

21.07 LOCAL AREAS – TOWNSHIPSDD/MM/YYYY
Proposed C76**21.07-1 Bannockburn**DD/MM/YYYY
Proposed C76**Context and issues**

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.

Key issues are:

- The continued management of residential growth including land supply, infrastructure provision and maintenance of the urban growth boundary.
- Enhancement of economic growth and well-being to encourage local business opportunities, employment, expenditure and town centre activity.
- The need to guide commercial growth and manage change as the town expands.
- Protection and enhancement of the natural and built environment including environmental assets, the Bruce Creek environs, town character and rural ambience.

Objectives and strategies

Objective 1 To promote growth in Bannockburn that is sustainable in accordance with the Overall Principles Plan and Land Use Precinct Plan.

Strategy 1.1 Avoid out of sequence residential subdivision and development.

Strategy 1.2 Maintain a buffer area around the sewerage treatment plant in accordance with Environment Protection Authority requirements.

Strategy 1.3 Maintain a fire buffer area at the urban growth boundary of Bannockburn.

Strategy 1.4 Maintain an agricultural break between Bannockburn, and Batesford and Geelong.

Strategy 1.5 Avoid commercial development that is independent and separated from the defined town centre.

Strategy 1.6 Develop Milton Street to provide a future road link across Bruce's Creek to serve future residential areas to the west of Bannockburn.

Strategy 1.7 Facilitate creek crossings in accordance with the Bruce's Creek Masterplan.

Strategy 1.8 Support a wide range of industry and business activities to meet the needs of a growing population and to provide increased employment opportunities.

Strategy 1.9 Support medium density housing within a general 500 metre radius of the Bannockburn Town Centre.

Strategy 1.10 Provide walking and cycling linkages to open space areas, community facilities and the town centre in new development and subdivision.

Objective 2 To create a prosperous and sustainable Bannockburn town centre.

Strategy 2.1 Facilitate growth within the Bannockburn Town Centre that is consistent with the Land Use Precinct Plan and the principles of the Bannockburn Urban Design Framework.

- Strategy 2.2 Consolidate the existing commercial precinct to build upon the compact, intimate and accessible nature of the town centre.
- Strategy 2.3 Provide attractive and usable public spaces adjacent to or close to the town centre to encourage social activity (cafes, restaurants, etc.) and pedestrian and cycle connectivity.
- Strategy 2.4 Support a diversity of uses within the town centre retail precinct that sustain activities during day and night.
- Strategy 2.5 Support cafés and restaurants to include an outdoor seating area, particularly where it activates the use of open plaza areas.

Objective 3 To provide an integrated and environmentally responsive open space network throughout Bannockburn township.

- Strategy 3.1 Provide open space areas in new developments that incorporate pedestrian, bicycle or riding trail paths (where relevant) to other open space areas.
- Strategy 3.2 Create bicycle and riding trail paths that are preferably off street.
- Strategy 3.3 Create flora and fauna corridors within open space reserves where there are identified biodiversity values.
- Strategy 3.4 Provide buffer areas between residential development and vegetated public land areas.
- Strategy 3.5 Utilise the rail corridor as an open space link incorporating a shared footpath, bicycle and riding trail.
- Strategy 3.6 Use locally indigenous vegetation, in conjunction with protection measures in flora and fauna corridors.
- Strategy 3.7 Facilitate a vegetation belt at the Bannockburn urban growth boundary for future use as a walking, cycling and riding trail.

Objective 4 To restore and protect the Bruce's Creek and environs.

- Strategy 4.1 Limit public access to the Bruce's Creek environs where it impacts on visual amenity.
- Strategy 4.2 Protect areas of native vegetation and existing stands of significant trees within the environs of Bruce's Creek.
- Strategy 4.3 Facilitate open space connections into the Bruce's Creek corridor.
- Strategy 4.4 Restore the habitat of the Bruce's Creek environs.
- Strategy 4.5 Provide walking and cycling trails, preferably on the eastern side of the creek.
- Strategy 4.6 Protect vistas, view lines and visual amenity along the creek environs.
- Strategy 4.7 Facilitate the acquisition of all land between the tops of the escarpment and forming the rim of the creek valley as public open space.
- Strategy 4.8 Require new developments to address and implement key directions within the Bruce's Creek Master Plan, including matters such as construction management, creek crossings, environmental and heritage management and water sensitive design.
- Strategy 4.9 Require water sensitive urban design within new developments to improve the quality and discharge to Bruce's Creek, and mitigates any changes to the natural water system.
- Strategy 4.10 Facilitate opportunities for passive surveillance of the open space system including a roadway set back from the rim of the Creek, forming a separation to the public open space.

Objective 5 To maintain the village character of Bannockburn.

- Strategy 5.1 Protect historic buildings, wide tree lined avenues and low scale streetscapes.
- Strategy 5.2 Maintain view corridors to retain visibility of public spaces from other activity areas.
- Strategy 5.3 Support the re-use of existing housing stock particularly heritage buildings for professional/commercial uses in order to retain a sense of the existing town fabric.
- Strategy 5.4 Restore heritage significant buildings in character with the original style of the buildings.
- Strategy 5.5 Upgrade main road avenues of wide, tree-lined road reserves in accordance with the Bannockburn Urban Design Framework.

Objective 6 To improve the infrastructure of Bannockburn.

- Strategy 6.1 Design drainage from residential areas and Bruce's Creek to minimise the volume and speed of run off entering the creek.
- Strategy 6.2 Direct traffic movements to use the Bannockburn-Shelford Road.
- Strategy 6.3 Encourage the provision of off-street car parking in accessible locations with good pedestrian and cycling links as identified by the Bannockburn Town Centre Investment Strategy 2008.
- Strategy 6.4 Locate car parking so it does not dominate road frontages and the streetscape.

Implementation

The strategies for Bannockburn are implemented through the planning scheme by

Application of zones and overlays

- Applying the Commercial 1 Zone to commercial areas within the Bannockburn Town Centre
- [Applying the Township Zone within the Bannockburn for mixed use.](#) *Council addition*
- Applying the General Residential Zone to established and proposed residential areas.
- Applying a Design and Development Overlay to land within the Willow Brae Development
- Applying a Design and Development Overlay to the Bannockburn Town Centre
- Applying a Design and Development Overlay to Low Density Residential development

Further strategic work

- Prepare urban design guidelines for development adjacent to Bruce's Creek.
- Investigate the possibility of providing sewer development within a designated area north of the railway line which integrates with surrounding low density residential areas and the adjacent town centre.
- Investigate the need for and reserve land for future investments and strategic public transport infrastructure within Bannockburn.
- Prepare a Design and Development Overlay as part of any future rezoning to expand the business park precinct.

