

Review of south-east area Golden Plains Shire

Final Report

Adopted by Council November 2007

Golden Plains Shire



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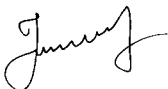
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Date: 8 January 2008

Distribution: Project Steering Committee, FBrown & PB Lib (M06277)

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Acknowledgements

The consultant team would like to express their appreciation to Council's Steering Committee and staff (particularly Matt Kelleher) for their support and assistance during the preparation of the study.

Executive summary

The review of land use and development in the south-east region of Golden Plains Shire has been prompted by the anticipated impact and implications of the construction of the Geelong Bypass (completion scheduled for 2009). The review is designed to assist Golden Plains Shire Council to respond to the opportunities and pressures that the bypass is likely to generate. The goal of the review is to develop a framework to guide planning for future land use and development in the south-east region.

The review has found

- The potential implications of the completion of the bypass are considerable, Council is likely to experience substantial pressure to provide for a range of land uses seeking large sites to provide for a functions such as storage, distribution and processing where access is required to the national road and rail network and the western district of Victoria – already Council is experiencing enquiries of this nature.
- The south east area is already constrained in its development potential by a number of physical elements and land use strategies pursued by Council, these include – land subject to flooding or inundation or poorly drained, land committed to residential development including areas set aside as buffers to protect residential amenity, land that has high scenic and landscape value, land that has high agricultural productivity or is occupied by intensive animal industry uses requiring extensive buffers.
- Even though considerable areas are constrained and committed for other uses there are extensive areas that are able to meet the locational requirements of potential developments.
- The south east area has a number of infrastructure and locational attributes that will prove to be attractive to certain forms of development including; two railway lines – one of which is part of the national network, two State Highways, access to a high pressure natural gas pipeline and a high voltage electricity transmission line and large open flat areas relatively unconstrained by being located away from planned township and residential areas.
- Consultation with the community in the south east area indicated
 - A strong desire to maintain a physical separation between planned residential areas and any new development
 - Continuing community support for concepts such as maintaining a non-urban break between townships e.g. Batesford and Bannockburn
 - Mixed responses by persons in and around the community of Gheringhap (nominated during the course of the study as a location for consideration for the establishment of facilities to accommodate potential uses) to the concept of development. A number of residents supported the potential of that location others were opposed.
 - A widespread understanding that the pressure would rise on the whole area to accommodate increased demand and a general support for Council taking the lead to establish a clear strategy.
 - A number of proposals to provide land for rural residential/rural living development to accommodate an asserted demand and to further buffer existing residential areas.

The strategic response in the Study has been to establish six overall directions that should drive a Land Use Strategy and Framework.

1. Protect, manage and utilise the area's strategic assets for long term economic, social and environmental gains
2. Protect the landscape and the agricultural/horticultural resource associated with the river valleys
3. Manage the large open landscape between the Midland and Hamilton Highways so that it can be potentially used for the siting of land uses and developments requiring substantial buffers to residential and other sensitive uses
4. Utilise the infrastructure and service assets provided in the area to support the potential for a planned, staged development for businesses and services looking for locations that provide direct access to combinations of rail, State Highway, gas, electricity, the Geelong Western bypass, a large regional labour force and the products and needs of western Victoria
5. Protect and manage the non-urban buffers that adjoin the existing and planned townships of Bannockburn and Batesford and the non-urban break between the townships
6. Ensure that land use changes and new developments enhance the appearance and presentation of the area

Five actions flow from these directions

1. Adopt this overall Land Use Strategy and Land Management and Development Framework
2. Support and advocate the Strategy through Council's economic and marketing initiatives
3. Detail the Strategy and the Land Management and Development Framework in respect to specific areas
4. Amend the Golden Plains Planning Scheme by incorporating this Strategy and the Framework into Council's overall Rural Strategy. Include the Strategy and the Framework (including the preparation of a structure plan for the Gheringhap area) in the Municipal Strategic Statement and Local Planning Policies. Maintain the current zone and overlay provisions in the planning scheme.
5. Initiate a series of actions to progressively implement the strategy at the Council, Geelong region, G21, and State government levels

The Strategy and the Land Management and Development Framework and the various directions and actions are also set out in the framework plans.

1. Background

The Melbourne metropolitan area and its wider region is changing rapidly in terms of its population, economic functions and infrastructure. The roles and functions of various areas are being repositioned as a result of major investment in critical transport capacity. Long term strategic planning opportunities are arising from these changes.

The south eastern areas of Golden Plains Shire are now within the wider Melbourne metropolitan sphere and the completion of the Geelong bypass will further consolidate that change. The extended metropolitan area embracing the Geelong region provides a number of key attributes in terms of large flat open areas which could be used for major industrial / service / business / employment / transport / technology centre development, particularly if those uses need locations served by major road and rail services, that provide access to port and airport facilities and can draw upon a nearby labour force.

A series of key locations in the wider metropolitan area already have emerged. These include areas associated with the Western Ring Road, Tullamarine Freeways, the Northern Metropolitan Ring Road, the Hume Freeway, Eastlink and the South Eastern Freeway. The work in developing this project could potentially identify a similar role for the nominated study area.

The core study area is able to provide a series of strategic opportunities that present the potential to supply not only a local and Geelong regional facility but also one that can play a critical role in the reshaping of the extended metropolitan region. The schematic map below shows the major transport facilities and large scale industrial/transport business areas that have developed in the extended metropolitan area. The south eastern part of Golden Plains Shire has the potential to be part of this new and emerging role of the extended metropolitan region as well as meeting specific needs in the Geelong region and drawing upon and servicing a large part of western Victoria.

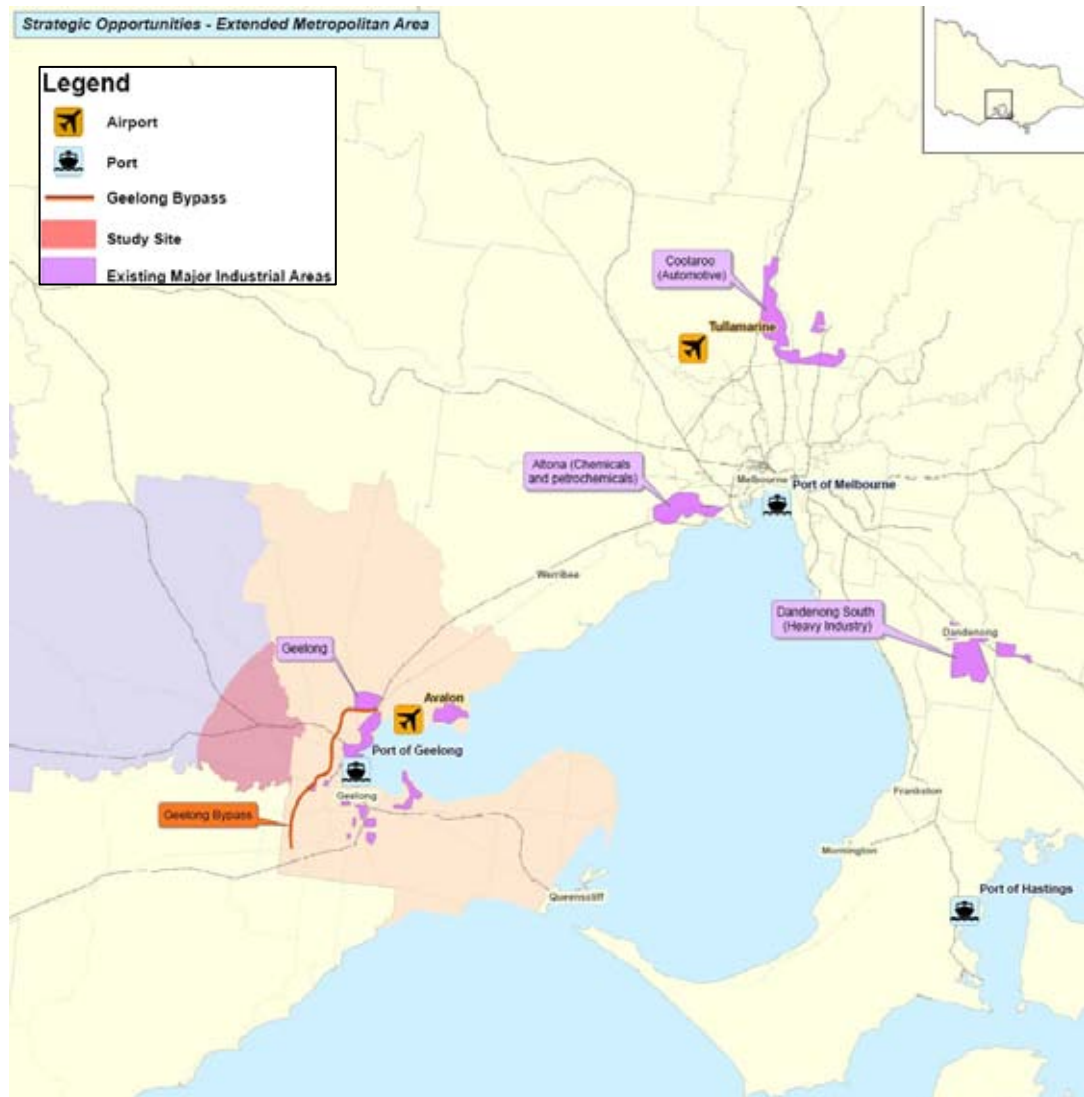


Figure 1: Strategic locational opportunities in the extended metropolitan Melbourne region

2. The core study area

The core study area comprises the south-east area of the Shire, which for the purposes of the study is defined by the Council as a 15 kilometre radius that extends from the proposed bypass' intersection with the Midland and Hamilton Highways. The study area does not include any area where an Urban Design Framework or Town Structure Plan has been prepared (which includes Bannockburn and Batesford townships).



