or quantity.
- Whether the proposal will:
  - Be undertaken in accordance with the environmental objectives of this schedule.
  - Be consistent with the physical capability of the land, so that degradation of water quality and quantity does not occur.
  - Erode banks, streambeds and adjoining land and the siltation of watercourses, drains and other features.
  - Pollute, add increased nutrient levels and cause increased turbidity of water in watercourses, drains and other features.
  - Cause increased runoff of concentration of surface water leading to erosion, siltation, pollution of water in watercourses, drains and other features.
- The need to maintain or plant vegetation along water ways to protect water quality.
- Any management plan prepared by the relevant water board or water supply authority.

In assessing an application for the use and development of a cattle feedlot which is located within a special water supply catchment area, consider as relevant:

- Whether any new point source discharges are avoided or support the rationalisation of existing discharge points.
- Whether waste water discharges to the environment are reduced to the maximum extent that is reasonable and practicable, and in accordance with the following hierarchy of waste management:
  - Waste avoidance.
  - Recycling and reclamation.
  - Waste reuse.
  - Waste treatment to reduce potentially degrading impacts.
  - Waste disposal.
- The need for a management plan to be prepared as part of an application to prevent the pollution of waterways and groundwater, and manage the consequences of any pollution which does occur for uses which use, produce, convey or store significant quantities of materials which could cause substantial pollution of waters if released through accidents, malfunctions or spillage.
- Whether sources of pollution are reduced and managed through the development and implementation of best practice land and water management.
- Any need to include as a condition of approval that a stormwater management plan be prepared to address safeguards to reduce the transportation of pollutants off-site.
- How storm water strategies address both the construction phase and continued use of developments.

24/06/2021  
C83gpla

## SCHEDULE 1 TO CLAUSE 42.02 VEGETATION PROTECTION OVERLAY

Shown on the planning scheme map as VPO1.

### WESTERN PLAINS GRASSLANDS

#### 1.0

24/06/2021  
C83gpla

#### Statement of nature and significance of vegetation to be protected

To protect areas of remnant grasslands which are significant for their representative nature of the Western Plains Grasslands.

#### 2.0

24/06/2021  
C83gpla

#### Vegetation protection objectives to be achieved

To protect the conservation values of the above areas.

To protect significant remnant grassland species.

#### 3.0

#### Permit requirement

28/07/2021  
GG494 Proposed C102gpla

~~Development and subdivision within the above area shall be undertaken in accordance with the environmental objectives of this schedule.~~

~~Development and subdivision of land will be consistent the environmental qualities of the site and surrounding land.~~

Any application to develop land may be referred for comment to the Department of ~~Environment, Land, Water and Planning~~ Energy, Environment and Climate Action.

Planning permits are not required for works and maintenance of roads, railways and highways controlled by the Head, Transport for Victoria or VicTrack, where an agreed vegetation management plan has been approved.

#### 4.0

24/06/2021  
C83gpla

#### Application requirements

None specified.

#### 5.0

#### Decision guidelines

24/06/2021  
G83gpla Proposed C102gpla

The following decision guidelines apply to an application for a permit under Clause 42.02, in addition to those specified in Clause 42.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether the development or subdivision is in accordance with the environmental objectives of this schedule.
- Whether the development or subdivision is consistent the environmental qualities of the site and surrounding land.
- The conservation and enhancement of the area.
- The preservation of, and impact on, the natural environment, vegetative or landscape values.
- The role of native vegetation in conserving the flora and fauna and in the provision of food and habitat.
- The objectives of and, any recommendations made under the Flora and Fauna Guarantee Act.