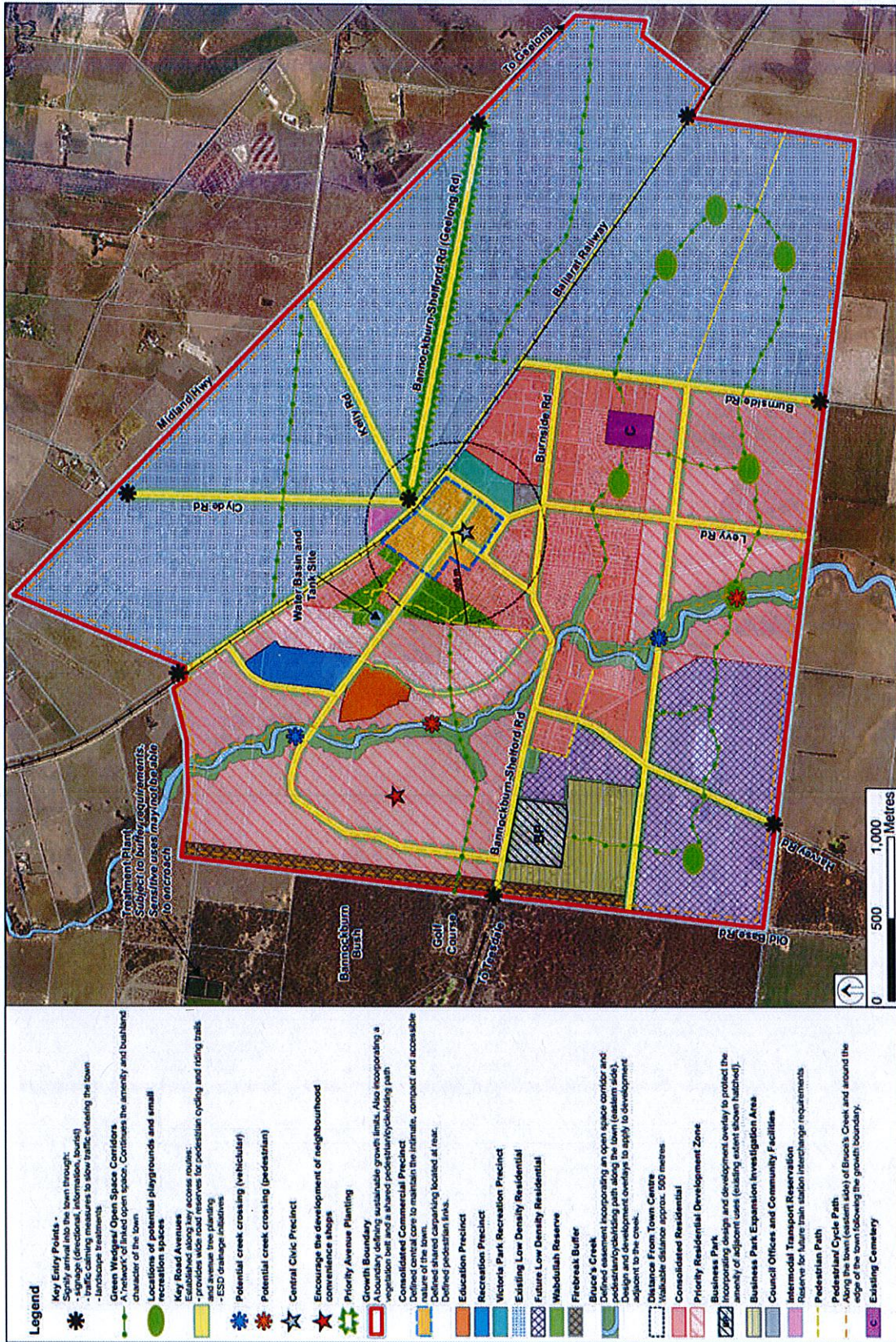
Reference Documents

- Bannockburn Urban Design Framework Revised, Parsons Brinckerhoff 2011
- Bannockburn Town Centre Investment Strategy, Connell Wagner 2008

GOLDEN PLAINS PLANNING SCHEME

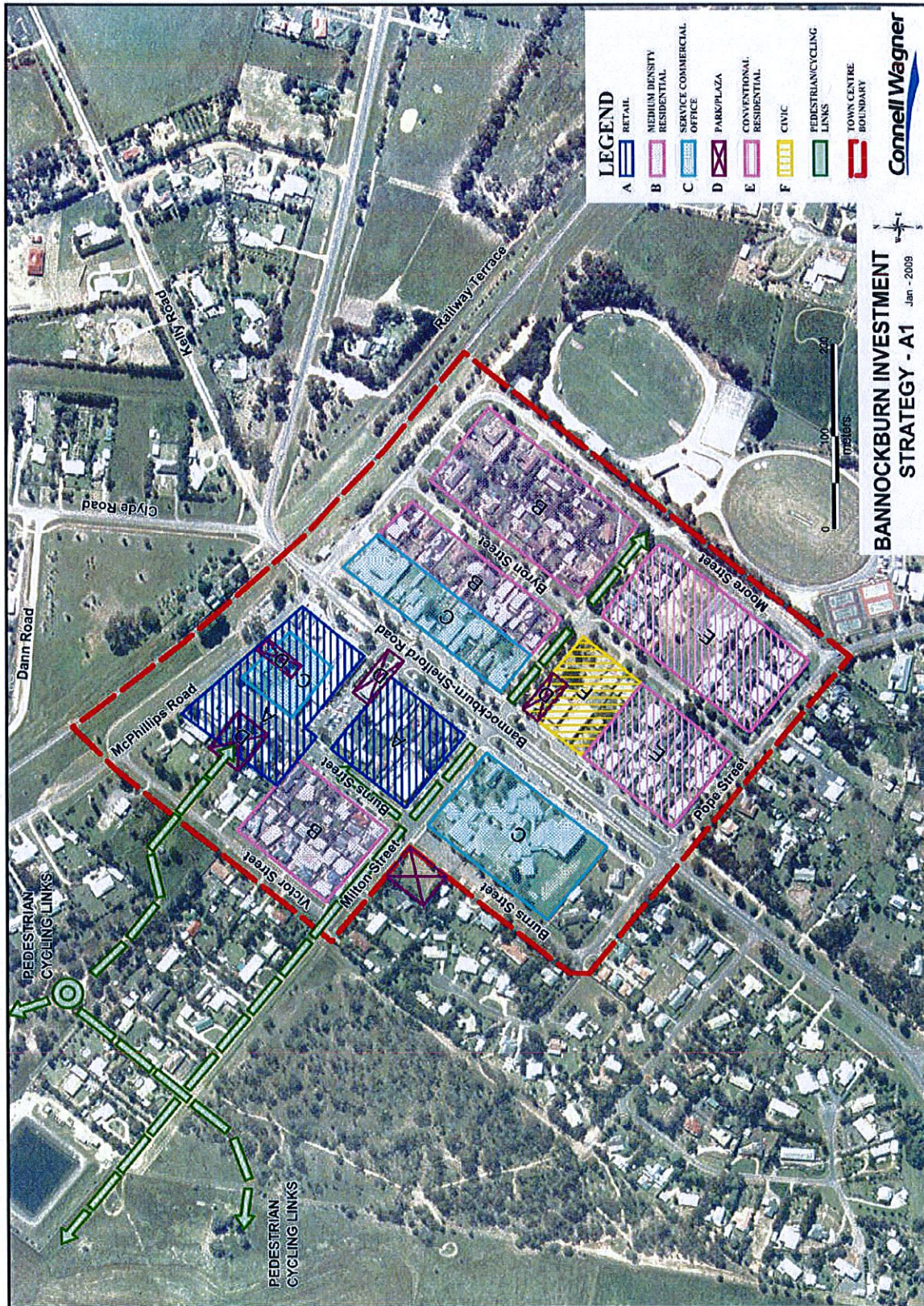
- Bruce's Creek Master Plan, Land Design Partnership Pty Ltd 2009
- Golden Plains Heritage Study, Heritage Matters Pty Ltd 2009

Figure 21.07-1A Bannockburn Urban Design Framework Overall Principles Plan



Bannockburn Urban Design Framework
Figure 2: Overall Principles

Figure 21.07-1B Bannockburn Land Use Precinct Plan



21.07-2 SmythesdaleDDMM/YYYY
Proposed C76**Context and issues**

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

Smythesdale's proximity to Ballarat and its rural living hinterland provide it with opportunities for an independent rural town setting. The community is keen to ensure that growth is managed and sustainable.

Balancing of township character with growth expected as a result of an improvement in services are important factors for Smythesdale's growth.

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.

Smythesdale has a distinct country-living character and the foundations of a thriving township, within commuting distance of the regional centre of Ballarat.

The population of Smythesdale is expected to increase up to 2500 persons by 2031, with projected growth based on Smythesdale's strong relationship with Ballarat and residential growth resulting from improved services and the introduction of reticulated sewerage to the town.

The direction for future development and land use in the township of Smythesdale is identified in the Smythesdale Strategic Framework Plan shown in this subclause.

Key issues are:

- The town lacks structure and is fragmented by Crown land.
- Growing Smythesdale into a self-sufficient settlement and service hub for the north of the Shire.
- The Woody Yaloak Creek precinct is a potential asset offering many opportunities for Smythesdale, including linking key recreational assets throughout the town.
- Enhancing the character and built environment together with protection and respect for the town's heritage.

Objectives and strategies

Objective 1 To ensure that growth in Smythesdale is managed and sustainable.

Strategy 1.1 Direct growth within the identified town boundary.

Strategy 1.2 Facilitate recreation, community, commercial and industrial precincts as identified in the Smythesdale Strategic Framework Plan.

Strategy 1.3 Maintain a crisp urban-rural interface that enhances the integrity and character of the town.

Strategy 1.4 Facilitate development on smaller lots to provide for a range of housing options.

Strategy 1.5 Support medium density housing and aged care facilities within walking distance of the town centre.

Objective 2 To develop Smythesdale as the service hub for the northern area of the Shire.

Strategy 2.1 Promote a diversity of facilities in the town centre that will sustain the township as it grows to a population of up to 2,500 persons.

