

11.03

31/07/2018
VC148

PLANNING FOR PLACES

11.03-1S31/07/2018
VC148**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, 2017)
- *Precinct Structure Planning Guidelines* (Growth Areas Authority, 2009)

11.03-2S31/07/2018
VC148**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* (Growth Areas Authority, 2009) 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:

- *The Victorian Transport Plan* (Victorian Government, 2008)
- Any applicable Growth Area Framework Plans (Department of Sustainability and Environment, 2006)
- *Precinct Structure Planning Guidelines* (Growth Areas Authority, 2009)
- *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.

11.03-4S31/07/2018
VC148**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.

Encourage urban renewal and redevelopment opportunities in existing settlements to reduce the demand for urban sprawl.

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.

Direct new residential and other urban development and infrastructure to locations within defined settlement boundaries of existing settlements that are capable of accommodating growth.

Support the sustainable management of growth around coastal, estuary and marine assets to protect environmental values, and to achieve regional economic and community benefits.

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

Protect areas between settlements for non-urban use.

Avoid development on ridgelines, primary coastal dune systems and low lying coastal areas.

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

Ensure a sustainable water supply, stormwater 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.

Policy documents

Consider as relevant:

- *Victorian Coastal Strategy* (Victorian Coastal Council, 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)

11.03-5S

31/07/2018
VC148

Distinctive areas and landscapes

Objective

To protect and enhance the valued attributes of identified distinctive areas and landscapes.

Strategies

Recognise the significant geographic and physical features of these areas.

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

Protect the identified key values and activities 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.

Develop Localised Planning Statements for the Bellarine Peninsula, Macedon Ranges, Mornington Peninsula and the Yarra Valley and Dandenong Ranges.

Policy documents

Consider as relevant:

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

11.03-5R31/07/2018
VC148**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:

- *Victorian Coastal Strategy* (Victorian Coastal Council, 2014)
- *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.

11.03-6L09/07/2020
C90gpla**Bannockburn****Policy application**

This policy applies to the land identified on the Bannockburn Urban Design Framework Overall Principles Plan.

Settlement strategies

Avoid out of sequence residential subdivision and development.

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

Avoid commercial development that is separated from the defined town centre.

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 within a general 500 metre radius of the Bannockburn Town Centre.

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 consolidated commercial precinct.

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.

Consolidate uses within the existing consolidated commercial precinct to build upon the accessible nature of the town centre.

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.

Encourage the provision of off-street car parking in accessible locations with good pedestrian and cycling links.

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

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 bicycle and riding trail paths that are preferably off street.

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

Provide fire break buffer areas on residential land between residential development and vegetated public land.

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

Bruce's Creek strategies

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

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

Provide walking and cycling trails, preferably on the eastern side of the creek.

Protect vistas, view lines and visual amenity along the creek environs.

Facilitate the acquisition of all land between the tops of the escarpment and forming the rim of the creek valley as public open space.

Facilitate opportunities for passive surveillance of the open space system.

