

**plān|ī'sphēre** [ urban strategy planners ]

## South Gippsland Eastern District **URBAN DESIGN FRAMEWORKS**

FOR THE SOUTH GIPPSLAND SHIRE COUNCIL  
JANUARY 2012

## Planisphere 2012

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## PROJECT CONTROL

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The South Gippsland Shire Council acknowledges the traditional custodians of this land, Elders, past and present, their spirits and ancestors.

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# 1

## INTRODUCTION

## 1.1 THE PROJECT

### OVERVIEW

South Gippsland Shire Council, in association with the Department of Planning and Community Development, appointed Planisphere to prepare an Urban Design Framework for the Eastern District of the Shire. The District includes the towns of Port Franklin, Toora, Welshpool, and Port Welshpool; and the rural localities of Mt Best, Agnes and Hedley. Refer to [Figure 1: South Gippsland Eastern District Study Area](#).

The Urban Design Framework forms part of a community strengthening initiative undertaken by Council. Community Plans that reflect the vision for the future of local communities have been prepared for Toora and District, Welshpool and District, and Mt Best. The last document to be finalised is the *Toora and Welshpool Districts Priority Projects Plan*, which incorporates the individual Community Plans and a strategy to continue cross community collaboration.

The Urban Design Framework component of the Community Plans is intended to engage the communities in establishing strategies and priority works for the future that reflect the values and aspirations of the residents and reinforce local sense of place. The project focuses on the physical aspects of the towns and localities, their images and identities.

### PROJECT OBJECTIVES

The objectives of the project are to:

- Review existing work regarding the role of the Eastern District in the broader Gippsland region.
- Analyse and understand the urban design opportunities and constraints within the four main towns in the Eastern District (Port Franklin, Toora, Welshpool and Port Welshpool).
- Assess and incorporate outputs from community consultation and engagement processes being undertaken by Council.
- Identify urban design guidelines and develop urban design responses and outcomes for each area that reflect the values, priorities and aspirations of the community, based on an assessment of opportunities and constraints and community planning work already undertaken to date.
- Identify settlement boundaries for the four main townships that reflect the current and projected population, having regard to land use and environmental constraints.
- Identify a program of delivery to achieve identified urban design outcomes.

### APPROACH

The preparation of the Eastern Districts Urban Design Framework involves five stages:

1. Project inception and background analysis
2. Draft Urban Design Guidelines
3. Community consultation
4. Final Urban Design Guidelines and Implementation Program
5. Planning Scheme Amendment.

### REVIEW

The Framework is intended to guide decisions so that they are made in a consistent manner for the benefit of the whole community. However, it is recognised that circumstances can change and that plans do need to be revised from time-to-time. For this reason Council normally reviews Urban Design Frameworks every 4-5 years or earlier if a significant change occurs, such as the introduction of sewerage to a particular town.

Figure 1: South Gippsland Eastern District Study Area



## 1.2 STRATEGIC CONTEXT

### SOUTH GIPPSLAND'S EASTERN DISTRICT

The study area incorporates the easternmost portion of the South Gippsland Shire, taking in the towns of Port Franklin, Toora, Welshpool and Port Welshpool; the localities of Mt Best, Agnes and Hedley; and the Barry Beach and Port Anthony deep water ports. The South Gippsland Highway meanders through the District from west to east, providing the primary transport link through the region and ready access to the coast. An unused railway reserve takes a similar route to the highway, being the missing link in the Great Southern Rail Trail which currently terminates at Foster to the west.

The landscape of the District is spectacular, extending from the southern foothills of the Strzelecki Range, to the coastal plains and estuaries of Corner Inlet. In the north the land varies from steep to undulating with a mixture of native vegetation and cleared grazing land. Spectacular views of Corner Inlet and Wilsons Promontory can be enjoyed at a variety of vantage points throughout the foothills. Lower down, the coastal plain has a rural character interspersed with stands of native vegetation, coastal mangroves, settlements, towns, and some industrial and port activities.