Strategy 2.2 Encourage economic activity in the township.

Strategy 2.3 Support the establishment of a range of health services and facilities such as childcare, aged care accommodation and a medical centre.

- Strategy 2.4 Support well presented, non-polluting, service businesses within the Commercial 2 Zone precinct.
- Strategy 2.5 Support new businesses which will expand on the range of services available to residents, tourists and communities of the northern area of the Shire.
- Strategy 2.6 Support tourist accommodation, such as bed and breakfasts, farm stays, self-contained cottages or units and caravan parks, in the appropriate locations.
- Strategy 2.7 Provide pedestrian links within the township, in particular between the Courthouse precinct, school, recreation centre and rail trail.
- Strategy 2.8 Avoid commercial development outside of the core township area unless there is a net community benefit.

Objective 3 To support Smythesdale's growth with appropriate infrastructure.

- Strategy 3.1 Link drainage and stormwater management with the implementation of the reticulated sewerage system.
- Strategy 3.2 Protect the Woody Yaloak Creek environs and surrounding forested public land.
- Strategy 3.3 Protect the natural and historic features of the township.
- Strategy 3.4 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.
- Strategy 3.6 Protect the open space corridors and floodplains of the Woody Yaloak Creek from the encroachment of development.

Objective 4 To build on the relaxed country-living character and historic features of the town.

- Strategy 4.1 Maintain the heritage quality of the core township area including the Courthouse and Police Camp Precinct, Ballarat-Skipton Rail Trail, gold mining sites, mile posts, bluestone drains and individual buildings and sites throughout the town.
- Strategy 4.2 Require development in the main street to front Brooke Street.
- Strategy 4.3 Maintain pedestrian links and wildlife corridors between the Rural Living Zoned areas on the eastern side of Smythesdale and the nearby State Forest.

Implementation

The strategies for Smythesdale will be implemented through the planning scheme by:

Policy guidelines

- Requiring new subdivisions to include buffer areas and land management plans when adjacent to forested public land to minimise impact on cultural and environmental values.
- Requiring new subdivisions to develop firebreaks, particularly along boundaries of the town with rural land and forested public land.
- Developing a vegetation belt at the town boundaries to define the edges of the township by requiring new subdivisions within the town boundary to undertake concentrated native plantings.
- Requiring drainage from residential areas to be designed and managed to minimize the volume and speed of run off entering the Woody Yaloak Creek.
- Maintaining the historic brick and bluestone drains and historic mileposts

- Encouraging site specific interpretation of the town's historic characteristics and the use of suitable feature lighting.

Application of zones and overlays

- Applying the General Residential Zone to sewerred residential areas
- Applying a Floodway and Land Subject to Inundation Overlays to areas subject to inundation within Smythesdale.
- [Applying the Commercial 1 Zone in Smythesdale.](#) *Council change*
- [Applying the Commercial 2 Zone to support service businesses in Smythesdale.](#) *Council change*

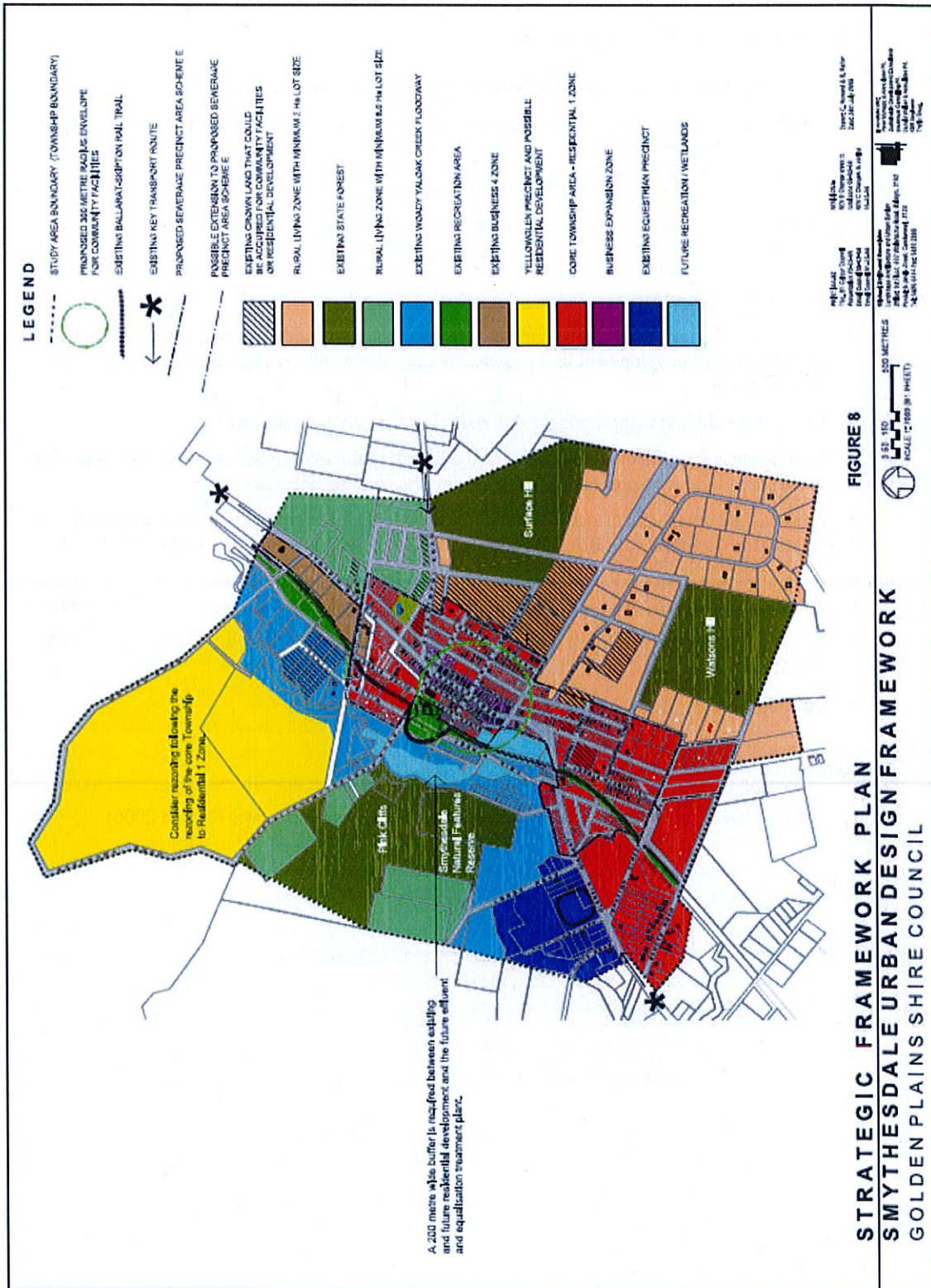
Further strategic work

- Where possible, acquire, rezone and develop vacant Crown land parcels through the town to encourage infill development in the township and a more cohesive and structured pattern of development.
- Restructure old and inappropriate subdivisions in the core township area.
- Rezone the area north of Heales Street and adjacent to the Brooke Street from Township Zone to Business 1 Zone to provide for expansion of the commercial area.
- Improve key intersections to address road safety and visibility: Brooke Street with Heales Street; Brooke Street with Brown Road; Brooke Street with Sebastopol-Smythesdale Road; Lynch and Loader Streets.
- Construct pedestrian links from the Woody Yaloak Creek to the town centre and Brooke Street
- Construct pedestrian and horse riding connections between the Rail Trail, the Woody Yaloak Creek, the Equestrian Centre, the Recreation Centre and the town centre.
- Develop a Masterplan for the Woody Yaloak Creek Precinct.