Figure 2: Core study area

The core study area (excluding the existing townships of Bannockburn and Batesford) is currently zoned for rural use. Changes to the planning scheme can only be made if Council can strategically justify the change. Any change is subject to a lengthy consultative process conducted in accordance with procedures set out in the Planning and Environment Act and ultimately subject to the approval of the Minister for Planning. The main land use in the south-east region, and the economic strength of the Shire, is agriculture for primary production (mostly dryland farming) including sheep grazing and broad acre cropping as well as intensive animal industries such as chickens and some viticulture industries. There are also some rural living and 'lifestyle' properties in the south-east region. The two towns of Bannockburn and Batesford are important locations for a growing population. While there are a number of important and productive agricultural enterprises in the south-east area of the Shire it is also evident that much of the farming that is occurring is sub-commercial – that is, there is a strong reliance by many landholders on off-farm income and that the scale of many enterprises does not provide sufficient scope to expand and remain competitive. Rural

land prices are well above productive land values. Parcels of rural land have been bought for investment or lifestyle reasons.

2.1 Population

Golden Plains Shire has experienced significant population growth in recent years. It was the second fastest growing Local Government Area (LGA) in regional Victoria in the year ending 30 June 2005 with a growth rate of 3.7% (Mansfield Shire was the fastest growing with a 3.8% increase) and a population of 16,887 persons according to Department of Sustainability and Environment statistics. Much of this growth is occurring within the southeast of the Shire. Bannockburn has one of the highest growth rates for urban centres in Australia.

The figure below illustrates the significant growth experienced in the southern half of Golden Plains Shire between the 2001 and 2006 census years. Between 1991 and 2001 the region was experiencing steady growth but this has accelerated in recent years. This sharp increase in growth is partly attributed to a growing commuter population settling in the Shire and travelling to Geelong and Ballarat for employment. It is anticipated that this rate of growth will continue. Previous experience has shown that ring road/bypass constructions create a demand for growth in surrounding areas. This is likely to contribute to the south east region's population increase in years to come.

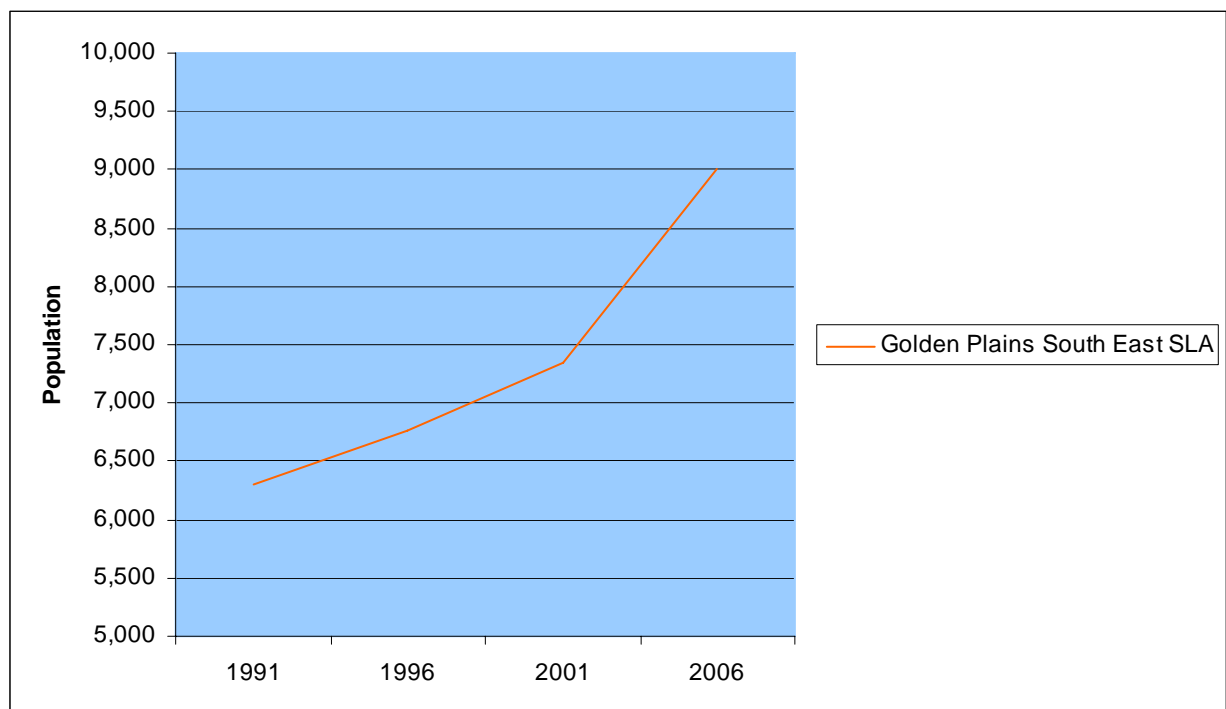


Figure 3: Population change in the southern half of Golden Plains 1991-2006
Source: ABS Census data

Bannockburn in comparison to the South East SLA has experienced sharp growth in recent years as well. However this has been occurring since the 1996 census after a short period that saw the population growth plateau.

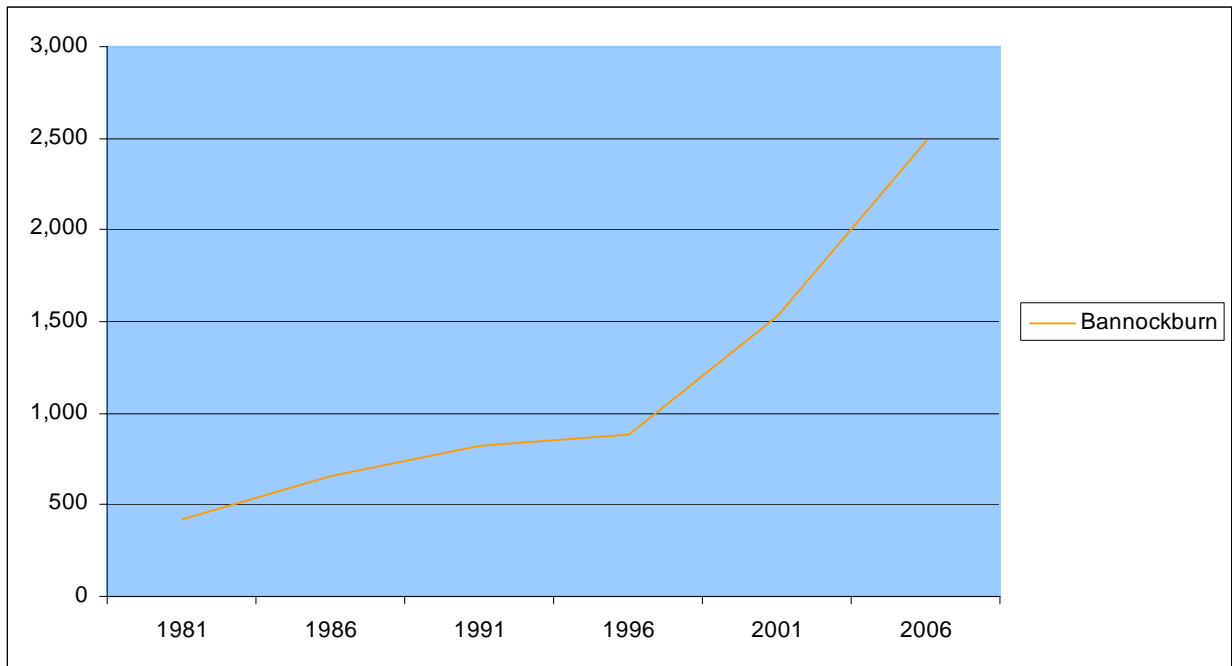


Figure 4: Population change in Bannockburn Urban Centre 1981-2006

Source: ABS Census data

Some key points relating to the socio-economic profile of the south-east region include

- Rapid population growth since 2001
- Rapid growth in people aged 30 – 34 years leading to significant growth in young population
- Rapid growth in mature aged persons
- High labour force growth and relatively low unemployment rate
- High levels of investment in dwellings and relatively high growth in median house price
- Strong comparative advantage in Agriculture sector
- Low level of self-containment in the labour market, for every person in the labour force in Golden Plains, the Shire offers only 0.3 jobs

2.2 Environmental features

The south-east region is located within the Corangamite regional catchment management area and includes the Moorabool River, Sutherland Creek and Barwon River watercourses that form eastern and southern boundaries of the study area (and also the municipal border with Geelong in some parts). Sutherland Creek forms the eastern boundary of the Shire and also the core study area. It joins the Moorabool River which traverses northern sections of the study area which flows into the Barwon River further south near Fyansford in the Greater Geelong municipality. The Barwon River forms the southern boundary of the study area (and part of the municipal border).

A few streams in the Barwon basin are considered to be in excellent or good condition however in both major basins in the study area, the Moorabool and Barwon, the streams and flows are predominantly in marginal to poor condition according to the Corangamite Catchment Management Authority (Corangamite Regional Catchment Strategy 2003-2008). The Moorabool River is widely acknowledged as one of the most stressed rivers in Victoria.

The topography of the study area is largely shaped by the river environs and the volcanic plains. There are some steeper slopes along the Moorabool River, generally the undulating landscape has been formed by the path of the rivers and associated floodplains. Beyond the river environs, the region is a predominantly flat landscape with much of the land previously cleared with limited remaining stands of woodlands or native grasslands.

This landscape is considered as a strong feature by residents of the Shire and includes the river valleys and undulating hills that frame the area and also the flat open rural landscapes that are characteristic of the Golden Plains municipality.

2.3 Infrastructure

The south-east region has good existing access to road networks. The Midland Highway and the Hamilton Highway traverse the study area and connect Geelong and Melbourne with south-western and western Victoria and South Australia. Freight and passenger railway lines (Gheringhap-Maroon and Geelong-Ballarat respectively) also traverse the study area however the passenger line does not currently include a stop or station within the study area. The Midland Highway and two railway lines all converge at Gheringhap. The railway lines become one route along the Gheringhap to Geelong section.

There is existing infrastructure providing electricity and water services to parts of the study area. A high pressure gas transmission and a high voltage electricity transmission line cross the study area and converge with the road and rail corridors near Gheringhap – one of the few places in Victoria where all these four services come together. The study area is predominantly rural land and has limited infrastructure services however there is the opportunity for establishing new connections to existing services. It is anticipated that provision of infrastructure in the study area is likely to be dependent on the economic opportunities generated in the Shire and provided on an 'as needed' basis.