Towns and settlements vary in size and purpose. Welshpool benefits most directly from the South Gippsland Highway, which forms its main street. Toora is visible from the highway, as the route skirts the town's northern boundary. At present there is little incentive for passing traffic to stop and visit this historic town however possibilities associated with a rejuvenated industrial development and the recreational boat ramp may alter this situation.

Away from the highway, Port Welshpool attracts scores of recreational and commercial fishers to its well-developed port infrastructure. This contrasts with Port Franklin, which is hidden away off the main highway on the edge of the Corner Inlet Marine and Coastal Park. Port Franklin has a deceptively small but significant port primarily used by local commercial and recreational fishers. Barry Beach is a privately owned deep water port used to service

offshore oil platforms, while the adjacent Port Anthony is on the cusp of its commercial and development potential. The tiny settlements of Mt Best, Agnes and Hedley have very limited infrastructure and services, but reflect a sense of identity and community for their inhabitants.

### DEMOGRAPHIC SNAPSHOT

The Shire's Eastern District forms part of the larger South East Coastal area, which also incorporates the towns of Foster and Fish Creek and the rural area of Yanakie immediately to the north of Wilsons Promontory.

The key demographic, social and economic trends for the South East Coastal District from the 2006 census are (with Shire-wide comparison figures shown in brackets):

- The population was relatively stable for the district as a whole – 5,234, compared to 5,273 in 2001 – although declining in the east.
- The age structure was mature and ageing more rapidly than the Shire as a whole – 28.3% aged 60 and over (compared to 23.6%). There were also 129 more people in this age bracket than in 2001.
- Household incomes were generally lower than for the Shire as a whole with a smaller proportion of high income households (those earning \$1,700 per week or more) but a larger proportion of low income households (those earning less than \$500 per week). Overall, 9.3% of households in the Eastern District earned a high income, and 31.0% were low income households, compared with 12.2% and 25.2% respectively for South Gippsland Shire.
- On average, residents had higher education qualifications than the Shire population as a whole (36.6% of the District population held educational qualifications, and 48.7% had no qualifications, compared with 35.5% and 52.3% respectively for South Gippsland Shire).



- Unemployment, at 4.3% was similar to the overall Shire figure (4.0%), but a higher proportion of people were not in the labour force at 38.7% (compared to 35.9%).
- Agriculture, forestry and fishing was the largest industry sector, employing 27.4% (19.9%) of workers, followed by retail trade at 9.5% (10.5%) and health care and social assistance, also at 9.4% (9.8%).
- The most common household type was 'couples without children' at 50.4% (46.1%), which had risen considerably from 47.5% (42.4%) in 2001.
- The District has some of the most disadvantaged communities in Gippsland.

## STATE & REGIONAL POLICY

Regional Strategic Plans have been developed for eight regional areas across Victoria. In Gippsland, the *Gippsland Regional Plan* is relevant to the Eastern District of South Gippsland Shire. The *Gippsland Regional Plan* identifies 10 regional priorities. The priorities and issues most relevant to the study area are those concerned with port and freight transport, regional planning, the introduction of broadband infrastructure, nature based tourism, and sea level rise linked to climate change.

Regional Growth Plans represent the next stage in planning for growth in regional Victoria. Regional Growth Plans are a partnership between State and local government to deliver both short term outcomes whilst assisting rural and regional councils to plan for population growth and identify medium and long-term land budgets for residential and employment use (including through the development of high level growth area frameworks). The Gippsland Regional Growth Plan will also inform regional level infrastructure considerations and phasing.

The *Gippsland Transport Strategy* is a high level document that highlights the strategic importance of the Barry Beach and Port Welshpool port facilities. It also notes the likelihood that tourism will grow in significance as an industry sector.