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

Policy documents

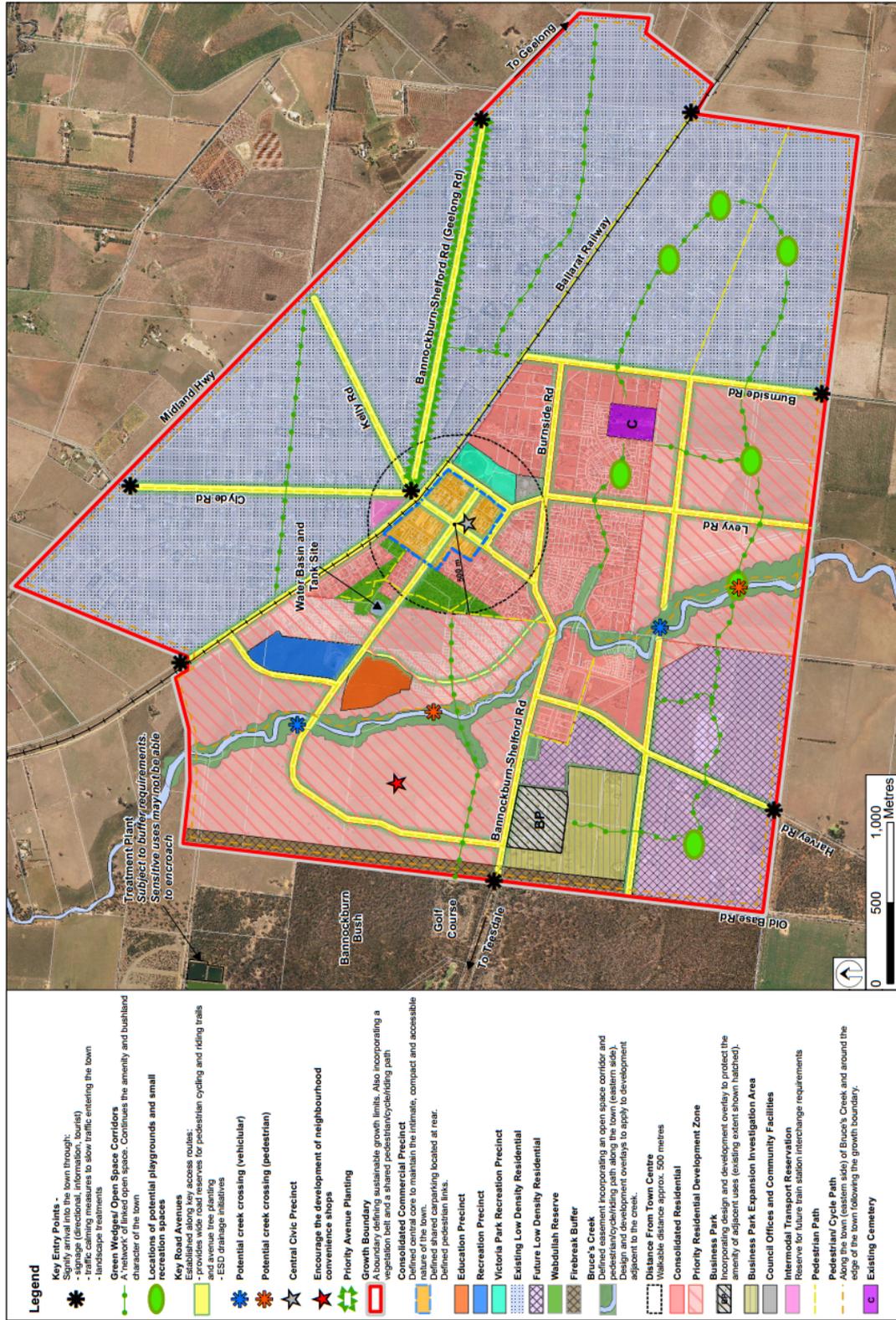
Consider as relevant:

- *Bannockburn Urban Design Framework Revised* (Parsons Brinckerhoff, 2011)
- *Bannockburn Town Centre Investment Strategy* (Connell Wagner, 2008)
- *Bruce's Creek Master Plan* (Land Design Partnership, 2009)
- *Golden Plains Heritage Study* (Heritage Matters, 2009)