Reference document

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

Figure 21.07-2A Strategic Framework Plan for Smythesdale



21.07-3 South East Area

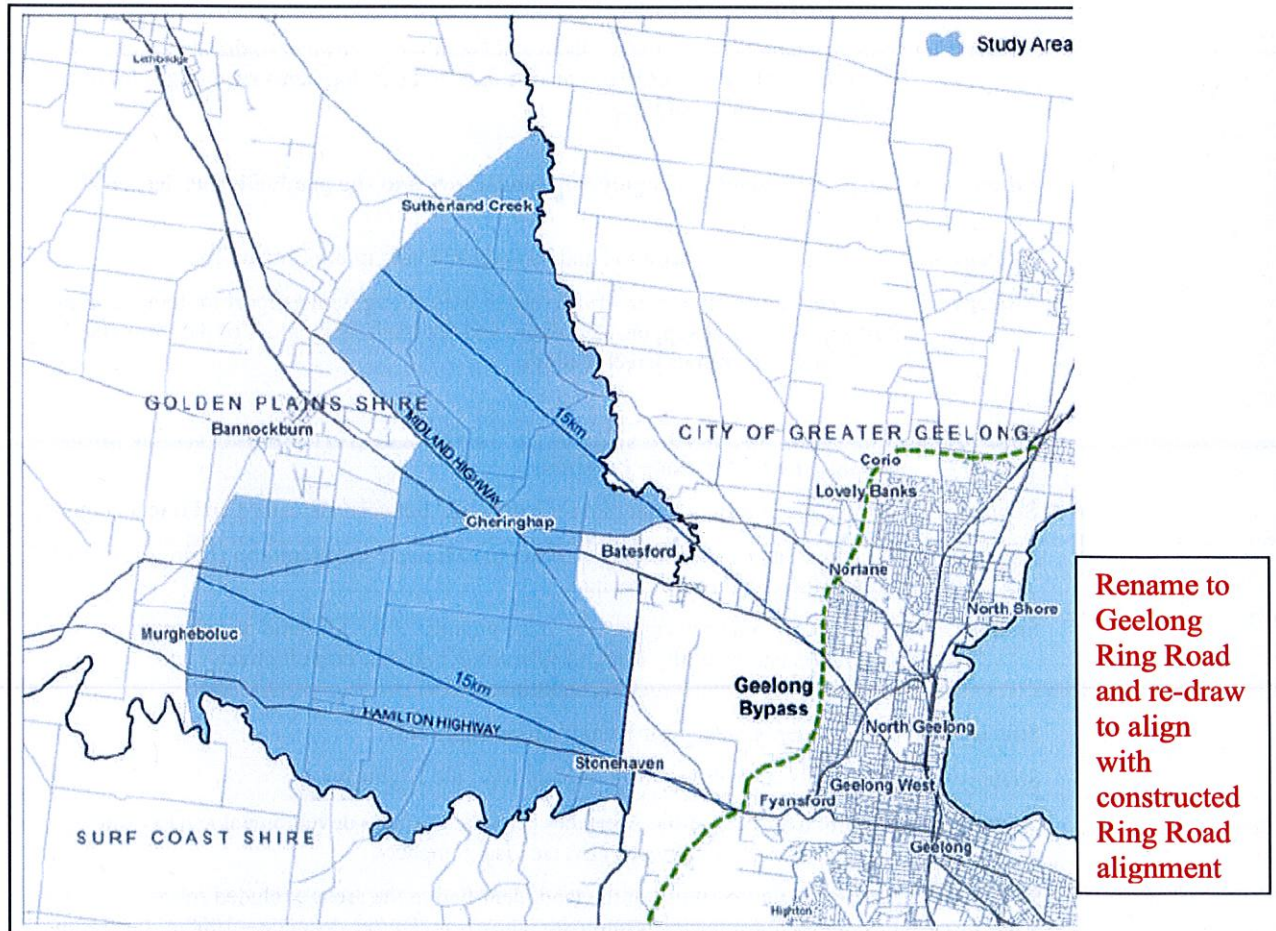
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Proposed C76

Context and issues

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 where an Urban Design Framework or Town Structure Plan has been prepared.

Figure 21.07-3A Map of South East area



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.

The south-east area provides strategic opportunities that need to be carefully managed to avoid ad hoc 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.

There are extensive areas with development potential but some parts of the south-east area are constrained by physical elements and planning strategies.

These include:

- land subject to flooding/inundation or poorly drained,
- the need to protect the amenity of land committed to residential development,
- land that has high scenic and landscape value and
- land that has high agricultural productivity or is occupied by intensive animal industry uses requiring extensive buffers.

Objectives and strategies

Objective 1 To manage and utilise the area's strategic assets for long term economic, social and environmental gains

Strategy 1.1 Manage land between the Midland and Hamilton Highways so that opportunities are preserved for business and service uses and developments requiring substantial separation from sensitive uses.

Objective 3 To protect identified significant landscapes and the productive agricultural resource.

Strategy 3.1 Provide only for agricultural and rural related uses in the Barwon River valley.

Strategy 3.2 Provide for agricultural and rural related uses, along with support for tourism uses related to, and that support agriculture and the landscape values of the Moorabool River and Sutherlands Creek valleys.

Objective 4 To protect the open rural landscape values in the corridor between the towns outside the Gheringhap Precinct.

Strategy 4.1 Maintain and reinforce the 'non-urban break' between Batesford and Bannockburn.

Strategy 4.2 Maintain landscape buffers adjoining the Midland and Hamilton Highways except around the Gheringhap Precinct.

Strategy 4.3 Setback any future development in the vicinity of the Midland and Hamilton Highways and carefully design landscaping between these highways and development to maintain long sightlines.

Strategy 4.4 Limit advertising signs to identification signs only.

Strategy 4.5 Avoid sales or public access directly from the Highways.

Strategy 4.6 Require treatment of the interfaces between business development and existing residential uses to minimise adverse visual impacts.

Strategy 4.7 Support agricultural use of the land identified in the areas excluded from development for business purposes (shown as 'Buffer distance – 1000m' the South-East Framework Plan).

Objective 5 To protect the amenity of existing and planned residential area of Batesford, and houses between urban settlements.

Strategy 5.1 Avoid new residential uses within the study area shown on Figures 21.07-3B and 21.07-3C.

Implementation

The strategies for South East Area will be implemented through the planning scheme by:

Further Strategic Work

- Preparing a Landscape Assessment for Moorabool and Barwon River Valleys

Reference Documents

- Review of south east area Golden Plains Shire, Parsons Brinckerhoff Australia 2007
- Golden Plains Rural Land Use Strategy, Parsons Brinckerhoff Australia 2008