The *Victorian Coastal Strategy* provides an integrated management framework for the coast that is supported by regional coastal actions plans and the *State Planning Policy Framework*. It includes a coastal settlement framework aimed at managing spatial growth. The four towns within the study area are classified as having:

*Low Spatial Growth Capacity: Growth contained within existing urban or appropriately zoned land primarily through infill capacity and renewal within defined settlement boundaries.*

Two marine parks have been declared immediately adjacent to the study area – Corner Inlet Marine and Coastal Park and Nooramunga Marine and Coastal Park. These are associated with internationally recognised RAMSAR wetland areas. Jetties and boat ramps at Port Franklin and close to Toora are located within the Corner Inlet Marine and Coastal Park. Port Welshpool and Barry Beach port are located between the two marine parks but are not included in either.

At a more localised level the *Gippsland Estuaries Coastal Action Plan* addresses the ongoing health and management of estuaries along the Gippsland Coast, including Corner Inlet. It recommends that urban design frameworks be developed, and settlement boundaries defined, for townships in close proximity to the inlet. The current project will implement those recommendations.

The *Gippsland Boating Coastal Action Plan 2002* is currently under review. The Plan focuses on the long term development of boating facilities for recreational purposes. The document is now dated and some of its recommendations, particularly in relation to the Toora Boat Ramp, may now be inconsistent with the objectives of the adjacent marine park. The 2002 plan supports the development of a private marina at Port Welshpool. When the revised Plan is finalised in early 2012, any relevant objectives can be incorporated into the directions of this Urban Design Framework.

## LOCAL POLICY

South Gippsland Shire Council's *Municipal Strategic Statement* sets out the Shire's land use and development vision and the policies and provisions by which it will be implemented utilising the *South Gippsland Planning Scheme*. It highlights a range of municipal priorities including: protecting the environment, cultural heritage and landscape values; encouraging economic development, particularly in relation to tourism and agriculture; promoting high quality living environments; improving transport; and facilitating community services. The municipal framework plan identifies the following attributes of the study area:

- Key settlements and transport connections.
- Sensitive coastal interfaces and marine parks.
- High quality agricultural soils, particularly in the foothills.
- A preferred windfarm area near Toora and coal resources near Hedley.

## URBAN DESIGN PRINCIPLES

Urban design involves applying a design approach to the analysis and development of settlements. It seeks to engage with local communities about their places and in doing so promote a sense of ownership, identity, pride and resilience. A well-designed place that is inhabited by an engaged community will support positive environmental, economic and social outcomes.

The *Urban Design Charter for Victoria* sets out twelve principles that underpin good urban design. These are summarised below and have been utilised in the preparation of this document:

- **Accessibility** - provide ease, safety and choice of access for all people
- **Legibility** - help people to understand how places work and to find their way around
- **Animation** - stimulate activity and a sense of vitality in public places

- **Fit and function** - support the intended uses of spaces while also allowing for their adaptability
- **Complementary mixed uses** - integrate complementary activities to promote synergies between them
- **Sense of place** - recognise and enhance the qualities that give places a valued identity
- **Consistency and variety** - balance order and diversity in the interests of appreciating both
- **Continuity and change** - maintain a sense of place and time by embracing change yet respecting heritage values
- **Safety** - design spaces that minimise risks of personal harm and support safe behaviour
- **Sensory pleasure** - create spaces that engage the senses and delight the mind
- **Inclusiveness and interaction** - create places where all people are free to encounter each other as equals.

Source: DPCD Urban Design Charter for Victoria

## DISTRICT-WIDE ISSUES AND OPPORTUNITIES

The strategic analysis provided above highlights a number of key issues and opportunities to be addressed by the urban design frameworks for individual towns and localities:

- Local and State Governments are investing resources in community building initiatives and strategic planning for the future.
- Population is relatively stable and likely to remain that way in the near future.
- Residents are ageing and the workforce declining in size.
- Active, engaged communities exist in most towns.