Expiry

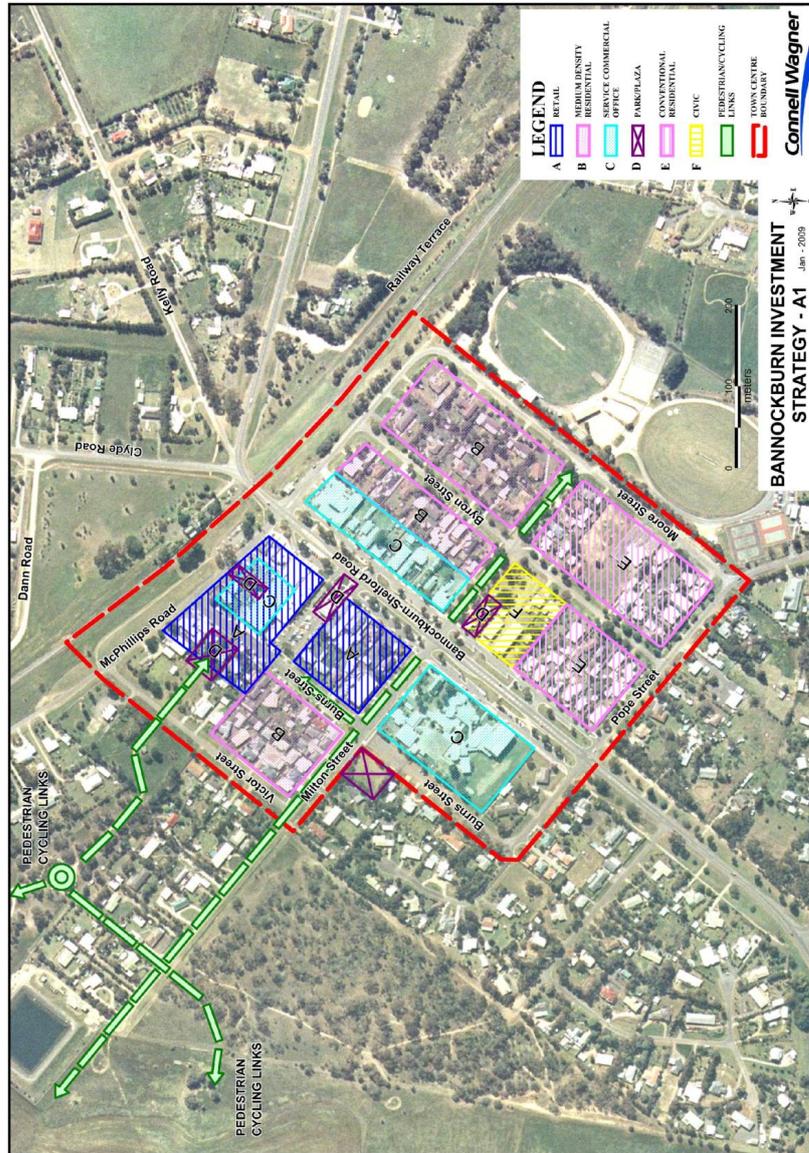
This policy will expire three years from the date of gazettal of Amendment C90gpla.

Bannockburn Urban Design Framework Overall Principles Plan



Bannockburn Urban Design Framework
Figure 2: Overall Principles

Bannockburn Land Use Precinct Plan



11.03-6L09/07/2020
C90gpla**Gheringhap****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 from the Midland Highway and the Fyansford-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.