2.4 Shire characteristics

The south-east area of Golden Plains Shire can be characterised by a number of features or elements that are relevant to this study. These include:

- Agriculture is traditionally the economic strength and major land use activity
- There is limited very high quality agricultural land
- Employment opportunities are limited and many people who live in the area travel outside the Shire for work
- Accelerated growth rate in the resident population in Bannockburn and Batesford
- The Moorabool and Barwon Rivers are attractive and valued river valleys but the condition of their water quality is low
- The vegetation cover is largely replanted with some remaining indigenous species and including grasslands

- Areas of conservation significance including some native forest
- High landscape value of river valleys and rural areas
- Sewerage infrastructure is limited and soil conditions in some parts may not be conducive to disposing of effluent on site (i.e. septic tanks)
- Good existing transport infrastructure (road and rail)
- Close proximity to Geelong and Melbourne.

3. Golden Plains Planning Scheme

The Golden Plains Planning Scheme provides a range of planning policies and controls that are designed to facilitate orderly and sustainable development of the Shire. The following is a summary of the scheme as it specifically relates to the southeast study area:

3.1 State Planning Policy Framework (SPPF)

The State section of the Planning scheme includes number of planning policies with objectives and strategies for achieving net community benefit and sustainable development. Councils are required to ensure that their planning scheme is consistent with State policy. A number of these clauses are relevant to this land use review:

Clause 12 Metropolitan Development

This clause is mostly relevant to metropolitan Melbourne; however it contains policy directions for regional areas and the natural environment.

Regional cities - Ensure that infrastructure services are in place so that places such as Geelong and its surrounding region are able to take advantage of opportunities for growth that will accrue from improved linkages to Metropolitan Melbourne.

Rural residential development - Control development in rural areas to protect agriculture and avoid inappropriate rural residential development by reducing the proportion of new housing development provided in rural areas and encouraging the consolidation in existing settlements where investment in physical and community infrastructure. Also by ensuring planning for rural living avoids or significantly reduces adverse economic, social and environmental impacts.

Clause 15 Environment

This policy contains state objectives and strategies for environment and resource management based on principles for ecologically sustainable development. This includes policy for environmental protection of air, land and water quality and the conservation of natural ecosystems, resources, energy and cultural heritage in Victoria.

Clause 16 Housing

Rural living and rural residential development is an element of this clause. This type of development should be close to town and urban centres, but not in areas designated for serviced urban development, should be able to have services supplied and should not encroach on high quality productive agricultural land or adversely impact on waterways or other natural resources.

Clause 17 Economic Development

Industry is specifically addressed in this clause with the objective being to ensure availability of land for industry and to facilitate the sustainable development and operation of industry and research and development activity. It is noted that land should be zoned for industrial

development in urban growth areas where good access for employees and freight transport is available and where appropriate buffers can be provided.

It is also an objective to facilitate the establishment and expansion of cattle feedlots, piggeries, poultry farms and other intensive animal industries in a manner consistent with orderly and proper planning and protection of the environment.

3.2 Local Planning Policy Framework (LPPF)

The Golden Plains Planning Scheme includes a number of local planning controls and enabling provisions to guide the use and development of land. Of particular importance are the Municipal Strategic Statement and a series of Local Planning Policies:

Clause 21 Municipal Strategic Statement (MSS)

The Golden Plains Shire Municipal Strategic Statement identifies the following four (4) key issues:

- Managing residential growth
 - focus residential development in existing urban centres and within identified urban growth boundaries
 - maintain distinction between urban and rural areas, with full consideration given to the environmental, economic and social impacts of low density residential development
 - there are physical limitations to on-site effluent disposal based on land capabilities.
- Enhancing economic growth
 - economy relies on grazing and cropping
 - there are limited employment opportunities in the Shire
 - Shire does not have large economic or service industries and significant proportion of residents derive income from outside the Shire
 - promotion of location and advantages of shire to export and transport facilities - and regional markets, export facilities and suppliers
 - there is potential for growth in animal husbandry and timber production
 - a number of sites zoned for industrial use that are vacant due to – historic reasons, inappropriateness and operator preference, including significant competition from Geelong, Ballarat and Metropolitan Melbourne.
- Maintaining and encouraging viable agricultural industries
 - major land use in the Shire is for agriculture – particularly for extensive grazing and cropping
 - maintain farm size to ensure agricultural productivity and ensure small lot creation in Rural Zones are consistent with zone purposes
 - manage potential conflict between sensitive uses and agricultural practices
 - the Shire does not have a substantial amount of high quality agricultural land

- there has been a growth of intensive agriculture, particularly in the wine and specialist livestock industries
- timber production is an important industry – but expansions limited to cleared land that is used for grazing/cropping
- provide for industrial use and development that is value adding for locally produced products and relates to the agricultural base, forestry and natural resources.
- Protecting and enhancing the natural environment
 - most of Shire is cleared of native vegetation
 - there are some areas of remnant vegetation which require protection
 - catchment management issues, particularly in regards to protection and enhancement of streams and other waterways
 - salinity is an increasing problem that has implications for agriculture and residential development.

Clause 22 Local Policies

22.04 House lot excision

The objectives of this policy are to ensure that the creation of small lots and dwelling excisions are consistent with the purposes of the Rural Zone and to limit land subdivision that is not compatible with the use of the land for sustainable resource purposes. Also to ensure that dwelling excision ensures that surrounding rural production activities are not prejudiced.

22.06 Urban Growth Boundaries

It is essential to maintain a clear distinction between urban and rural areas to ensure continued agriculture and efficient township development. An objective of this policy is also to lessen conflict between agricultural and non-agricultural land uses.

22.08 Catchment and Land Protection

This local environment policy applies to all land and water in RUZ and LDRZ. The objectives of the policy are to ensure sustainable development and maintenance of natural resources, ecological processes and genetic diversity. To ensure that use and development considers impacts on the quality and quantity of natural resources and that the responsible authority applies and is consistent with the relevant natural resource management strategies and the regional catchment strategy.

22.09 Water supply catchment

This policy applies to areas within the ESO2 – areas of the study area are covered by this. The objectives of the policy are to ensure the protection and maintenance of water quality and quantity and best practice land and water management within the Moorabool River (Sheoaks) and Stony Creek Special Water Supply Catchment Areas and to prevent waterway degradation and pollution.

3.3 Zone and overlay controls

The following zone and overlay controls apply to the land within the study area.

3.3.1 Zone controls

Farming Zone (FZ)

The land in the core study area is predominantly zoned for Farming (FZ) excluding category 1 road zones (RDZ1 - Midland Highway, Fyansford Gheringhap Road and Hamilton Highway) and the railway line which is zoned for public use (PUZ4 – transport).

Public Conservation and Resource Zone (PCRZ)

A small piece of land is zoned Public Conservation and Resource Zone (PCRZ) on the Hamilton Highway in the south-west part of the study area.

Public Use Zone, Schedule 4 (PUZ4)

Railway land

Road Zone Category 1

VicRoads roads

New rural zones

A new suite of rural zones were introduced by the State Government in 2004. Councils have progressively implemented these either by opting to directly translate the old zones into the new zones or, as Golden Plains Council has chosen, to review the existing planning scheme and translate the zones based on strategic assessment. The new rural zones are more clearly focussed, protect the rights of farmers to farm and prevent ad hoc development.

The new rural zones, including an updated Rural Living Zone, are more clearly focussed, protect the rights of farmers to farm and prevent ad hoc development. Councils are currently going through the process of implementing these new zones. The Minister for Planning formally implemented the new rural zones for Golden Plains Shire on the 2nd August 2007.

- Farming zone (FZ) – For agricultural land
- Rural activity zone (RAZ) – For land where agricultural and non-agricultural uses exist together
- Rural living zone (RLZ) – (updated) For rural residential areas
- Rural conservation zone (RCZ) – For rural land with important environmental qualities

The new rural zones are summarised in Figure 4 below.

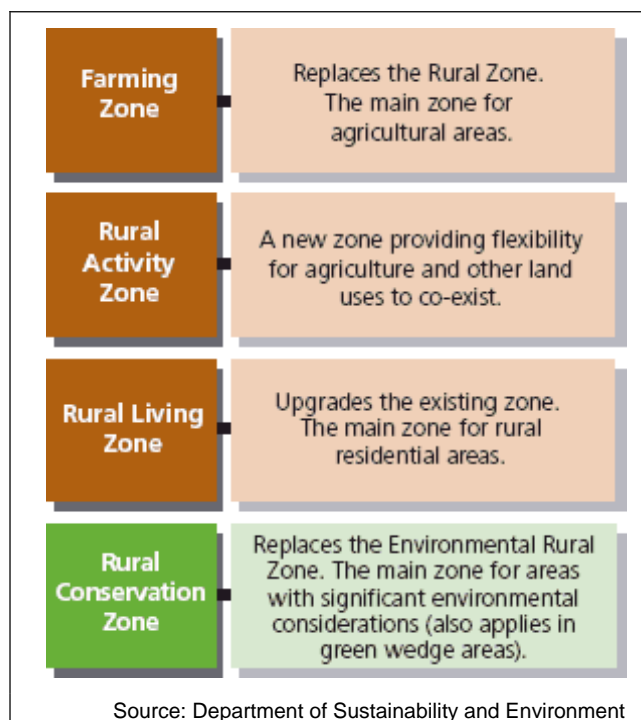


Figure 5: New rural zones

3.3.2 Overlay controls

A number of the environmental conditions that are evident in the study area have already been mapped and represented in the planning scheme by way of overlay controls. These conditions present both opportunities and constraints. **Appendix A** illustrates the current overlays affecting the study area which is detailed below.

Environmental Significance Overlay (ESO)

- ESO2 – Watercourse Protection

Applies to the Barwon River, Bruce Creek and the northeast portion of the study area along Sutherland Creek.

- ESO3 – Mt Misery Creek, Surface Hill – Smythesdale, Klein and Swanston Road Area, Dereel, Swamp Road – Dereel, Yarrowee Creek, Teesdale Reserve, Moorabool Valley, Sutherland Creek, Meredith, Steilitz.

Applies to the Moorabool river environs and a segment of Sutherland Creek

Heritage Overlay (HO)

- Part HO1 – Cameron Hill, Brislane Road, Murghebuloc, Bannockburn
- HO5 – Laurence Park homestead, Butcher's Road, Batesford.