Figure 21.07-3B South-East Framework Plan

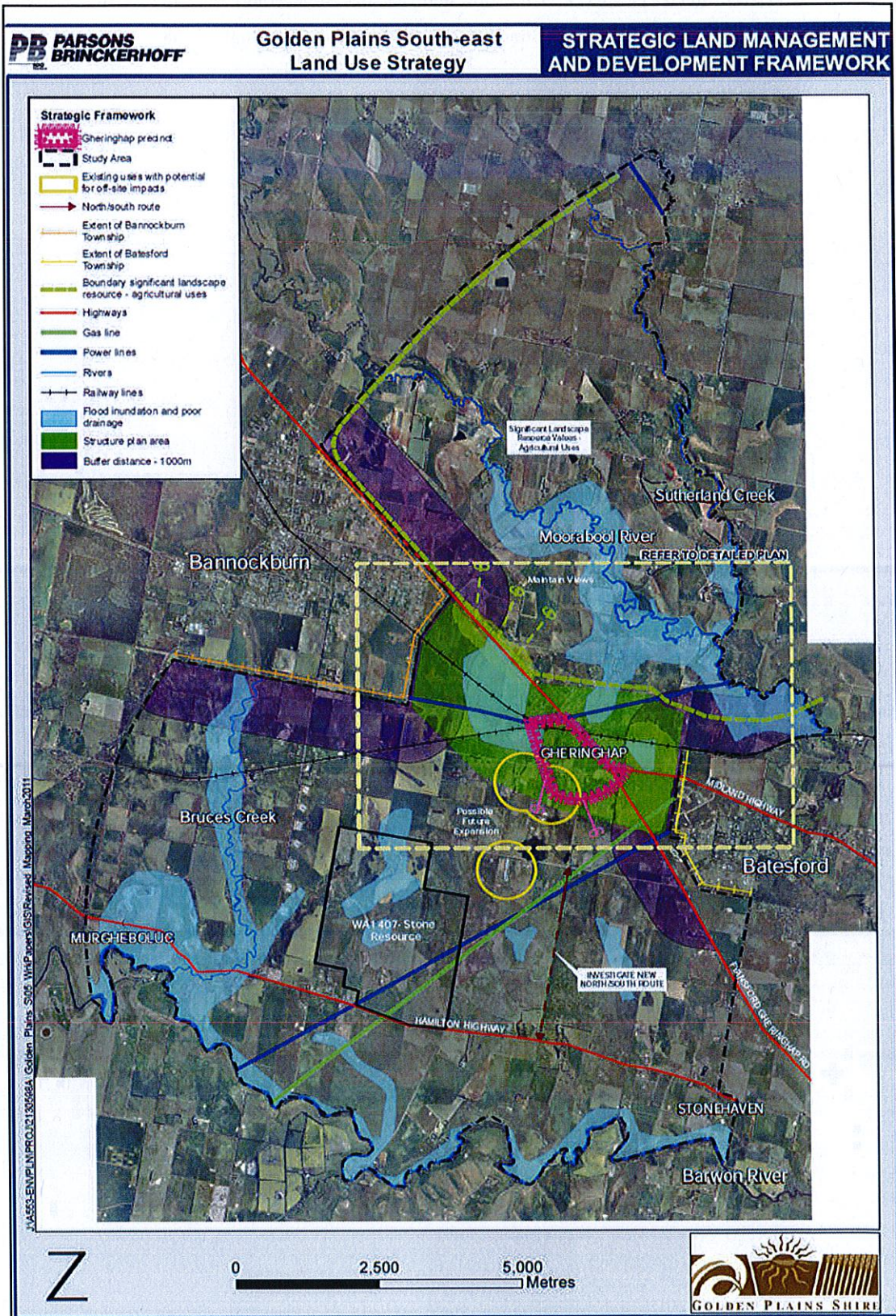
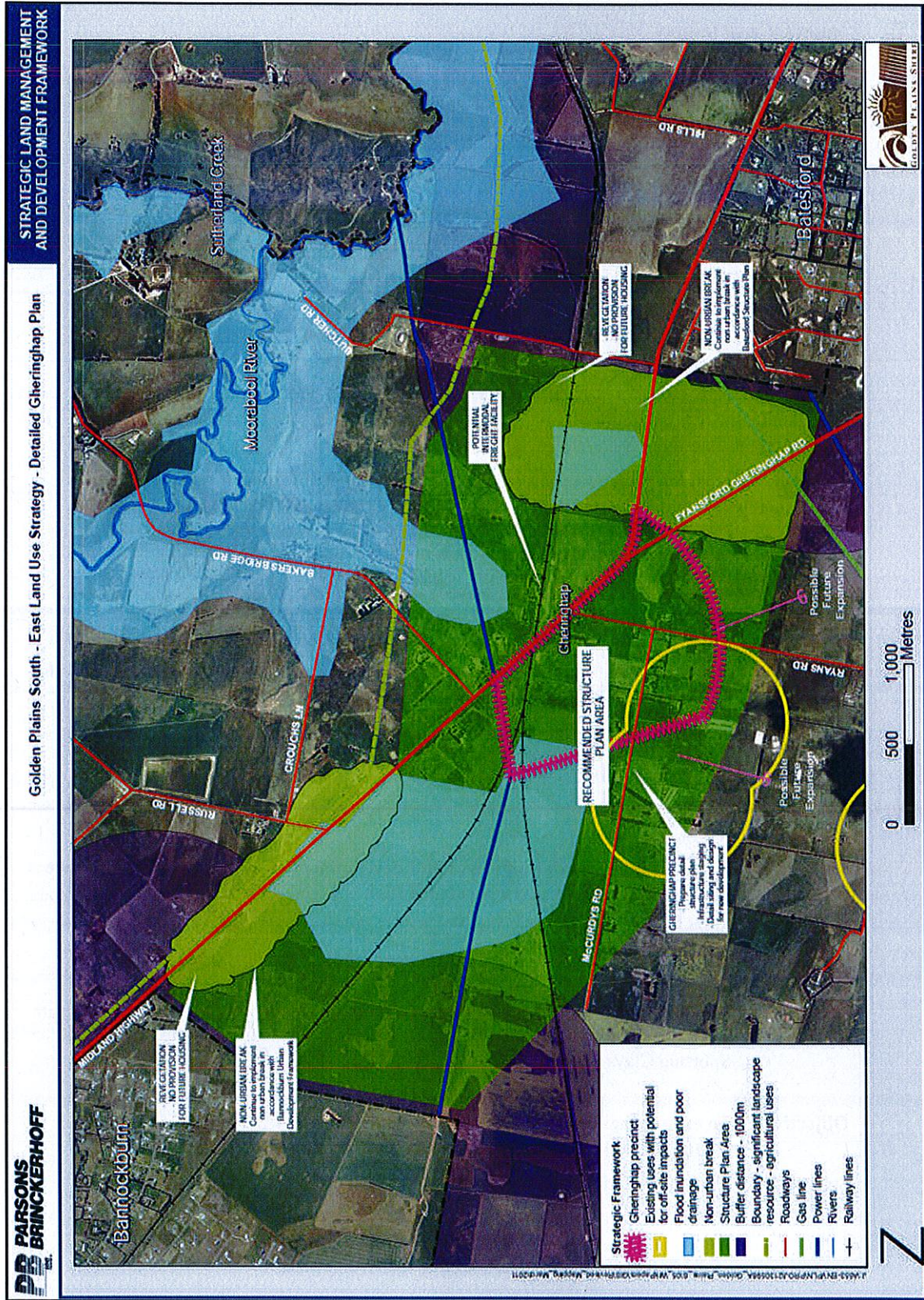


Figure 21.07-3C South-East Framework Plan – Detailed Gheringhap Plan



21.07-4 North West AreaDD/MM/YYYY
Proposed C76**Context and issues**

Existing and potential development nodes and residential capacities for the north-west area have been identified to manage future growth, development and subdivision according to:

- Infrastructure provision, constraints and availability;
- Residential demand and take up rates;
- Urban and rural interface with future growth of Ballarat;
- Environmental land management and land capability assessment including lot sizes, land development hazards such as land currently or potentially affected by salinity and neighbouring areas capable of containing on-site effluent disposal.

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

The predominant characteristic of the area however is based on larger lot rural residential development with communities of interest that generally provides for rural residential lifestyles in commuting proximity to Ballarat.

It is important that the planning of this area considers the timely provision of servicing and infrastructure for more dispersed communities (as well as existing townships), the disposal of effluent on-site where reticulated services are unavailable, meeting the need for planned rural residential development according to demand and supply projections and providing for sustainable long term land and environmental management.

A strategic review of the area has established that it is now unlikely that any of the north-west area of the Shire will be required for future long term urban expansion from the City of Ballarat.

It is now most likely that land within the City of Ballarat that adjoins the north-west area, will also be set aside for rural residential development opportunities.

This approach will reinforce the rural residential character that has developed in the north-west area of Golden Plains Shire.

Objectives and strategies

Objective 1 To ensure the long-term growth and development of the area is in accordance with the North-West Area Structure Plan.

Strategy 1.1 Direct growth in accordance with the North-West Area Structure Plan.

Strategy 1.2 Design and locate new development to consider the existing operations of the Simulated Field and Sporting Clays Ground (Haddon Shooting Ground) at the Haddon Common Bushland Reserve, Bells Road, Haddon and the need for adequate separation distances and management of potential conflicts associated with the Sporting Clays Ground.

Objective 2 To ensure that use and development including subdivision does not prejudice future planning land use options and needs.

Strategy 2.1 Manage potential hazards associated with past mining activities.