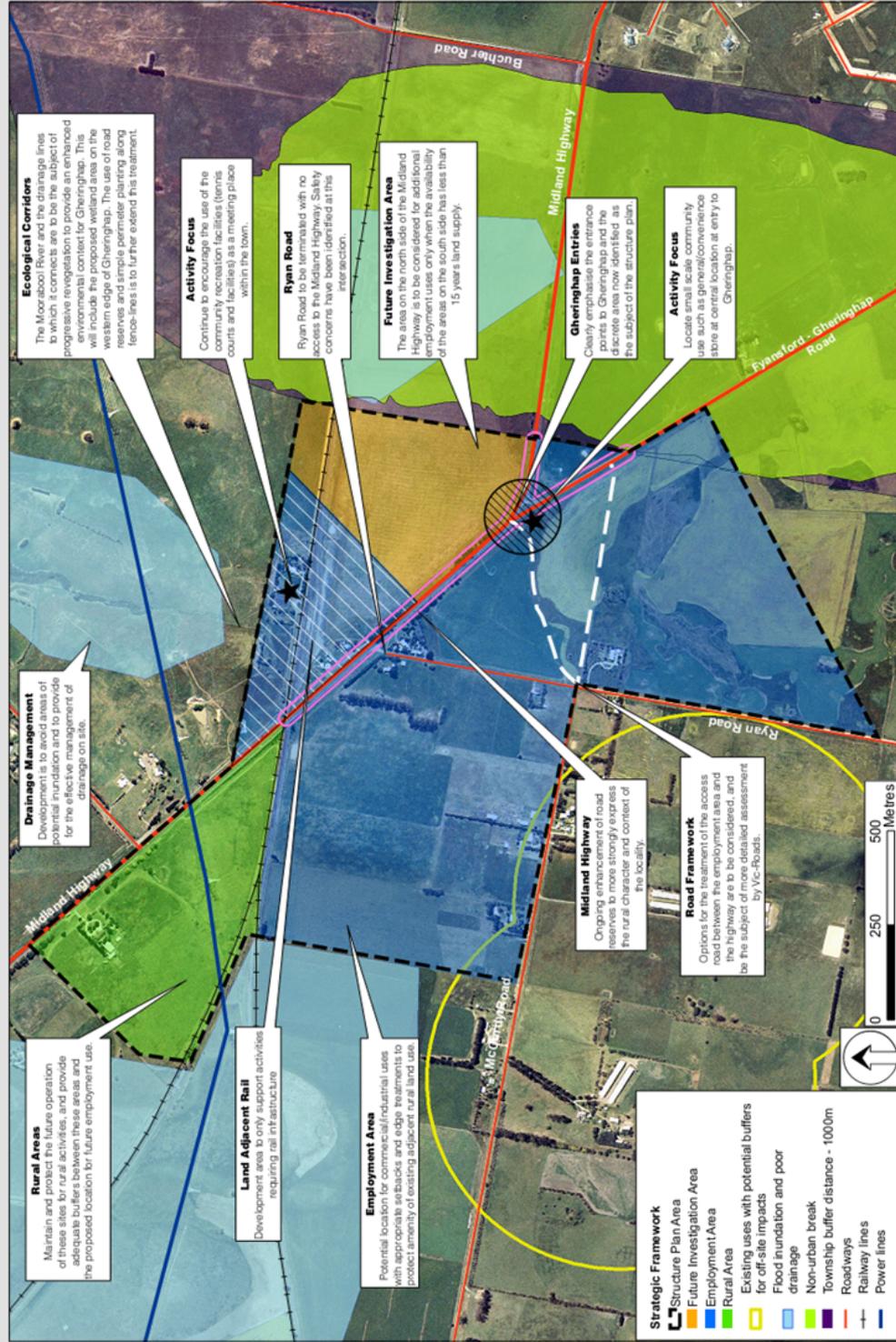
Policy document

Consider as relevant:

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

Expiry

This policy will expire three years from the date of gazettal of Amendment C90gpla.



11.03-6L09/07/2020
C90gpla**Inverleigh****Policy application**

This policy applies to the land identified on Inverleigh Structure Plan.

Land use and development strategies

Encourage sequential, serviced low density residential development in areas identified in the Inverleigh Structure Plan.

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.

Direct rural based industrial activities, freight related activity and non-polluting developments to the area identified as to on the Inverleigh Structure Plan.

Direct non-polluting light industry and business to the Rural Industry Area, south of the 'old town' area on the Winchelsea Road, identified on the Inverleigh Structure Plan.

Support 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.

Support light industrial businesses within the township, particularly adjacent to the railway sidings that will not detract from the local amenity.

Support the use and development of tourist accommodation.

Support the re-use of historic buildings for commercial uses to retain a sense of the existing town fabric, particularly along High Street.

Locate commercial/retail uses within the commercial/retail precinct, as identified in the Inverleigh Structure Plan.

Support new community facilities in the non-flood areas of the existing 'old town' area in locations identified in the Inverleigh Structure Plan.

Support the development of recreation, community, commercial and industrial precincts as identified in the Inverleigh Structure Plan.

Avoid out-of-centre commercial and industrial development unless it will benefit the needs of its local catchment and provide a net community benefit.

Discourage rezonings or subdivisions on the east approach to Inverleigh abutting the Hamilton Highway that will have detrimental effects on the function of the Highway.