- Agriculture, fishing, tourism and port activities are important contributors to the economy.
- Environmental, landscape and cultural values are high and offer a unique experience for visitors.
- Significant port infrastructure exists at Port Welshpool and Barry Beach, although port-related industrial activity fluctuates.
- Transport options are limited.
- Towns are attractive and housing relatively affordable compared to other coastal areas.
- Wind energy and coal resources, as well as offshore oil and gas resources, are strategic assets.
- Climate change and associated sea level rises and weather events are likely to threaten low lying areas, including some settlements. The State Government will provide policy direction through the *Future Coasts Program*.
- Extension of the Great Southern Rail Trail and the possible refurbishment of Long Jetty at Port Welshpool have potential to enhance tourism.
- Strengthen opportunities for tourism and recreation by using consistent branding on connections signage for 'rail trail' towns.

**2**

**TOWNS**

## 2.1 PORT FRANKLIN

### LAND USE FRAMEWORK

#### Town Role and Function

Port Franklin is a small fishing town located approximately 47 kilometres east of Leongatha, 10km east of Foster and close to the mouth of the Franklin River. In 2006 the population was 115, having fallen from 126 in 2001 (-8.7%) and fluctuated above and below 126 people since 1981. This compares to the Gippsland regional average population growth rate of 1.11% between 2001 and 2006, and the State average of 1.16% growth for the same five-year period.

Port Franklin's population is one of the youngest in the sub-region, with (in 2006) 34.7% of people aged 55 years and over; and 19.8% aged 65 years and over. This contrasts with the average of 30.2% (55+ years) and 17% (65+ years) for the Gippsland Region; and 24.5% (55+ years) and 13.7% (65+ years) for the State.

In terms of employment status, a relatively high 8.2% of the population was unemployed and 41 residents were not in the labour force (compared to Gippsland average of 6.3% unemployment and State average of 5.4% unemployment).

A significant proportion of families – 51.6% – were classified as 'couple families without children', while a further 38.7% were 'couple families with children'. Unusually there were no 'one parent families'.

There were 80 private dwellings, of which 50 were occupied, representing a vacancy rate of 37.5%. The vacancy rate is likely to reflect a proportion of holiday homes among the housing stock. All of the dwellings were separate dwellings. The average household size of Port Franklin was 2.3 persons per dwelling.

In 2010 there were approximately 16 vacant residential blocks and 5.3 hectares of un-subdivided land within the Township Zone. Due to the absence

of sewerage, the unsubdivided land would yield a maximum of 1 dwelling per 4,000 square metres, equating to a further 13 lots. However, some of the unsubdivided land is unsuitable for further subdivision due to its close proximity to the Franklin River.

Port Franklin's small population and close proximity to Foster mean that it has limited services and facilities of its own. Aside from fish sales at the jetty, there are no other retail services within the town. A community hall exists on the corner of Tramway and Centre Streets.

A variety of well-maintained recreational facilities are provided, contributing to the spacious feel of the town. There is a large oval and pavilion at the main entrance to the town; a secondary oval with basketball courts opposite the jetty; tennis courts; a playground next to the community hall; picnic and barbecue facilities at the hall; and a picnic ground and public toilets on the coastal reserve.



Photo: Corner Inlet Marine and Coastal Park

## Zone and Overlay Controls

The developed area of Port Franklin is included in the Township Zone.

The main recreation reserve at the Port Franklin Road entrance to the town is included in the Public Conservation and Recreation Zone, as is all public land abutting the Franklin River.

A Public Use Zone 7 ('Other Public Use') applies to the public jetty and the 'peninsula' of land that provides access to the private jetties.

The agricultural land surrounding Port Franklin is within the Farming Zone, including an old and inappropriate subdivision immediately to the north-west of the town.

The adopted *South Gippsland Rural Land Use Strategy (2011)* anticipates a restructure investigation of old and inappropriate subdivisions as part of a *Housing and Settlement Strategy*.

Environmental Significance Overlays apply to the entire town (ESO3) and to the riparian public land (ESO6) to protect coastal environmental values and identify land susceptible to flooding respectively. ESO3 is a general coastal settlement overlay and is not designed to relate to Port Franklin's specific character.

A Land Subject to Inundation Overlay applies to low-lying areas adjacent to Corner Inlet, including the 'peninsula' reserve.

A Significant Landscape Overlay applies to the majority of land outside the town boundaries, which aims to protect coastal landscape values.