Land Subject to Inundation Overlay (LSIO)

- Applies to several areas within the study area, including Barwon and Moorabool river environs

Public Acquisition Overlay (PAO)

- Applies to a segment of the Hamilton Highway within the study area

Salinity Management Overlay (SMO)

- Applies to the entire study area

Vegetation Protection Overlay (VPO)

- VPO2 – Bushland Reserves and Roadside Vegetation Areas –

Applies to small sections of roadside vegetation on Muhlebachs Road and Hamilton Highway within the study area

3.4 Implications for the study area

Council's planning scheme and set of policies and strategies have a considerable influence on the future land use and development in the study area. These must be considered in preparing a strategy for the south-east area, particularly the site specific environmental constraints set out in the overlays in the planning scheme.

4. Other relevant land management documents

There are a number of Council strategies and plans as well as State and regional strategies that have an influence on land use and development for the south-east areas of Golden Plains Shire.

In summary, these are

Golden Plains Shire Council – Council Plan 2006 - 2010

Two of the key result areas are:

- Economic Development - To facilitate the growth of the local economy particularly in township development and rural based industries
- Environment & Land Use Planning - Encourage and facilitate sustainable land use and development and protect and enhance the natural environment

Golden Plains Community Environment Strategy

Council developed the Golden Plains Community Environment Strategy to guide Council and community action in the areas of waterway conservation, fire management, waste management, air quality, energy use and weed management.

Corangamite Regional Catchment Strategy

This document identifies issues, management goals, responsibilities and partnerships for land, water and biodiversity. This document is supported by several other Corangamite strategies such as nutrient management, waterway, floodplain, salinity, pest plant and animal and native vegetation plans.

The strategy highlights the land use and state of the Moorabool and Barwon basins, in which the study area sits, with the Barwon and Moorabool river systems being the most flow stressed rivers systems in the region. This is due to urban and rural water demand and degradation such as high salinity, nutrient and sediment levels. The strategy also highlights that salinity, pest, plants and animals, soil degradation and biodiversity threats are all issues faced in the Corangamite region.

State and National Environmental Policy

The study area has many natural environment features that have been identified in the Planning scheme and highlighted with overlays – such as waterways, vegetation and salinity management issues. There are many national and state level strategies for managing land that are therefore relevant to the study area such as the following:

- National Salinity and Water Management Strategy – implemented at National and State level
- Victorian River Health Strategy
- Victoria's Biodiversity Strategy
- Victoria's Native Vegetation Management – A framework for action
- Victoria's Management – A Framework for Action

- Victorian Salinity Management Framework
- Victorian Greenhouse Strategy
- Our Water Our Future
- Living together in Rural Victoria – initiative for rural residents and commercial farmers.

These documents are far broader than the Planning scheme and Regional Catchment Strategy, but they highlight issues, partnerships and responsibilities, with management accountability often the role of local government and individuals.

5. The Geelong bypass

The Geelong bypass is a 23 kilometre freeway that will be located on the western outskirts of Geelong and will connect the Princes Freeway in Corio to the Princes Highway in Waurn Ponds. The bypass will have interchanges to the Midland Highway and the Hamilton Highway which traverse the Shire and connect Geelong and Melbourne to western Victoria and South Australia.

5.1 Opportunities and pressures

The construction of the bypass will provide improved and much faster access to and from Melbourne and interstate and improved connections to facilities such as highways, ports, rail services and airports. The Geelong region including the south-east corner of Golden Plains Shire is likely to have a much stronger appeal as a location for investment for a range of businesses and enterprises looking for affordable development sites that have good connections to transport and can be connected to necessary services such as electricity, water, sewerage and gas.

These opportunities for land use and development will place pressures on the existing community values in the region. This is a major concern for Council. These values include the non-urban buffers between townships, respecting the 'right to farm', the amenity of townships, rural areas, the rural landscape and natural environment.

The range of opportunities and pressures that are anticipated can be summarised as follows:

5.1.1 Potential opportunities

- Improved and quicker access for the region to metropolitan centres in particular Melbourne and Geelong.
- Taking advantage of the existing infrastructure that traverses the south-east areas of the Shire.
- Employment opportunities within the Shire, through new business opportunities (direct) and through servicing such growth and the demands for goods and services this will create (indirect). For example, a major transport/logistics facility or a large scale business area to meet the needs of the Geelong region and service a large part of south-western and western Victoria.
- Provide for the growth of existing local businesses which offer goods and services to new enterprises and residents.
- Strengthening the regional economy by providing increased choice for the location of businesses and provide increased local jobs. As well it is likely that the Freeway bypass will stimulate further residential development in the towns in the Shire's south-east and an increased demand for new households to live in accessible rural areas.
- Facilitate new and improved services which will increase the liveability of the Shire and attract further population growth.
- Opportunity to consolidate and enhance some existing land uses.

- Potential to improve the appearance of certain landscapes and to provide for some revegetation and rehabilitation of degraded environments.
- Providing for long term sustainable economic growth - identifying 'growth' industries that are likely to provide employment options over the long term in the face of many industries sending jobs 'off-shore'

5.1.2 Potential pressures

- Changes to the valued 'lifestyle' qualities of the towns and rural areas.
- Impose development which reduces the 'green buffers' the non-urban areas between townships which are highly valued by the community.
- Limit the 'right to farm' and the capacity to farm with encroaching urban land uses.
- Change the rural landscape and appearance.
- Potential to compromise the 'lifestyle' qualities of towns and rural areas that are successfully attracting and retaining population.
- Expectations of some landholders to rezone their land from rural uses to other uses to provide for more intensive development. For example, from rural to industrial or residential uses – this may not be able to be fulfilled.
- Conflicting values of various communities and stakeholder groups.
- Community opposition to the potential transformation of valued rural landscapes to industrial areas.
- Conflicting land uses that threaten the continued use of certain existing enterprises.
- Increase expenditure 'leakage' as commuting to outside of the Shire increases.

Appendix B to this report is a comprehensive report prepared by SGS Economics and Planning which analysis the potential economic investment and job creation impacts of the development of the western bypass and the growth occurring in the Geelong region. This report models the economic impacts and identifies and qualities considerable short and long term impacts.

5.1.3 Community values

Balancing future opportunities with community values is a major concern of the Council. The main values include the 'right to farm', maintaining the buffers between urban (townships) and rural areas (including green belts) and maintaining residential ('lifestyle') amenity. By undertaking this study Council has acknowledged that change is likely to be imposed on the area. That change has the potential to impact on the existing community values.

6. Consultation

6.1 Community workshop

A Community Workshop was held on Tuesday 2 May 2006 at the Derwent Hotel, Midland Highway, Batesford. The purpose of the workshop was to:

- Explain the project
- Gather information about community values and ideas
- Assist in identifying opportunities and issues
- Ensure a high level of community interaction and input into the review
- Assist in the development of draft goals, objectives and a vision for the future of the area

Two brief presentations were made to introduce the project and give an outline of the context of the study to be undertaken. Extensive small group and one-on-one discussions were held.

The workshop provided the opportunity for community members to provide their ideas and issues in a non-threatening one-on-one or small group environment. The ideas and issues raised by community members at the first consultation workshop can be summarised as follows:

6.1.1 Concerns, issues and opportunities raised by the community

- Farming
 - encroaching residential development impacting on right to farm of rural land, increasing land management issues such as pest plants and animals.
- Rural character
 - lifestyle choice to live in rural area, many 4-5 acre rural residential lots
 - retain urban boundaries of Batesford and Bannockburn and green wedge between them – retain rural values.
- Environmental values
 - Moorabool river valley is stressed due to increasing development pressures
 - Pest plant and animal issues, such as serrated tussock, magnified by increasing residential development in rural areas.
- Traffic and road safety
 - Increasing development creating dangerous intersections in rural areas, particularly with several roads that intersect with the Midland Highway
 - Concern that future development and the bypass, changed road usage patterns and increased traffic, will increase this road safety danger – possible road upgrades / construction required.
 - Midland Highway needs upgrading – possible routing of traffic to Hamilton Highway, in preference to Midland Highway, from bypass.
- Development possibilities

- possible subdivision potential in specific areas
- possible industrial development in selected areas – such as existing broiler shed area
- increased / upgraded use of rail facilities.

6.2 Agency workshop

A Stakeholder Workshop was held on Wednesday 3rd of May 2006 at the Bannockburn Shire Hall. The purpose of the workshop was to:

- explain the project
- gather information and identify opportunities and issues from a range of private and public stakeholders as to their involvement / responsibilities in the region
- ensure a high level of stakeholder interaction and input into the review
- assist in the development of a vision for the future of the area.

The following stakeholders took part in the workshop:

- Plains Water
- VicRoads
- Powercor
- Barwon Water
- Department of Sustainability and Environment
- GasNet
- Environment Protection Authority
- Pettavel Winery

6.3 Second round of community consultation

On 29 November 2006 a second community consultation workshop was held to explain the findings of the work conducted and to explain the draft Framework and Strategy maps. Two brief presentations were made and extensive small group and one-on-one discussions were held. An invitation was provided as part of this stage for community members to provide formal written submissions. Issues raised at the community consultation session can be summarised as

- Recognition that development pressure on the area is very likely to increase
- Concern that buffer distances to planned residential areas be maintained
- Concerns about the types of development that could be provided for
- Concern that Council recognised that areas such as the Moorabool Valley has existing and future tourist and lifestyle development potential
- Demands that Council should set aside areas for rural residential / rural living particularly areas to the immediate west, south west and south of Batesford township

- Support by some landowners for use of their land for future development and opposition by others against future development

In terms of the written submissions there were 22 responses. These are held on file. In summary

- 6 opposed further development of the area for the types of land use and development flagged in the study whereas 7 supported such development. Note: One of the 6 submissions received opposing further development was a joint submission from a range of Gheringhap residents
- 3 supported the area or parts of it being planned for further residential development
- 6 submissions advocated various positions
 - 1 was seeking land for a development
 - 1 was concerned about existing intensive animal industries
 - 1 was advocating various water/pipeline extensions
 - 1 opposed extend of proposed buffer distances
 - 2 were seeking clarification of particular issues

6.4 Final round of community consultation

The final draft of the Strategy was exhibited over August/September 2007 following the distribution of the fourth project bulletin. A total of 40 submissions were received during the exhibition of the final draft. Key issues raised include:

- Opposition by some landowners to future development and support from others for use of their land for future development
- Various concerns about buffers, their distances and the use of land within buffers
- Concerns about the types of development that could be provided for, including an inter-modal freight facility and potential amenity impacts
- Impacts on infrastructure and services within the study area and their availability
- The availability of land in neighbouring municipalities for similar development
- Support for the strategic approach taken in responding to demands and opportunities within the wider region
- Concerns about the alignment of a proposed north-south connecting road
- Acknowledgement of nearby existing and developing residential areas in Batesford, Bannockburn and Fyansford (within the City of Greater Geelong, east of the bypass)

7. Strategic research and analysis

7.1 Strategic assessment

Identifying potential strategic directions for the south east area has been guided and informed by an analysis of the area, the policy framework and the consultation undertaken. In order to assess the likely options and the feasibility of various directions a series of studies were undertaken of the study area, the regional economic context and the impact of major road infrastructure in other areas of Australia. Economic research and analysis has been conducted by SGS Economics and Planning (see Appendix B: *Southeast Land Use Planning Review – Economic Input, Final Report*).