Subdivision strategies

Encourage new subdivisions adjacent to the town boundary to provide concentrated native plantings to define the boundaries of the town.

Encourage new subdivisions to maintain existing remnant vegetation and significant trees.

Subdivision policy guidelines

Consider as relevant:

- Designing lots adjacent to the Inverleigh Flora and Fauna Nature Reserve and Inverleigh Golf Course to be a minimum lot size of 2 hectares.
- A land management plan or similar to minimise impacts on adjacent land uses, including the Inverleigh Flora and Fauna Nature Reserve and Inverleigh Golf Course that addresses:
 - Provision of adequate drainage.
 - Management of pets, weeds and access.
 - The use of vegetation protection envelopes as a tool for protecting vegetation.

Design strategies

Retain the historic buildings and fabric in the 'old town' area.

Design development, including buildings, car parking and landscaped areas to offer a high level of amenity to users through their experience and external appearance.

Maintain and enhance the Main Street avenue of trees through the town and at the entrances of the township.

Encourage new subdivisions and developments along the east and west town entrances to undertake extension plantings of the formal avenue tree planting.

Create strong visual edges, such as roads, along the township boundaries and enhance the distinctive entrance and gateways to Inverleigh.

Maintain fire breaks at the township boundaries and along the boundaries of the golf course and the Inverleigh Flora and Fauna Nature Reserve.

Design commercial development to respect and complement the historic character of the town.

Avoid development that encroaches into the open space corridors and floodplains of the Leigh and Barwon Rivers.

Support development that is sensitive and sympathetic to surrounding natural features, land forms and public spaces.

Protect the visual amenity along the Leigh and Barwon River environs.

Provide a vegetated 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.

Environmental strategies

Create an open space corridor for wildlife to move between the Inverleigh Flora and Fauna Nature Reserve, the town and the Leigh and Barwon Rivers.

Create pedestrian trails and green corridors to the Inverleigh Flora and Fauna Nature Reserve and Golf Course throughout the township as identified in the Inverleigh Structure Plan.

Protect the existing native vegetation and stands of significant trees that form the landscaped environs of the Leigh and Barwon Rivers.

Provide bushfire protection buffer areas in the form of roads, fire tracks and building setbacks between residential development and vegetated public land areas, including the Inverleigh Flora and Fauna Nature Reserve, Golf Course and the environs of the Leigh and Barwon Rivers.

Protect vegetated public land areas, including the Inverleigh Flora and Fauna Nature Reserve, Golf Course and the environs of the Leigh and Barwon Rivers from residential development in order to minimise encroachment of non-indigenous animals or plants.

Open space strategies

Facilitate open space areas in new developments that incorporate direct pedestrian and bicycle connections to green links, including those along the Leigh and Barwon Rivers.

Provide linear paths and maintenance vehicle access along the Leigh and Barwon Rivers while protecting riparian native vegetation.

Create flora and fauna corridors within open space reserves that enhance the biodiversity values of these areas.