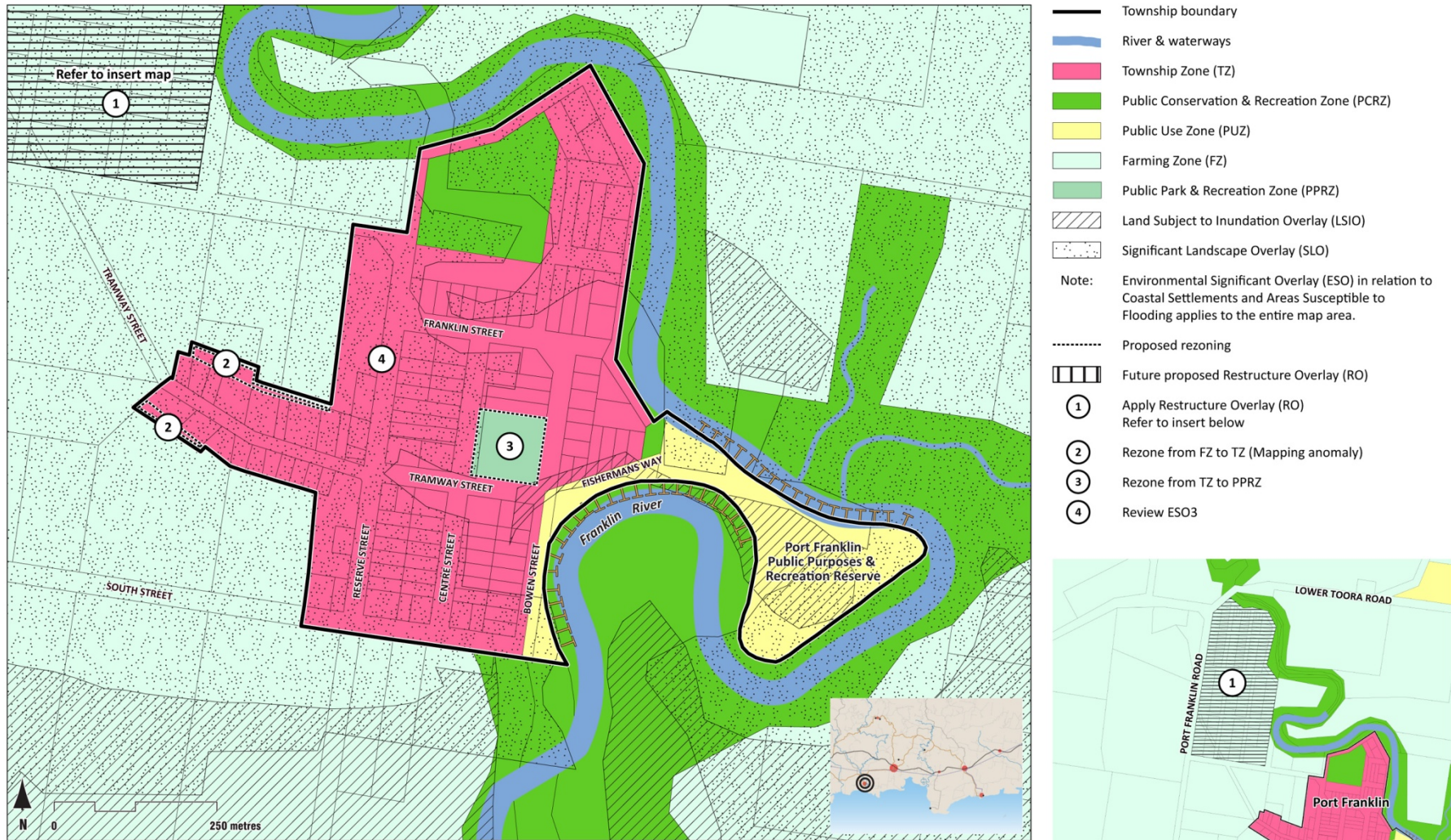
## Land Use Strategic Actions

Refer to Figure 2: Port Franklin Land Use Framework.