The key findings from the Economic Input report are set out below.

- Golden Plains has been experiencing rapid population growth
- The Geelong Bypass is expected to generate significant economic opportunities and job growth
- Enhanced connections and access to Melbourne could lead to increased population growth

Opportunities that might be generated in the Golden Plains Shire include:

- Businesses associated with local and national transport, distribution and logistics services
- Businesses involved in food manufacturing and processing that would benefit from Golden Plains established agricultural sector
- Downstream suppliers of local industries, i.e. suppliers to existing industries located in Golden Plains and Greater Geelong
- Potential increased demand for rural and hobby farms and
- Infrastructure provision in the study area is currently constrained. However, agencies agreed that infrastructure could be provided/ capacity increased if sufficient demand was demonstrated.

Employment and Land Demand Projections

- Assuming that Geelong Bypass does not have any impact on Golden Plains total employment in Golden Plains is expected to grow by approximately 4,400 jobs by 2031.
- About 1,470 jobs will be located in industrial land: 365 jobs in manufacturing, 540 in freight oriented and 400 jobs will be in service industry. This suggests that approximately 61 hectares of industrial land will be demanded by 2031.
- Another 380 jobs are expected to be office based, suggesting that 9,800 sqm of additional commercial floorspace occupying about 1 hectare of commercial land will be demanded by 2031.
- The Geelong Bypass could create an additional 246 jobs in Golden Plains.

Case Studies of Past Infrastructure Projects

- Case Studies indicate that accessibility can be a key driver in employment and population growth.
- Typically infrastructure projects of this nature have led to above average growth in transport and storage and manufacturing jobs.
- Growth in jobs provision in turn has led to increased population growth.
- Increased demand for land brought about by the infrastructure projects have also contributed to relatively high growth in property values.

The analysis undertaken by SGS suggests that the Geelong Bypass could generate significant employment growth in Golden Plains in addition to what is already projected to grow. This suggests that Geelong Bypass will have a significant impact on the Golden Plains, with employment growth being higher by 5.6%. As a result, additional demand for land in Golden Plains generated by the Geelong Bypass is expected which could be up to an additional 6.25 hectares of industrial land and 0.05 hectares of commercial land.

7.2 Strategic directions or options

Given the key elements of the area and the changing impact of future development there are many possible options for how future development could be managed and planned. An evaluation of these options has identified six possible options or future scenarios. These are a summary of the full range of possibilities and are not meant to be definitive – rather they are indicative. They range from passive responses to more proactive approaches to plan future land use and development in the south-east region.

These strategic directions need to be evaluated against a number of 'criteria' that includes, but is not limited to, the natural environment values, resident community values, existing and future provision of infrastructure, regional and state influences (including state and regional policy), community and landholder perspectives, the economy of the region and market influences and trends. Section 7.3 of this report has evaluated these directions against an established set of criteria.

These six overall strategic options and directions for the study area can be summarised as:

1. 'Do nothing'
No change would be made to the status quo. Council would not advocate changes. Council's current planning scheme provisions would stand.
2. Reinforce status quo
The status quo would be maintained and Council's strategies and policies expressed in the planning scheme and elsewhere would be strengthened to maintain this position.
3. Rural living in nominated location(s)
Areas would be identified and re-zoned for rural living. The relevant provisions would be included in the planning scheme to provide for this outcome.
4. Target specific uses and developments in nominated location(s)
Specific uses and developments would be identified and nominated for particular areas or sites; these would be planned for in the planning scheme.

5. Managed business, enterprise or employment uses and development would be provided for and planned in selected location(s)

Buffer distances to relevant existing uses would be maintained but advantages provided by proximity to infrastructure and the qualities of various sites and areas would promote a planned response by providing for managed development.
6. Prepare a Comprehensive plan that designates preferred land use and development

The whole area would be subject to a detailed plan that clearly designates the desired and appropriate land use and development for all areas. It may include provision for a range of new uses and developments.

7.3 Evaluation of directions or options

7.3.1 Unsupported options

1. 'Do nothing'
2. Reinforce status quo
3. Rural living in nominated location(s)

These options have been evaluated and are not supported because of the following issues or reasons:

- The bypass creates an additional influence on land use and development which is not addressed in current Council policy or strategy
- Ad hoc pressures for land use and development which are already occurring often results in further conflict and outcomes that are not sustainable
- There is a need to develop a strategic response to deal with possible future pressures on the south-east of Golden Plains as a result of the development of the Geelong bypass rather than assume it will not occur
- There are existing land use issues in the south-east that need to be addressed, including the rural/industry and rural living/residential interfaces, areas of environmental significance and ad hoc land use and development that compromise natural resources or existing residential/rural amenity
- Likely land use conflicts arising from increased rural living development encroaching on existing agricultural uses (i.e. right to farm issue) or compromise future uses
- Provision for extensive areas of rural living is contrary to State government policy
- These options do not represent the orderly planning of land use and development which Council has a statutory obligation to implement.

7.3.2 Supported options

1. Target specific uses and developments in nominated location(s).

Managed business, enterprise or employment uses and development would be provided for and planned in selected location(s).
2. Comprehensive plan that designates preferred land use and development.

These options or directions have been supported for future evaluation and consideration because of the following issues or reasons:

- Can provide for sustainable outcomes.
- Potentially provide for the protection of environmentally sensitive areas and agricultural land uses (e.g. Moorabool Valley landscape, Sutherland Creek, Barwon Valley, agricultural uses – assist in providing the right to farm).
- Provide for a planned precinct development approach that can maintain, reinforce (and establish) core values of an area.
- Can assist in generating local employment and strengthening the local economy.
- Provide for the staged and planned development and extension of infrastructure services.
- Provide for a coordinated approach to reconciling potentially competing land uses.

7.4 Identification of Precincts

There are three major factors in the study area that create definable precincts; natural environmental features, existing infrastructure and existing land uses. These features help identify the opportunities and constraints of the area. The identified precincts are based on:

- River valleys - The valleys of the Sutherlands Creek, Moorabool River, Bruces Creek and Barwon River
- Highways - The corridors along the Midland and Hamilton Highways
- The buffer areas around the townships of Bannockburn and Batesford and the rural break between them.

The identification of precincts assists in highlighting other features of the study area such as:

- The higher ground between the Moorabool River Valley and the Sutherlands Creek valley,
- The flat open rural plains adjacent to and between the Midland and Hamilton Highways
- The non-urban breaks between major residential areas, and;
- The convergence of key infrastructure at Gheringhap and Stonehaven which means that these locations in particular may well be suited to a range of enterprise, employment and light industrial uses including transport and storage, warehousing and processing and distribution of agricultural products.

The river valleys are environmentally significant areas in the region and also have some of the most productive soils (such as the Moorabool River environs). The valleys of Sutherland Creek, Moorabool River, Bruces Creek and Barwon River. Both the Moorabool and Barwon river basins are attractive and valued areas, however the streams and flows are predominately in marginal to poor condition. The Moorabool River is also acknowledged as one of the most stressed rivers in Victoria.

The key elements of these precincts are discussed below.

- **The higher ground between the Moorabool River Valley and the Sutherland Creek valley**

A substantial area of land however it is not located within close proximity to any highways or major roads or other transport routes. The rivers form natural barriers for access into this area.

- **The non-urban buffer areas that adjoin Bannockburn and Batesford townships**

The strategic framework plans for Bannockburn and Batesford in the planning scheme have identified buffer areas around the township growth boundaries. These townships provide high quality living environments, with the rural character and non-urban break between the townships also being highly valued. These buffers would ensure that development was not permitted around the townships. This review has provided an indicative 500m or 1000m buffer distance around the town boundaries which includes and goes beyond the existing buffer distances provided for in the planning scheme. These buffer distances can provide adequate breaks between urban developments and limit linear development along major roads.

- **The corridors along the Midland and Hamilton Highways**

These highways connect Geelong and Melbourne with south-western Victoria, South Australia and Ballarat. The highways have been identified as precinct for a number of reasons. They identify main transport routes through the Shire, particularly linkages to the Geelong bypass. They have also been identified as a precinct to provide a basis for restricting linear development which is not a desirable outcome.

- **The flat open rural plains**

The flat open rural plains provide large areas of land that fall between the river valley precincts. The topography of the south – east region is generally flat with the exclusion of the river valley environs.

- **The area within the general convergence of road, rail, gas and electricity infrastructure at Gheringhap**

The convergence of multiple infrastructure services at Gheringhap is a rare situation and it has been identified as a precinct that can provide both opportunities and constraints to certain land uses and development. The Gheringhap-Maroon (freight) and Geelong-Ballarat railway lines converge, the site is crossed by the Midland Highway and by gas and electricity infrastructure. The Department of Infrastructure has commissioned a Geelong Inter-modal Freight Terminal Study. It includes an evaluation of the potential of the Gheringhap site.

- **The non-urban breaks between major residential areas**

The non-urban breaks are the remaining parcels of land beyond the indicative non-urban buffer areas. This includes the land surrounding Gheringhap.