Flooding strategy

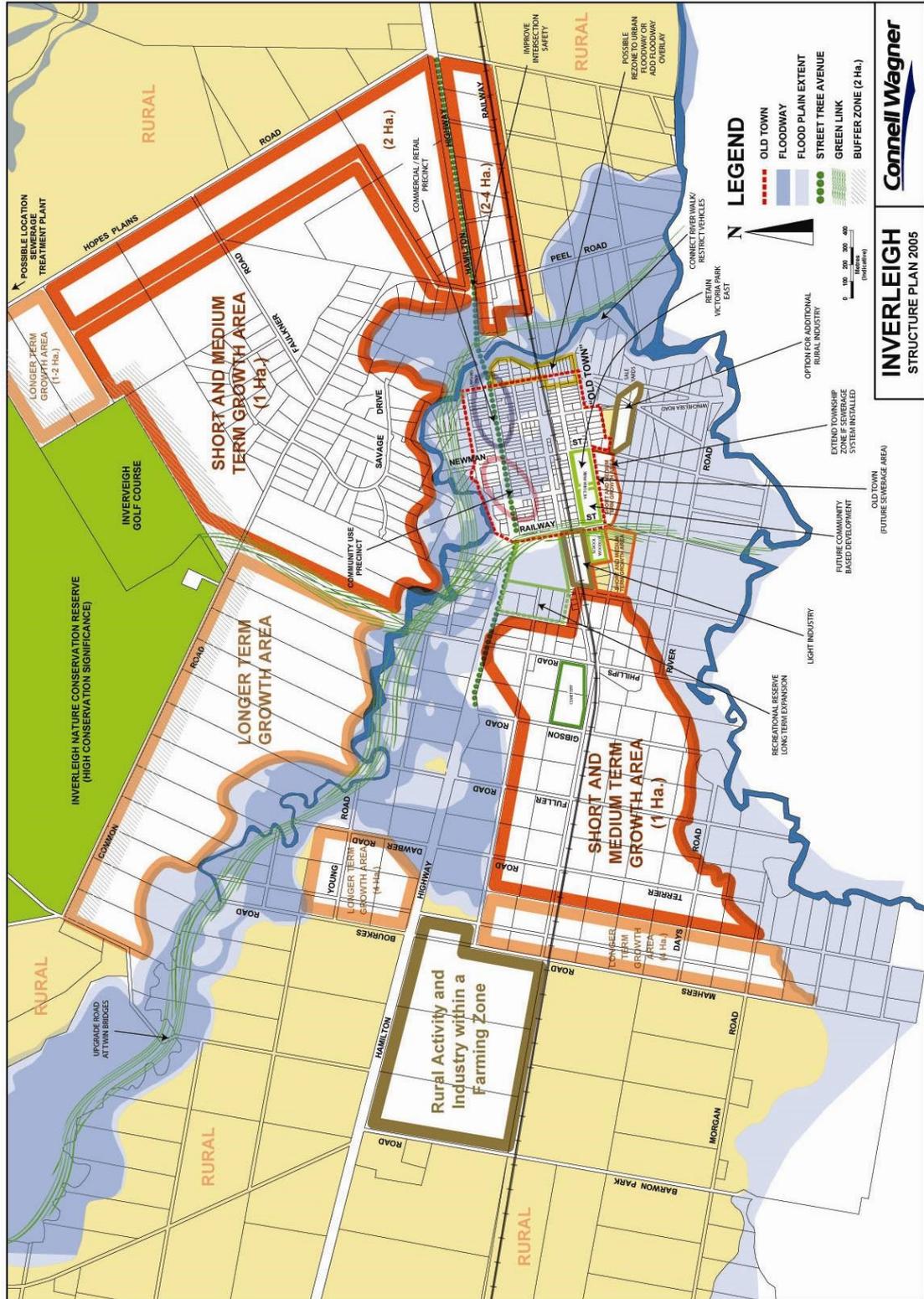
Avoid residential and commercial development in the floodway of Inverleigh as identified in the Inverleigh Structure Plan.

Policy document

Consider as relevant:

- *Inverleigh Structure Plan Review* (Connell Wagner, 2005).

Inverleigh Structure Plan



11.03-6L09/07/2020
C90gpla**Smythesdale****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 drainage and stormwater management with the implementation of the reticulated sewerage system.