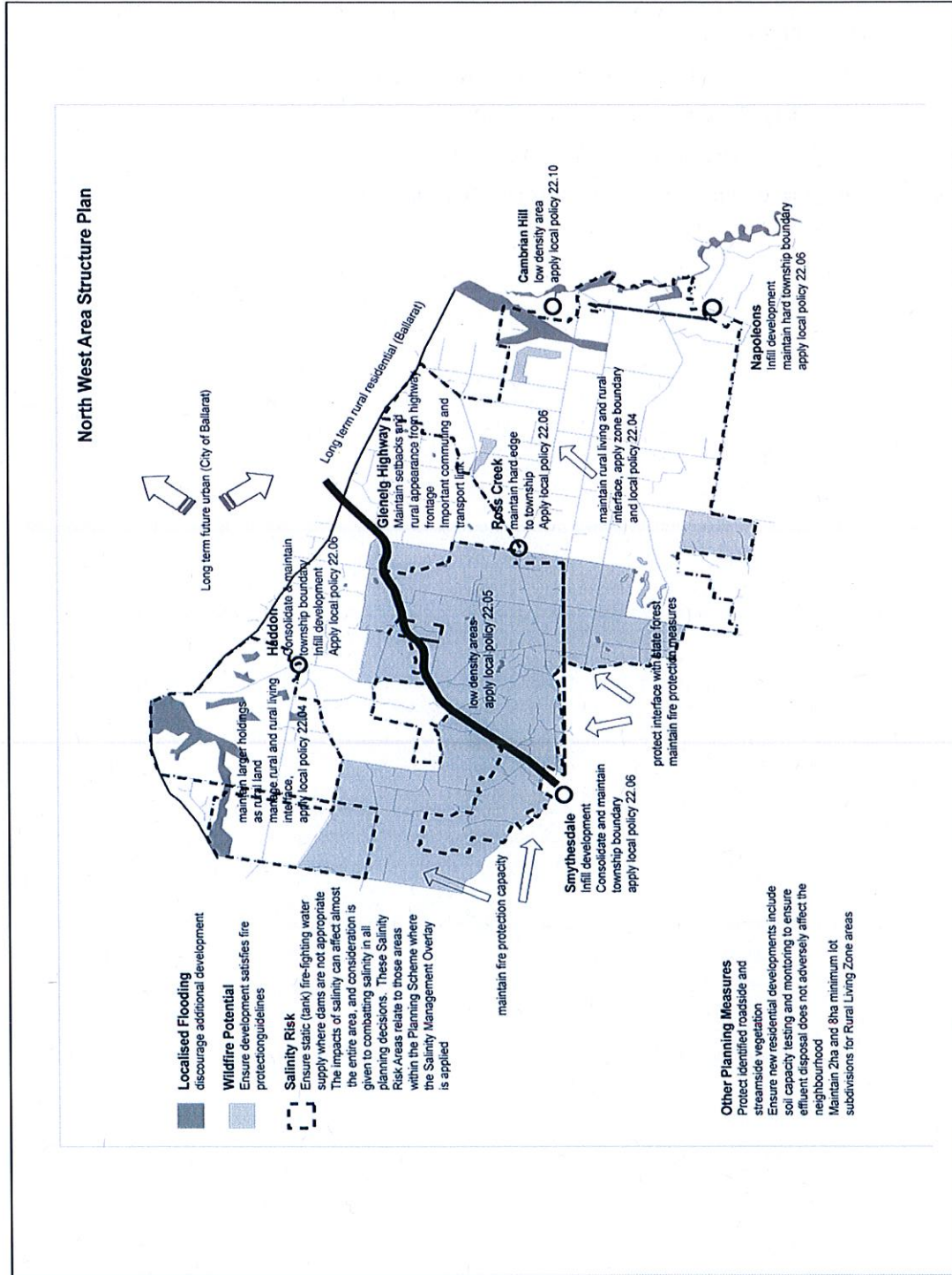
Implementation

The strategies for the North West Area will be implemented through the planning scheme by:

Reference Documents

- Background Issues Paper: North West Area Study- For Community Consultation (November 1999) (RPD Group)
- Strategic Directions Plan for the North-West Area (January 2000) (RPD Group)
- Golden Plains Shire Road Strategy (June 1999)
- Golden Plains Shire Recreation Plan (April 1997)
- Golden Plains Rural Land Use Strategy (January 2008) (PB)

Figure 21.07-4A North West Area Structure Plan



21.07-5 InverleighDDMM/YYYY
Proposed C76**Context and issues**

Inverleigh is located approximately 30 kilometres west of Geelong and 10 kilometres south west of Bannockburn, on the Hamilton Highway and is situated at the junction of the Leigh and Barwon Rivers. Arrival at the town boundary from the east is spectacular as the highway “drops” into the river valley from the rural plains that separate Inverleigh from Geelong.

Previously a rural service town, Inverleigh is now attracting lifestyle residents to low density rural residential living settings and continues to attract passing traffic for rest stops and refreshments.

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.

Reflecting the popularity of this area and its proximity to Geelong, connection to the Geelong Ring Road and links to Melbourne; Inverleigh is experiencing pressure for increased residential development. Recently, 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 in the Inverleigh Structure Plan and these areas are located outside of the floodplain to the west and the north of the town.

The community’s vision for Inverleigh is a town that protects its environmental and heritage assets and rural appeal while providing new residential opportunities, services and facilities in quality, low density environments.

Development of the township in accordance with the Inverleigh Structure Plan will ensure that growth of the township maintains the characteristics and values that make the township attractive to residents and visitors alike.

Key issues are:

- Built Form – Protecting and enhancing the historic and rural ambience of the town.
- Residential Growth – Encouraging sequential, serviced low density residential development within the township growth boundary and effectively manage interface issues between residential/ rural and other land uses.
- Economic Growth – Enhancing opportunities for rural based industries, commercial, retail, tourism, health and other employment generating activities and services. Natural Environment and Open Space Networks – Protecting the natural environment whilst utilising these assets as part of a passive open space network.
- Flooding – Discouragement of development in the floodway and floodplain. Land uses to be limited to open space and rural/ non-urban uses.
- Infrastructure – Ensure appropriate infrastructure is provided to meet the needs of the growing community and protect environmental qualities of the town.

Objectives and strategies**Objective 1 To contain development within the identified growth area of Inverleigh.**

Strategy 1.1 Support low density residential growth of the township consistent with the Inverleigh Structure Plan in Figure 21.08-5A Inverleigh Structure Plan.

Strategy 1.2 Support infill development in areas of the established ‘old town’ not subject to flooding, if effluent can be treated and contained on-site and reticulated sewerage is installed.

Objective 2 To encourage low scale development which respects and enhances the existing historic and rural character and streetscape features of the town centre and town entrances.

- Strategy 2.1 Retain and enhance the historic buildings and fabric in the 'old town' area.
- Strategy 2.2 Support new development, including buildings, car parking and landscaped areas that offer a high level of amenity to users through their experience and external appearance.
- Strategy 2.3 Maintain and enhance the Main Street avenue of trees through the town and at the entrances of the township.
- Strategy 2.4 Direct new development and subdivision to reflect the rural character and ambience of Inverleigh.
- Strategy 2.5 Create strong visual edges along the township boundaries and enhancement of the distinctive entrance and gateways to Inverleigh.
- Strategy 2.6 Maintain fire breaks at the township boundaries and along the boundaries of the golf course and the Common.
- Strategy 2.7 Maintain an agricultural break between Geelong, and Bannockburn and Inverleigh.

Objective 3 To encourage economic activity in the township enhances the town centre's role as a community focus and meeting place.

- Strategy 3.1 Support rural based industrial activities, freight related activity and non-polluting developments on the Hamilton Highway, west of Mahers Road, identified as "Rural Activity and Industry within a Farming Zone" on Figure 21.08-5A Inverleigh Structure Plan.
- Strategy 3.2 Support non-polluting light industry and business to the Rural Industry area, south of the 'old town' area on the Winchelsea Road.
- Strategy 3.3 Support new commercial development in the existing 'old town' area, in particular High Street where infill development can occur and effluent can be treated and retained onsite.
- Strategy 3.4 Require new commercial development to respect and complement the historic character of the town.
- Strategy 3.5 Support light industrial businesses within the township, particularly adjacent to the railway sidings that responds to local amenity.
- Strategy 3.6 Support tourist accommodation.
- Strategy 3.7 Support employment generating activities.
- Strategy 3.8 Support the re-use of existing historic buildings for commercial uses in order to retain a sense of the existing town fabric, particularly along High Street.
- Strategy 3.9 Avoid commercial/retail development that is separated from the commercial/ retail precinct in the town centre

Objective 4 To protect the natural environment and promote the development of an open space network and continue to enhance the river corridors and landscape of the township.

- Strategy 4.1 Avoid development that encroaches into the open space corridors and floodplains of the Leigh and Barwon Rivers.
- Strategy 4.2 Support development that is sensitive and sympathetic to surrounding natural features, land forms and public spaces.
- Strategy 4.3 Protect the significant environmental values of the Inverleigh Nature Conservation Reserve (Common) and the Inverleigh Golf Course.