- **The buffer areas around existing intensive animal industries**

There are buffers around existing intensive animal industries in the area. An indicative 300m buffer distance has been provided as a preliminary tool to identify the area. Buffer distances are a requirement of the EPA around intensive animal industries.

The following map illustrates the precincts. This map does not definitively establish areas suitable or unsuitable for land uses or developments. It identifies existing conditions, whether formed by the natural environment built features which present both opportunities and constraints to future land use and development. This precinct map is an indicative guide to

the existing conditions in the south-east region and is a basis upon which more detailed strategic planning can be undertaken for the south-east region.

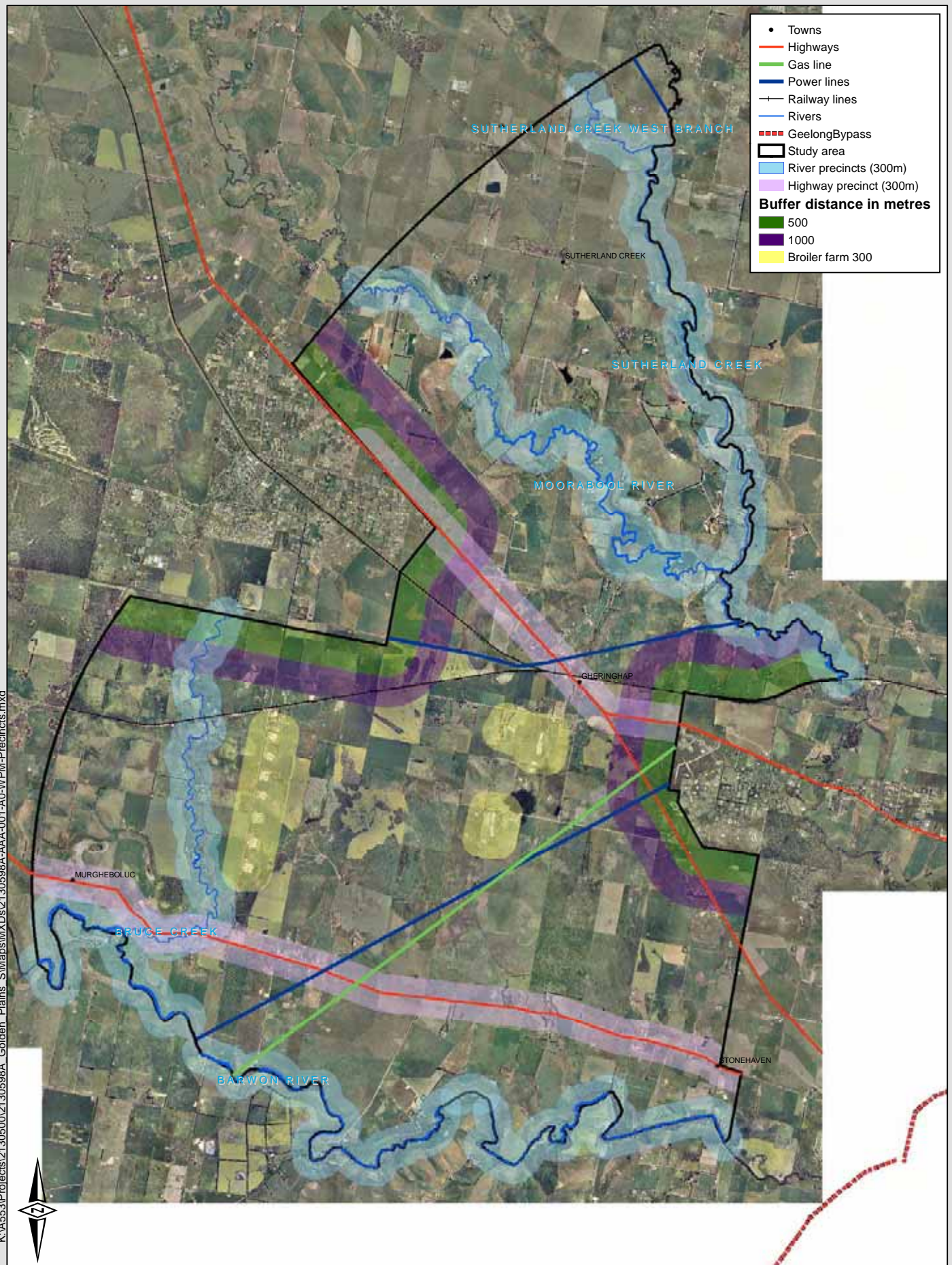


Figure 6

0 3,000
Meters

Note: Within the study area there may be site specific constraints, such as heritage or geological sites of significance.

7.5 Site and area criteria, justification, outcomes and implications

Criteria for site or area selection can be seen as either constraints or limits to particular forms of development or land use or as factors that might support the retention of existing uses or development, or encourage or facilitate new forms of uses and development. Some criteria have different implications depending on the area that they apply to. Some criteria are absolutes, i.e. if they were applied they would preclude any change of use or some types of land use. Some criteria are specific to sites, or apply to areas with common characteristics, others apply to particular types of uses and developments.

The table below sets out the key site and area criteria and against each indicates the justification for the criteria and the likely outcomes and implications of applying the criteria.

Site and area criteria	Justification	Outcomes and Implications
Provide a 'no development buffer' of 1000 metres around residential areas and townships.	The townships of Batesford and Bannockburn provide high quality residential environments – amenity issues are paramount. Clause 52.10 of the planning scheme provides buffer distances and these should be extended further to reinforce amenity.	The plan will actually provide greater buffer distance protection than is mandated by the planning scheme from any listed uses. This will reinforce the primacy of residential amenity.
Maintain a 'non-urban break' between Batesford and Bannockburn.	The community has expressed a strong desire to maintain the rural character of the townships and identity.	The land immediately adjoining the highway for up to 200 metres will not be subject to any linear development except around the Gheringhap infrastructure node and the non urban break will be managed landscape.
Provide only for agricultural and rural related uses in the Barwon and Moorabool River and Sutherland Creek valleys	The river valleys are major landscape features, they provide higher quality agricultural land, options for productive rural uses, tourism related uses and attractive rural environments	The river valleys are to be set aside as Farming Zone and will therefore not be available for uses prohibited by the zone and would require a site specific justified rezoning to support such uses
Maintain EPA required buffer distances around existing intensive animal industries	The EPA requires that buffer distances be maintained around sensitive land uses such as intensive animal industries	EPA required buffer distances from existing uses will exclude those areas from development. There may be some opportunity for non-sensitive uses to be sited within the buffer.
Exclude land from development opportunities where it has environmental constraints such as poor drainage / flooding, significant	Some land within the study area has particular characteristics that provide constraints; given the large potential areas of land available	Areas shown in the planning scheme as land subject to inundation, environmental significance and heritage assets are

environmental features, high quality agricultural land, important native vegetation, cultural heritage features	there is no pressing need to compromise these areas.	to be excluded from land use and development options.
Take advantage of proximity to key public infrastructure, state highway, sealed public roads, railway, high pressure gas pipeline, high voltage electricity transmission line, water pipelines	The area has access to important infrastructure and in some cases these infrastructure assets are co-located. In the case of the area at Gheringhap these assets are focussed.	Sites and areas not excluded by other criteria are to be rated for particular forms of development based on infrastructure capabilities.
Prevent linear development along the Midland and Hamilton Highways	Maintaining and reinforcing the non-urban break between Batesford and Bannockburn is a critical element of Council's overall strategy and the approach in this study. It is important for aesthetic reasons to retain the open rural appearance along both Highways. The ongoing safety of the operation of both Highways is an important factor .	The setback of any future development in the vicinity of either Highway needs to ensure that the open rural appearance of the area is maintained. Landscaping of the setback area needs to be carefully designed and sited so that long sightlines are maintained. Entrance points off the two Highways are to be minimised. Advertising signs are to be limited to identification signs only. No provision is to be made for any sales or public access directly from the Highways.

These options are premised on the basis that the south-east area is likely to be significantly impacted by the new Geelong bypass. It is considered unrealistic and poor planning to assume that the status quo can be maintained. Already Council and landholders are fielding enquiries from persons seeking land use options that seek to capitalise on the changes imposed by the bypass.

Provision of planned land use change which seeks to provide for the maintenance (and if possible reinforcement) of existing values and qualities is preferable to an ad hoc response which merely seeks to accommodate individual landowner wishes. Such an ad hoc response is likely to result in land use and development conflicts, little prospect of providing for infrastructure upgrades, lost opportunities to capitalise on the proximity of the bypass, less capacity to provide for local employment, and a lessening of existing residential amenity and landscape values.

8. Strategy

8.1 Background

The brief called for the preparation of a Strategy for the Golden Plains South-east area. The response has been to prepare a Golden Plains South-east Land Use Strategy together with a Land Management and Development Framework expressed as a concept plan. The preparation of the Strategy and Framework has been required to consider an extensive range of factors; the views of the community who live in and near the area, existing land uses and developments, the environmental assets and qualities of the area, and the longer term potential land use and strategic development opportunities including the impacts of the impending completion of the Western road bypass of Geelong.

8.2 Factors and principles

The Strategy and the Framework have been developed against the realisation and understanding of a set of factors that are driving land use and development and are underpinned by a set of principles that have been developed to guide and manage the long term land use and development of the area. These factors are;

- The completion of the Western road bypass of Geelong will change the functioning and role of the Golden Plains South-east area and its relationship to Geelong, the Geelong region, the extended Melbourne metropolitan area and the western district of Victoria.
- The Golden Plains South-east area will be significantly advantaged and impacted in terms of direct and convenient access to other locations both as a place to live, to invest and to develop
- Council needs to take a long term strategic view of these changes, opportunities and pressures. Responses need to consider the wider regional advantages and opportunities and the likelihood of considerably greater pressure for a range of land use and development proposals in the Golden Plains South-east area. It is essential that Council plans long term, 'big picture' and with a wider geographical context than the Golden Plains South-east area.