Policy document

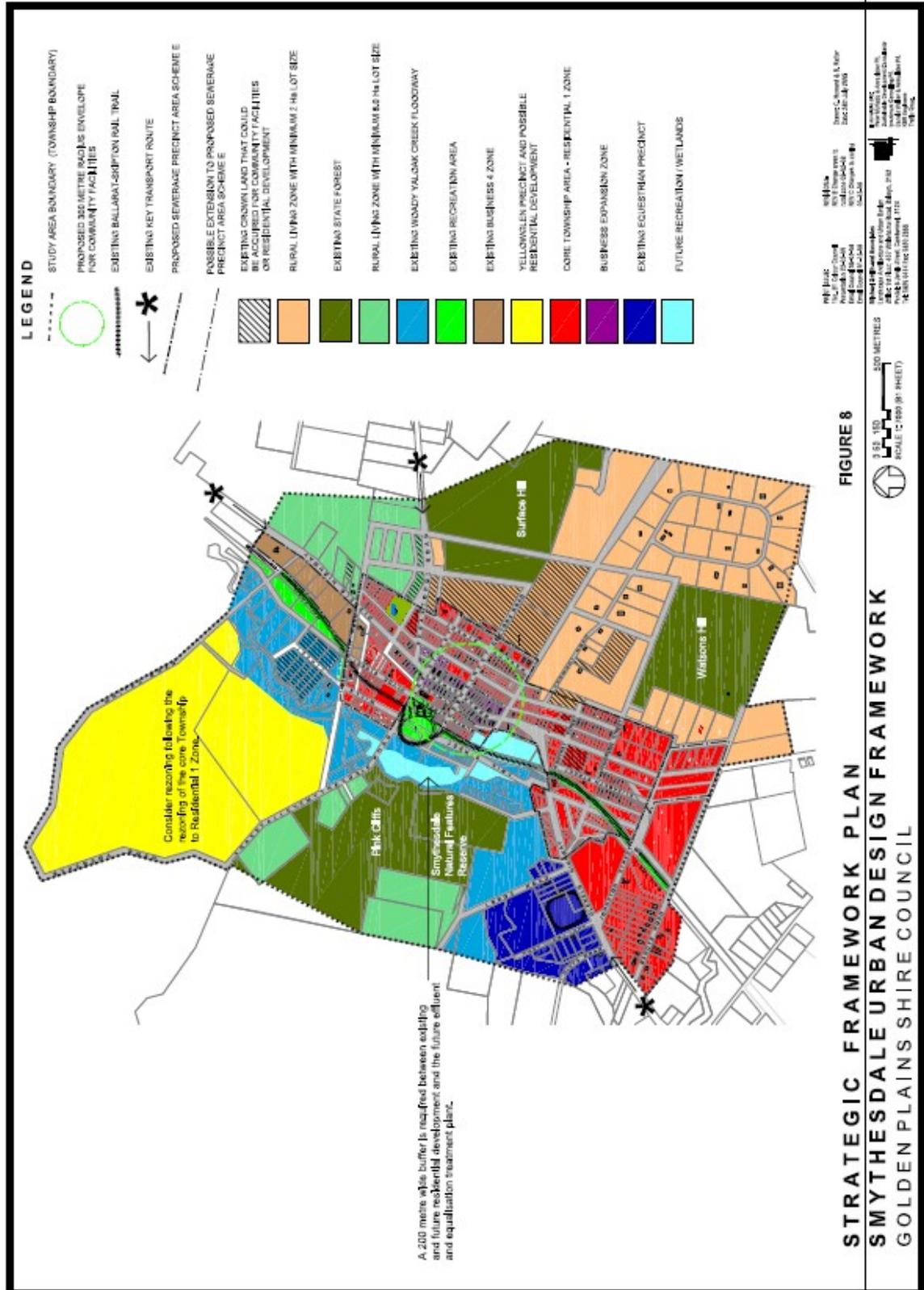
Consider as relevant:

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

Expiry

This policy will expire three years from the date of gazettal of Amendment C90gpla.

Smythesdale Strategic Framework Plan



11.03-6L

Teesdale

Proposed C92gpla

Policy application

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

Settlement Strategies

Implement the Teesdale 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.

Avoid rezoning any greenfield residential development land outside of the Teesdale North East Precinct.

Ensure rezoning and development in the Teesdale North East Precinct considers constraints, roads, drainage, open space and community infrastructure, regardless of land ownership.

Ensure development within the Teesdale North East Precinct responds to topography, landscape, natural features and constraints including the former Teesdale landfill.

Ensure a suitable development contributions mechanism for the Teesdale North East Precinct.