- Strategy 4.4 Create an open space corridor for wildlife to move between the Inverleigh Nature Conservation Reserve (Common), the town and the Leigh and Barwon Rivers.
- Strategy 4.5 Create pedestrian trails and green corridors to the Inverleigh Nature Conservation Reserve and Golf Course throughout the township as identified in the Inverleigh Structure Plan.
- Strategy 4.6 Avoid vegetation removal as a result of subdivision.
- Strategy 4.7 Facilitate open space areas in new developments that incorporates direct connections into other networks, including pedestrian, bicycle and riding trail paths that are preferably off-street.
- Strategy 4.8 Facilitate additional open space areas in new developments adjoining the Leigh and Barwon Rivers sufficient to provide for protection and enhancement of riparian native vegetation and provision of linear paths and maintenance vehicle access.
- Strategy 4.9 Create flora and fauna corridors within open space reserves that enhance the biodiversity values of these areas.
- Strategy 4.10 Protect the visual amenity along the Leigh and Barwon River environs.
- Strategy 4.11 Protect the environs of the Leigh and Barwon Rivers and areas of native vegetation and existing stands of significant trees.
- Strategy 4.12 Provide buffer areas between residential development and vegetated public land areas, including the Inverleigh Nature Conservation Reserve (Common), Golf Course and the environs of the Leigh and Barwon Rivers.
- Strategy 4.13 Protect areas of native vegetation and existing stands of significant trees. Encourage new subdivisions to maintain existing remnant vegetation where appropriate.
- Strategy 4.14 Support locally indigenous vegetation and protection zones that utilise fencing and weed control measures in flora and fauna corridors.

Objective 5 To ensure appropriate land use management of the floodway and floodplain through the town.

- Strategy 5.1 Avoid residential and commercial development in the floodway and floodplain of Inverleigh as identified in the Inverleigh Structure Plan.
- Strategy 5.2 Support appropriate rural/ non-urban land uses in the floodway.

Objective 6 To support new growth and improve the character and the economic, social and environmental qualities of Inverleigh.

- Strategy 6.1 Provide sufficient infrastructure.
- Strategy 6.2 Protect the Leigh and Barwon River environs as well as the natural and historic features of the township.
- Strategy 6.3 Support new community facilities in the non-flood areas of the existing 'old town' area as identified in the Inverleigh Structure Plan.
- Strategy 6.4 Support the development of recreation, community, commercial and industrial precincts as identified in the Inverleigh Structure Plan.

Implementation

The strategies for Inverleigh will be implemented through the planning scheme by:

Policy guidelines

- Avoiding out of centre commercial and industrial development unless a proposal can clearly demonstrate that it will benefit the needs of its local catchment and provide a net community

benefit. Support rezoning of the 'Rural Activity and Industry within a Farming Zone' site, if the use is consistent and strategically aligned with the objective.

- Requiring new subdivisions adjacent to the town boundary to undertake concentrated native plantings to define boundaries of the town.
- Requiring new subdivisions to develop firebreaks, particularly along boundaries of the Golf Course, the Common and the interface with rural land. Firebreaks should be designed to allow fire truck access and contain no understorey vegetation.
- Requiring new subdivisions and developments along the east and west town entrances to undertake extension plantings of the formal avenue tree planting.
- Requiring new subdivisions to consider potential impacts on adjacent land uses and include appropriate measures such as land management plans to minimise impacts on adjacent land uses.
- Requiring lots adjacent to the Inverleigh Nature Conservation Reserve and Inverleigh Golf Course to be a minimum lot size of 2 hectares and to include a buffer zone which provides fire truck access without understorey, ensures adequate fire protection for new dwellings, provides for adequate drainage and assists with ongoing management of pets, weeds and access.
- Considering land capability, potential conflicts with established rural activities and environmental considerations when assessing proposals for subdivision of Low Density Residential Lots.
- Requiring new development to provide a detailed landscape plan that respects and complements the landscape character of the township and provide additional street tree planting where appropriate.
- Requiring suitable access to the town's historic buildings in order to facilitate and promote [shared pathways](#) ~~walking trails~~ linking the Leigh River environs to the historic town centre.
DEJTR
- Working with Aboriginal Affairs Victoria and local co-operatives to identify Aboriginal cultural heritage sites and determine areas of high or low archaeological sensitivity.
- Considering the views of the Corangamite CMA on Floodplain issues relating to land use and development.
- Requiring the development of a vegetation buffer to the Hamilton Highway, Mahers Road and Barwon Park Road upon subdivision and development of the area identified for 'Rural Activity and Industry within a Farming Zone' west of Mahers Road.
- Requiring drainage from residential areas to be designed and managed to minimise the volume and speed of run off entering the Barwon and Leigh Rivers.
- Incorporating water sensitive urban design treatments such as swale drains and bio-retention systems into the drainage design of main road avenues in addition to tree and grass planting, in order to enhance the bushland character of the town.
- Providing pedestrian crossings at the eastern end of town to link commercial, recreation and community facilities when future residential rezoning occurs in this area.
- Preparing a plan to address additional traffic movements on the Hamilton Highway and the Inverleigh-Winchelsea Road. Vic Roads shall be responsible for preparation of the plan including a 'traffic impact assessment report' and "overall access strategy". This plan should be prepared with Council input as needed, and should develop costings that can be attributed to future land developers. Council should implement this program with developers using Section 173 agreements.
- Considering the "traffic impact assessment report" prior to rezoning land on Common Road and Hopes Plains Road, identified in the Inverleigh Structure Plan as Future Low Density Residential Zone.
- Requiring rezonings and new subdivisions on the east approach to Inverleigh, that about the Hamilton Highway, to respond to the potential traffic impacts on the Hamilton Highway.

Concept planning for subdivision and development of this land shall be dependent on the development of access strategies. This may include the use of a service lane along the Highway or plantation reserves to prevent direct access to lots from the Hamilton Highway.

- Requiring a land management plan or similar to be applied to subdivisions adjoining the Inverleigh Nature Conservation Reserve and Inverleigh Golf Course. The land management plan or similar, shall address issues of fire truck access without understory, fire protection for dwellings; provision of adequate drainage and management of pets, weeds and access. The management plan shall apply both during land development and shall be ongoing for individual landholders.
- Requiring subdivision applications to demonstrate how native vegetation removal will be avoided and minimised through the subdivision layout. The use of vegetation protection envelopes should be considered as a tool for protecting vegetation.
- Considering the use of envelopes for buildings (including outbuildings), on-site effluent disposal, infrastructure and accessways that provide sufficient distance from vegetation, drainage lines and other environmental features to be preserved in subdivision applications.
- Indicating on subdivision applications, how land management will be addressed during land development and in the longer term for individual householders. Investigating upgrading the Teesdale Road at the twin bridges and the intersection of Peel and Common Road and the Hamilton Highway when residential rezoning is considered at the eastern end of Common Road.

Application of zones and overlays:

- Applying a Heritage Overlay to sites recommended in the Golden Plains Heritage Study.
- Applying the Low Density Residential Zone with minimum lot sizes to short, medium and longer term growth areas, as indicated on the Inverleigh Structure Plan.
- Applying a Development Plan Overlay in conjunction with rezoning land to the low density residential zone. The content of the overlay schedule is to address the characteristics, opportunities and constraints of the land proposed to be rezoned. A staging plan should be included as a requirement in the schedule to the overlay.
- Applying Floodway and Land Subject to Inundation Overlays to floodplains and areas subject to inundation within Inverleigh as identified in the mapping undertaken by the Corangamite Catchment Management Authority.