These principles are;

- It is essential that a strategic plan be adopted by Council that establishes a framework for future land use and development rather than pursue a piece meal approach which essentially reacts to each separate proposal that is put to it. This having been stated it must be recognised that Council already has a broad set of strategic land use principles for the area expressed through its strategic statements and zoning provisions in the existing planning scheme. The current strategy has five basic principles
 1. Long term provision for residential and township development of Bannockburn and Batesford with clear urban edges to the surrounding rural areas
 2. Maintenance of the rural areas in large parcels of land with no provision for rural living development

3. Recognition of the qualities and values of the landscape in particular along the river valleys and of the environmental constraints and limitations in parts of the area such as flooding and poor drainage
4. Protection from intrusive development of existing sites used for intensive animal production.
5. Maintenance of a non urban break between townships

The Golden Plains South-east Land Use Strategy supports and reinforces these core principles.

The Strategy and Framework should capitalise on the assets and attributes that the south east area possesses and build on the current principles and extend these to embrace the following concepts.

- Potential for considerably enhanced agricultural/horticultural production particularly along the Moorabool River and Sutherland Creek valleys using the inherent qualities of the soils and supplemented by potential water supplies.
- The existence of large, flat, relatively undeveloped parcels of land generally between the Midland and Hamilton Highways that can provide for relatively isolated sites extensively buffered from residential and other sensitive uses.
- The transport and other infrastructure/servicing network that is further strengthened by the proximity to the Geelong Western road bypass. The area is traversed by the Midland and Hamilton Highways, two railway lines one of which is the main line connecting Melbourne and Adelaide, a high pressure gas pipeline and a high voltage electricity transmission line. These infrastructure assets converge in the vicinity of Gheringhap.

8.3 Directions

From this overall assessment of factors and principles the response has been to establish six overall directions that should drive the Strategy and Framework

1. Protect, manage and utilise the area's strategic assets for long term economic, social and environmental gains
2. Protect the landscape and the agricultural/horticultural resource associated with the river valleys
3. Manage the large open landscape between the Midland and Hamilton Highways so that it can be potentially used for the siting of land use and developments requiring substantial buffers to residential and other sensitive uses
4. Utilise the infrastructure and service assets provided in the area to support the potential for a planned, staged development for businesses and services looking for locations that provide direct access to combinations of rail, State Highway, gas, electricity, the Geelong Western bypass, a large regional labour force and the products and needs of western Victoria
5. Protect and manage the non-urban buffers that adjoin the existing and planned townships of Bannockburn and Batesford and the non-urban break between the townships
6. Ensure that land use changes and new developments enhance the appearance and presentation of the area

8.4 Actions

Five actions flow from these directions

1. Adopt this overall Strategy and Framework
2. Support and advocate the Strategy through Council's economic and marketing initiatives
3. Detail the Strategy and the Framework in respect to specific areas
4. Amend the Golden Plains Planning Scheme by incorporating this Strategy and the Framework into Council's overall Rural Strategy. Include the Strategy and the Framework (including the preparation of a structure plan for the Gheringhap area) in the Municipal Strategic Statement and Local Planning Policies. Maintain the current zone and overlay provisions in the planning scheme.
5. Initiate a series of actions to progressively implement the strategy at the Council, Geelong region, G21, and State government levels

8.5 Framework Plan

The overall Strategy and the Land Management and Development Framework and the various directions and actions are set out on the plans contained in the following pages of this report (Figures 7-10).

The Framework Plan and the accompanying statutory mechanisms is designed to provide the basis for managing proposals for future land use and development proposals and ensure that residential amenity, identified assets and physical features are protected and that proposals are directed to areas that have the capacity to support further development. The key elements of the Framework Plan are;

1. The identification of a series of precincts across the whole area that recognise that large areas should be excluded from consideration for potential development for businesses and services looking for large sites of land buffered from residential development and other sensitive uses. These include the river valleys and areas generally north of the Midland Highway, areas in proximity to Bannockburn and Batesford townships and within the prescribed buffer distances of intensive animal industries.
2. The nomination of Gheringhap as a site for an inter-modal freight facility.
3. The preparation of a detailed Structure Plan for the land between Batesford and Bannockburn townships for the purposes of
 - managing land use and development along that area including securing the non urban break between the two townships and along both Highways;
 - identifying the potential for the development of an inter-modal freight facility at Gheringhap; and
 - providing for the detailed planning of a staged development of an area for businesses and services looking for large with ready access to the infrastructure that is provided in the area.
4. The potential development of a new direct north south road link between Gheringhap and the Hamilton Highway.

5. The nomination of a long term investigation area, and within that a focus on an area centred on access to the Hamilton Highway. The Hamilton Highway has been nominated because of its direct access to the Geelong western bypass and the ready access that the Highway provides to the western district of Victoria.