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

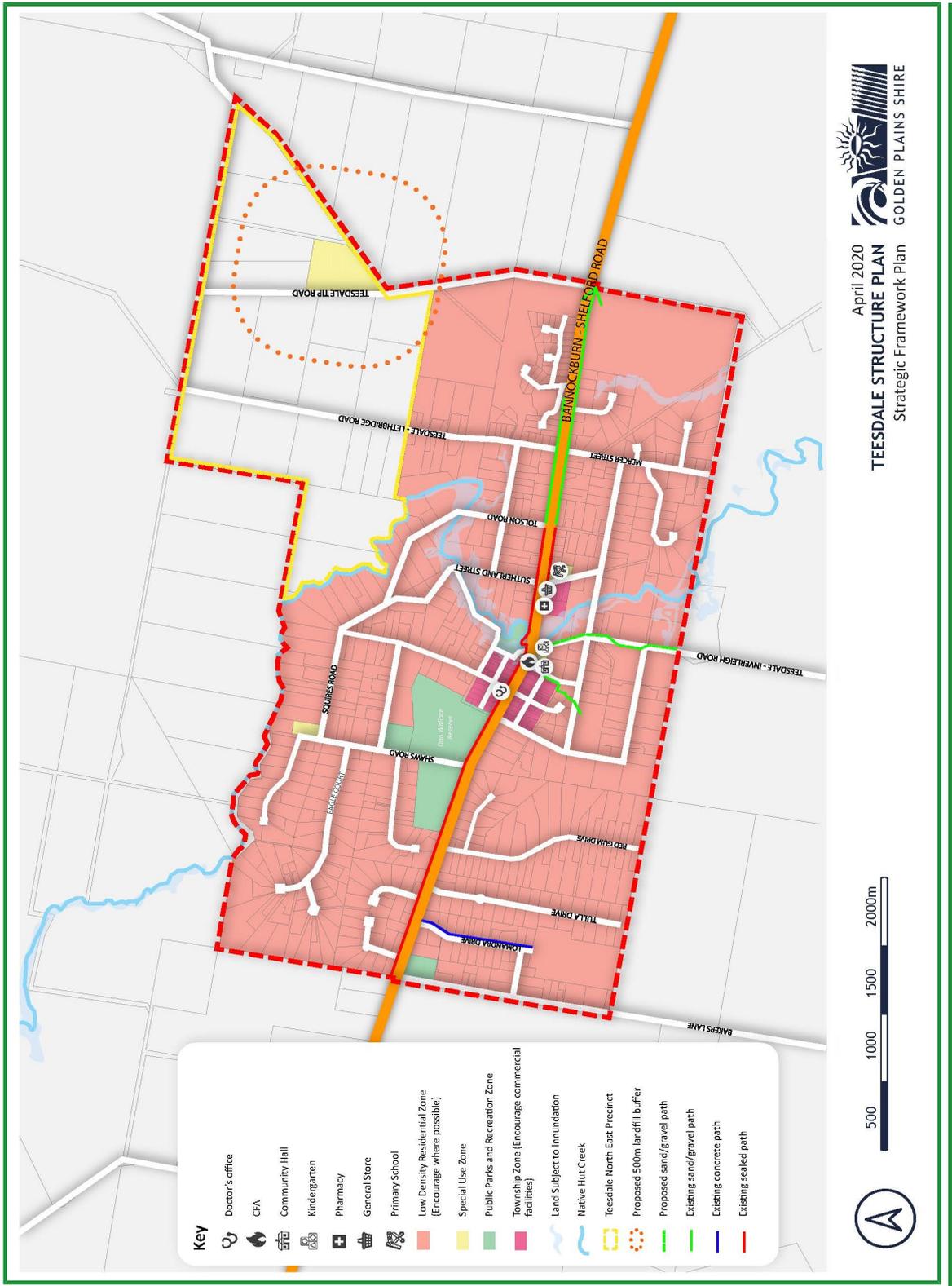
Utilise encumbered land within greenfield sites for open space purposes where possible, including buffers along Native Hut Creek where required by the Corangamite Catchment Management Authority.

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, 2020)



April 2020
TEESDALE STRUCTURE PLAN
 Strategic Framework Plan