Further Strategic Work

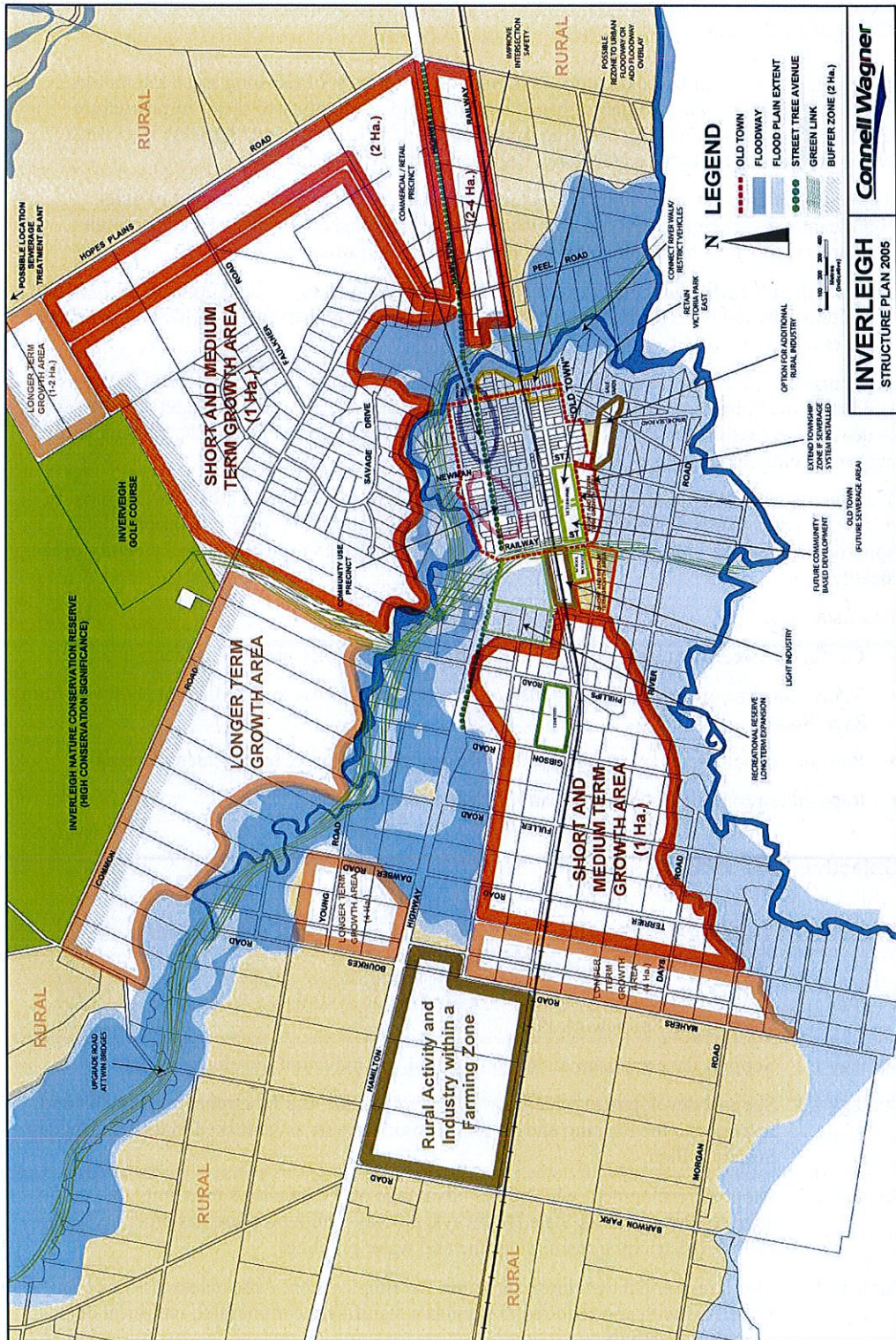
- Develop the Green Bio-Link as a substantial linear open space area connecting the Inverleigh Nature Conservation Reserve (Common) to the environs of the Leigh and Barwon Rivers. The bio-link shall incorporate the provision of walking and cycling trails. Secure land along the Green Bio-Link as identified in the Inverleigh Structure Plan to provide a pedestrian and wildlife link between the Inverleigh Nature Conservation Reserve (Common), the town and the river environs and apply a Public Park and Recreation Zone.
- Continue developing the environs of the Leigh and Barwon Rivers as a substantial linear open space with linkages into the township and new residential areas utilising walking tracks, open space corridors and the Green-Bio-Link as identified in the Inverleigh Structure Plan.
- Secure public access along the Leigh and Barwon Rivers to create a continuous looped [shared path walking trail](#) along the rivers' edge. *DEJTR*
- Develop a vegetation belt at the town boundaries to define the edges of the township.
- Prepare a Traffic Impact Assessment Report and Overall Access Strategy to determine road work contributions required to be funded by developers.
- Prepare a River Frontage Masterplan.

- Prepare a Design and Development Overlay or other appropriate overlay to the 'old town' area to retain the historic and rural "village" character of Inverleigh upon implementation of a sewerage scheme.
- Apply appropriate flood management planning controls to the East Street precinct as identified in the Inverleigh Structure Plan.
- Investigate the provision of sewer development within the 'old town' area.
- Determine the feasibility of providing a third road link from Common Road to the Hamilton Highway and also for additional access for lots on the south east of the township, south of Hamilton Highway and east of the Leigh River, when substantial residential expansion is proposed.
- Undertake a detailed parking and access study of the commercial precinct at the eastern end of Inverleigh when population exceeds 2000 persons or when a substantial expansion of commercial development is proposed.
- Prepare an "overall access strategy" for the land on the west approach to Inverleigh on the south side of the Highway, proposed for Low Density Residential zoning addressing intersection improvements and restriction of access to the Highway, in preference for use of existing roads, such as Phillips Road and Gibson Road.

Reference Document

- Inverleigh Structure Plan Review, Connell Wagner 2005

Figure 21.07-5A Inverleigh Structure Plan



21.07-6 GheringhapDD/MM/YYYY
Proposed C76**Context and issues**

Gheringhap is situated approximately 15 kilometres north-west of Geelong and 6 kilometres south-east of Bannockburn. Gheringhap is located in close proximity 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 Midland Highway and rail infrastructure intersects the settlement. A number of other significant infrastructure assets are also located in the Gheringhap locality including a high-pressure gas pipeline, high voltage power lines and rail infrastructure.

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.

Appropriate development is an integral component of economic growth and viability in the Golden Plains Shire. Future development in the Gheringhap locality must consider a range of issues such as existing residential uses, low lying areas prone to flooding and the existing animal husbandry enterprises such as broiler farms.

The Gheringhap Structure Plan identifies land suitable as an employment area. Development of this area must consider Gheringhap's rural character while providing for future business opportunities that are appropriately located, sited and designed to protect the rural amenity of the locality.

Key issues are:

- Conflict between development and the existing amenity experienced by residents.
- Safety concerns of the existing road network particularly access to the Midland Highway from Ryan Road.
- Potential visual impact of development on the landscape and existing residential areas.
- Recognition of drainage issues on land subject to flooding.

Objectives and strategies

Objective 1 To facilitate commercial, industrial and agricultural development in the Gheringhap Structure Plan Employment Area.

Strategy 1.1 Develop the Gheringhap Employment Area in accordance with Figure 21.07-6A Gheringhap Framework Plan

Strategy 1.2 Support the establishment of commercial and industrial development.

Strategy 1.3 Support development which is well-designed, safe and functional in its layout and responds to the existing and preferred environments as identified in the Gheringhap Structure Plan.

Strategy 1.4 Support development which 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.

Strategy 1.5 Avoid residential development within the Employment Area unless it is directly associated with and required to support a significant commercial, industrial or agricultural activity.

Objective 2 To ensure that new commercial and industrial development responds to and protect the amenity of existing residential development identified in the Gheringhap Structure Plan.

- Strategy 2.1 Require development to provide an appropriate landscaped buffer and setback from road frontages.
- Strategy 2.2 Require new development to provide an appropriate landscaped buffer and setback from existing residential development.
- Strategy 2.3 Support appropriate development on land that abuts existing residential development along McCurdy Road.

Objective 3 To improve the safety of the road network.

- Strategy 3.1 Support new development which allows for safe vehicle movement, adequate well-presented car parking and improved access in the Gheringhap Employment Area.

Objective 4 To protect the natural environment and existing rural character of the Gheringhap locality.

- Strategy 4.1 Require landscaping be undertaken using local indigenous plant species or other native plant species and achieves a high level of amenity.
- Strategy 4.2 Require development be appropriately sited and zoned in order to minimise any potential off site impact to the Moorabool River environs.
- Strategy 4.3 Require development be appropriately setback from the Midland Highway and the Fyansford-Gheringhap Road.

Implementation

The strategies for Geringhap will be implemented through the planning scheme by:

Policy guidelines

- Ensure any application to rezone land is accompanied by a detailed Traffic Impact Assessment which considers the wider road network.
- Ensure applications for rezoning and use and development address the following criteria as appropriate:
 - Stormwater
 - Drainage
 - Land Capability
 - Impact on the Moorabool River environs
 - Landscaping
 - Traffic Impact
 - [Road safety DEJTR](#)
 - Built form and siting
 - Loading and service areas
 - Details of staging and timing of development
 - Visual Impact
 - Interface treatments with rural areas
 - Amenity impact on existing residential land uses

Application of zones and overlays

- Supporting rezoning of land that implements the Gheringhap Structure Plan Employment Area.
- Supporting rezoning and planning permit applications concurrently under Section 96A of the Planning and Environment Act 1987.

Further Strategic Work

- Prepare a development contributions plan for the provision of infrastructure within the Gheringhap precinct.
- Develop design guidelines for the Gheringhap Structure Plan Area.

Reference Document

- Gheringhap Structure Plan, Parsons Brinckerhoff December 2012.

Figure 21.07-6A Gheringhap Framework Plan