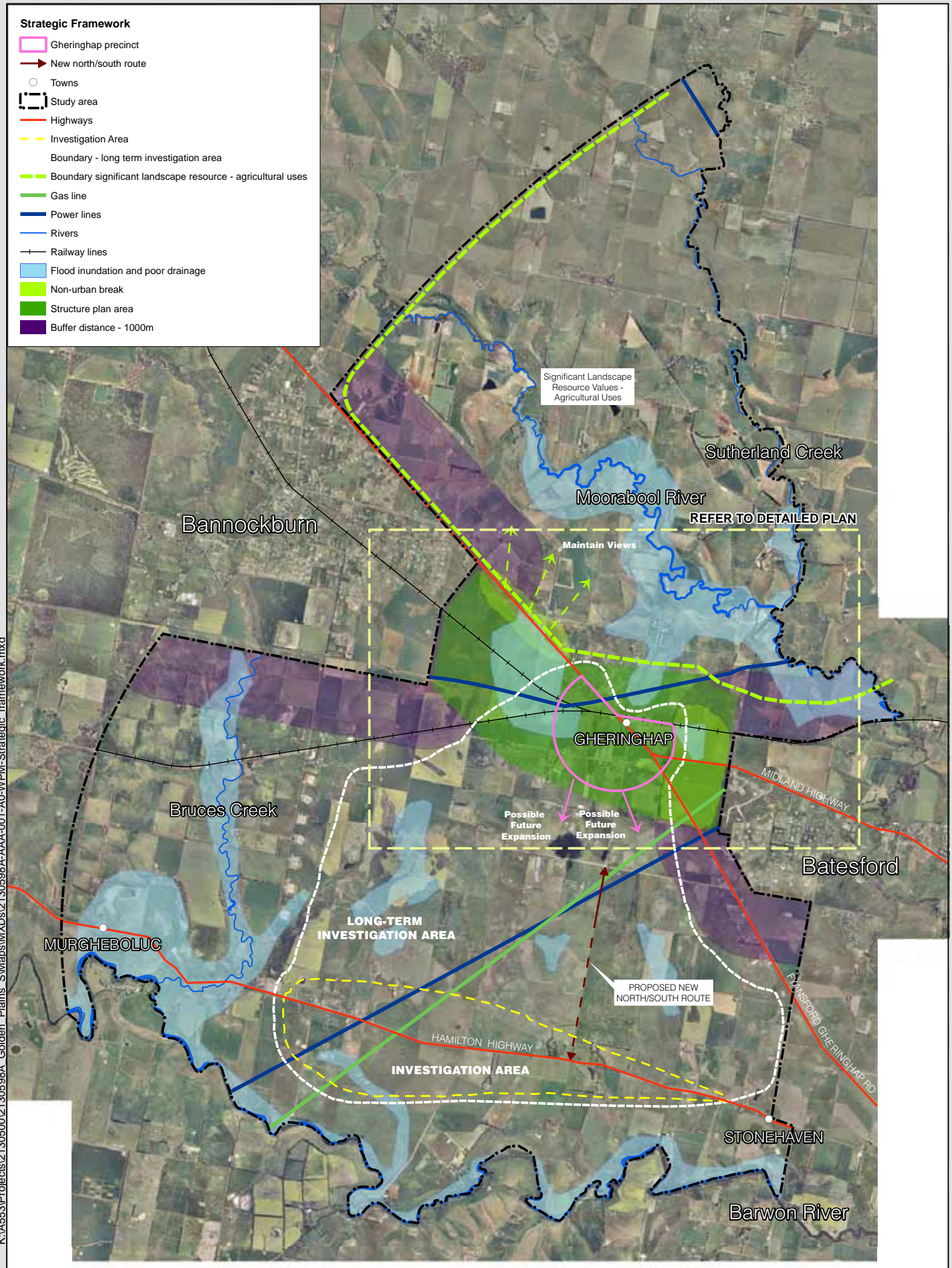


Figure 7

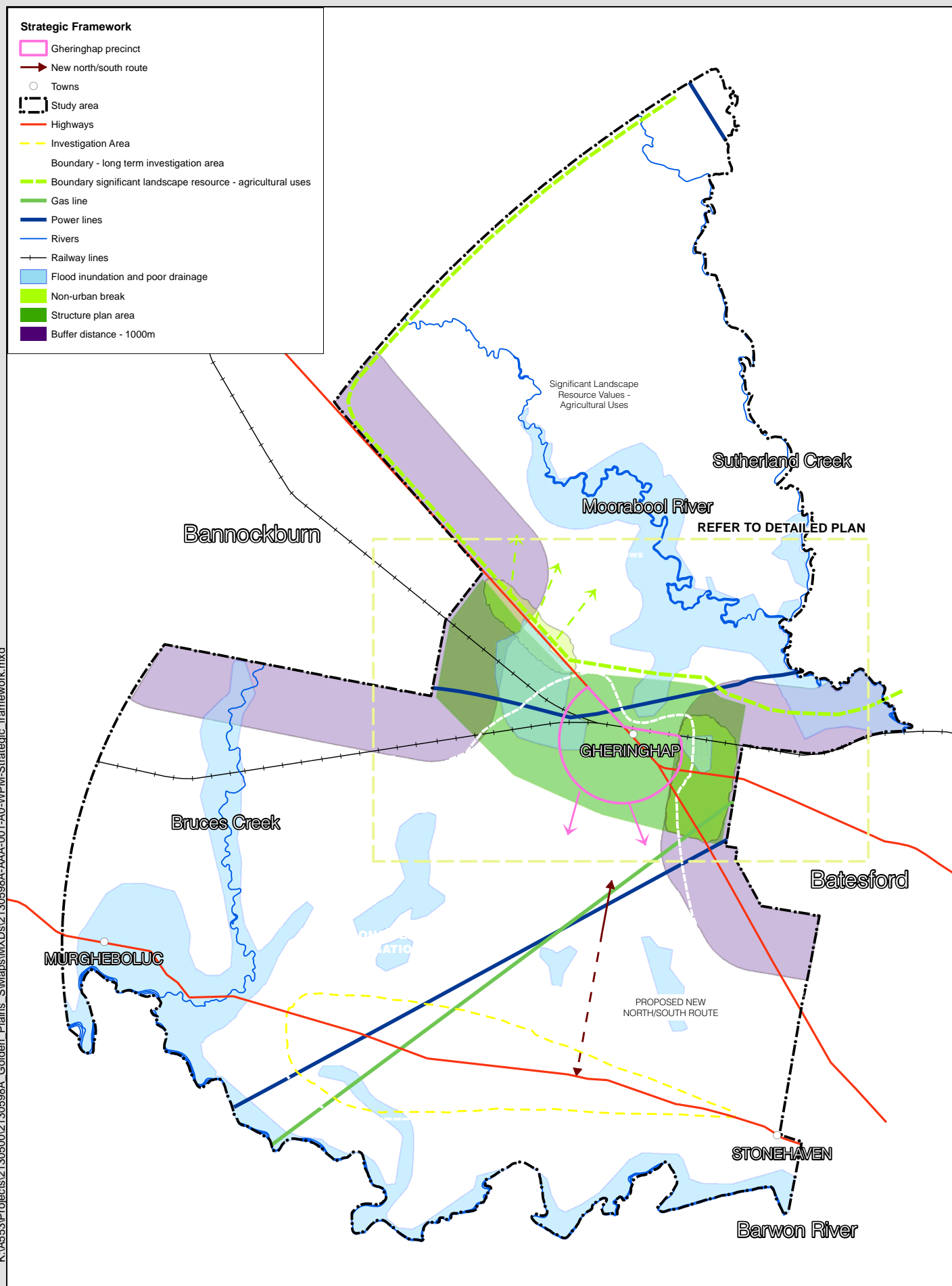


Figure 8

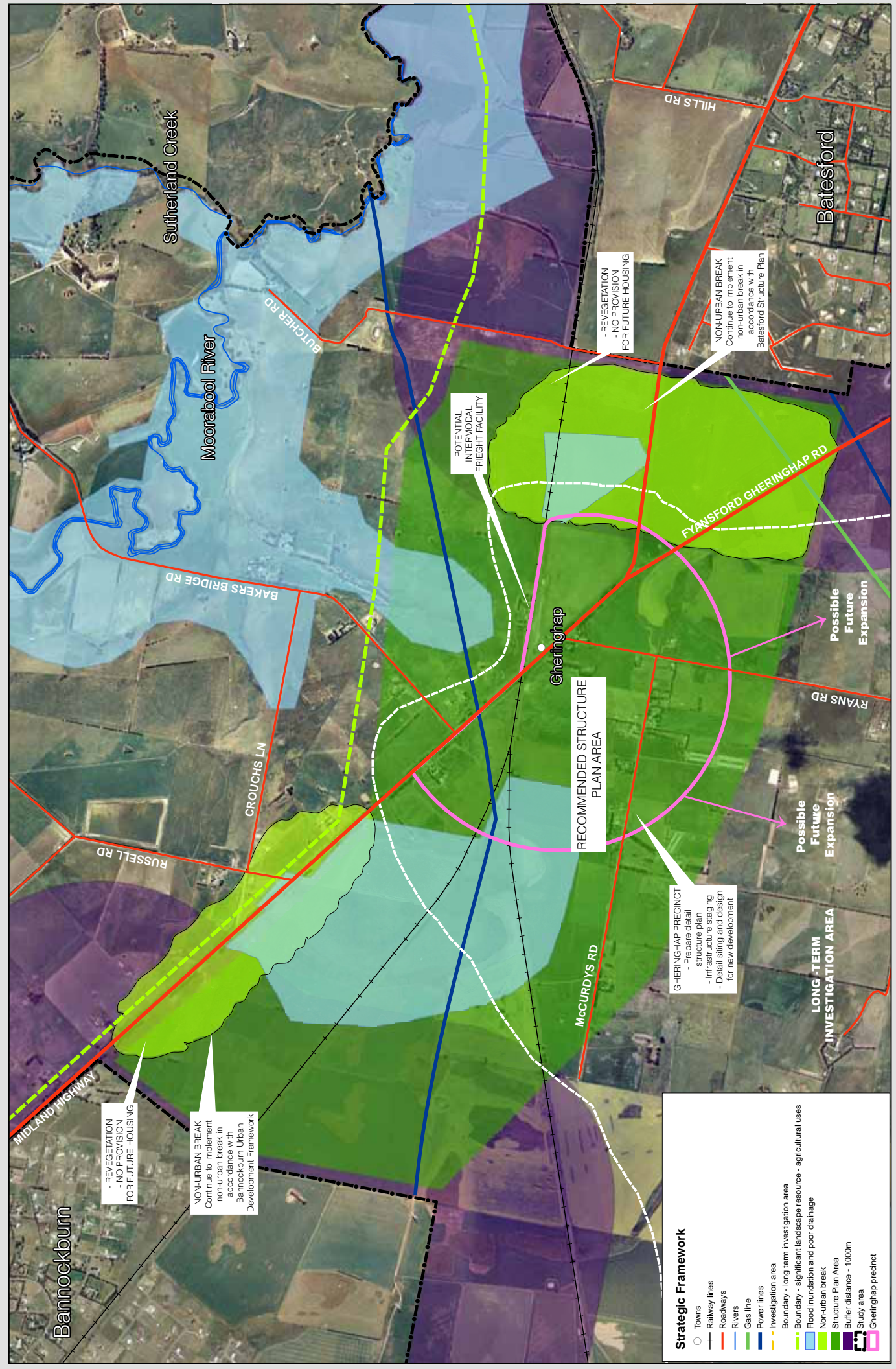
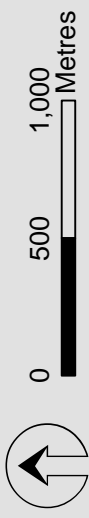


Figure 9



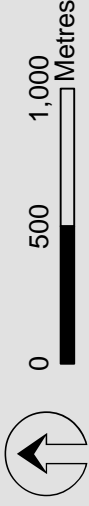
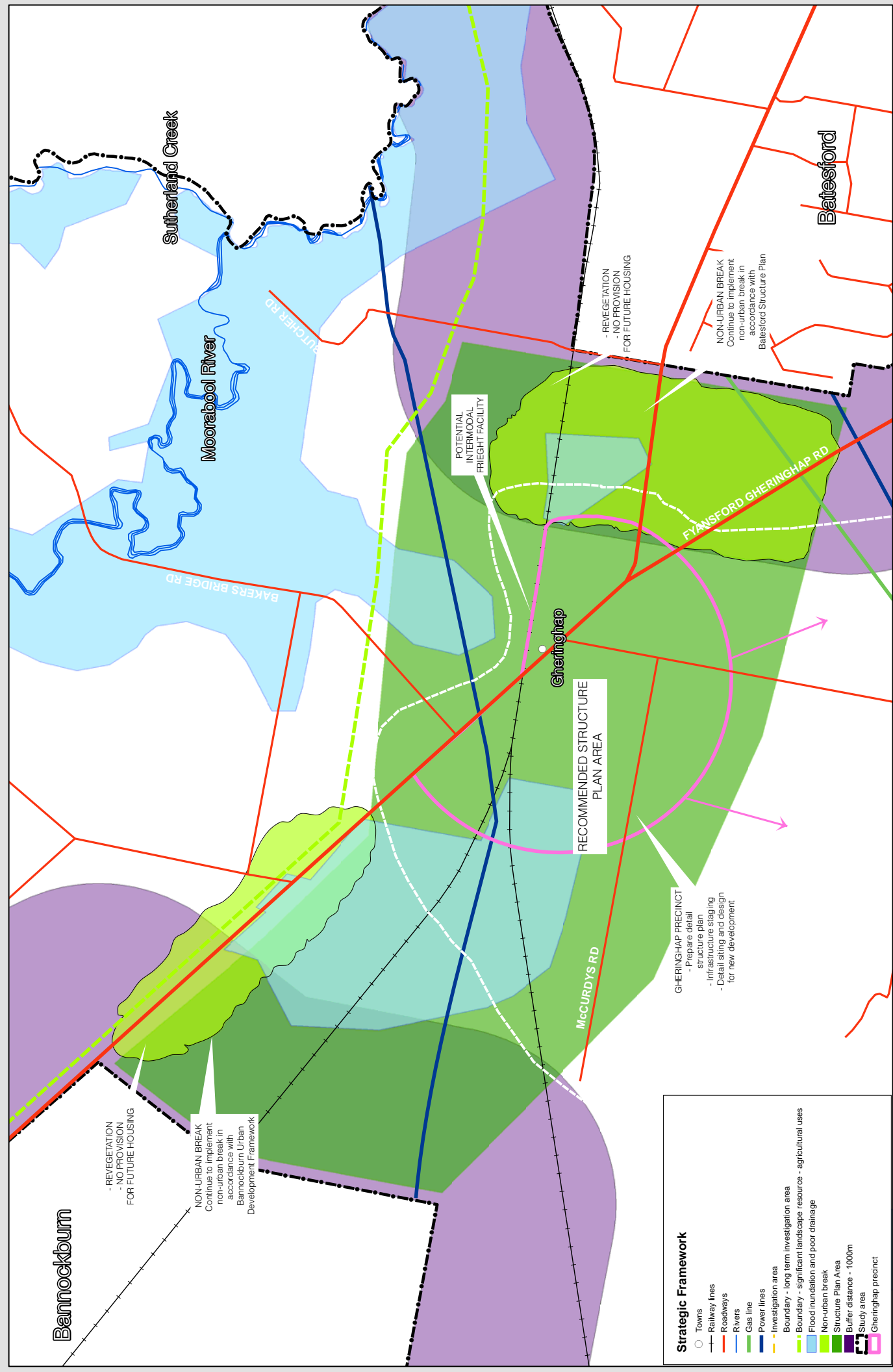


Figure 10