Suggested strategic land use actions are as follows:

- Include a Framework Plan in the Local Planning Policy Framework of the *South Gippsland Planning Scheme* outlining the key strategic recommendations of this report, including the proposed township boundary.
- Fix a mapping anomaly to include small parcels of land to the north and south of properties on Tramway Street within the Township Zone.
- Apply the Public Park and Recreation Zone to the Crown Land comprising basketball courts and oval on Tramway Street.
- Apply a Restructure Overlay to the undeveloped land within the old and inappropriate subdivision located to the north-west of the town within the Farming Zone following completion and adoption of a *Housing and Settlement Strategy*. The objectives of the Restructure Overlay are:
  - To identify old and inappropriate subdivisions which are to be restructured.
  - To preserve and enhance the amenity of the area and reduce the environmental impacts of dwellings and other development.
- Review the Environmental Significance Overlay (ESO3) in order to reinforce the identity of the town and minimise the visual impact of development from the river and the approaches to the town. The review may consider replacement of the ESO3 with a town-specific Environmental Significance Overlay and/or a Design and Development Overlay.

**Figure 2: Port Franklin Land Use Framework**



## URBAN DESIGN FRAMEWORK

### Character Statement

Port Franklin, is a charming low-key fishing village that is hidden away on a quiet section of Corner Inlet near the mouth of the Franklin River where it flows into Corner Inlet Marine and Coastal Park. Physically remote from other towns, the single access road from the South Gippsland Highway gives the town a feeling of isolation.

The sense of arrival in Port Franklin is subtle, befitting the character of the town itself. Approaching the town the traveller experiences an intensification of coastal vegetation, glimpses to the recreation reserve, and a 90-degree corner. Beyond the corner the road meanders through housing towards the river bank, providing no clear sense of direction or destination.

Within the town the prevailing character is that of modest, low rise cottages of various styles within generously proportioned and vegetated gardens. The central recreation reserve, set amidst mature trees, has the character of a traditional village green and provides for open views toward the river and jetties.

The most intensely developed area of Port Franklin is the riverbank, which is edged with a variety of jetties, small storage buildings and fences. As the river bank is relatively steep in parts most of these structures are partially obscured and contribute to, rather than detract from, the character of the town.

One of the most interesting features of the town is the 'peninsula' which is really a bend in the Franklin River. This area is ringed with private jetties that are accessed via a ring road cut through the vegetation.

Aside from environmental values, climate change and associated sea level rise and storm surges may impact on the future development around the fringe of Port Franklin.

### Design Objectives

- To enhance the attractiveness of the river frontage for residents, visitors and tourists.
- To protect the amenity of residential areas.
- To enhance recreational opportunities.
- To provide a safe and legible access network for pedestrians and bicyclists.
- To protect the environment of Corner Inlet by improving the quality of wastewater discharged from development in the town.

### Urban Design Strategic Actions

Refer to Figure 3: Port Franklin Urban Design Framework.

Suggested strategic urban design actions are as follows.

#### Gateways

- Improve the entrance to Port Franklin with enhanced indigenous vegetation and landscaping.

#### Character and Heritage

- Encourage property owners to maintain and restore heritage sites by providing advice, encouraging appropriate uses and identifying funding opportunities.
- When Council reviews the *South Gippsland Heritage Study 2004*, consider the appropriateness of including features of significant value in the Heritage Overlay of the *South Gippsland Planning Scheme* in consultation with property owners.

#### Activities

- Discourage development in the absence of reticulated sewerage.



- Support community efforts to obtain reticulated sewerage in the Township Zone.
- Promote marine/coastal tourism opportunities relating to proximity to Corner Inlet Marine and Coastal Park, and river jetties.
- Provide low-key tourist information in consultation with the Department of Sustainability and Environment and the Port Franklin Public Purposes and Recreation Reserve Committee of Management.
- Provide improved information to link with the Fresh Fish Sales retail outlet and public jetty at the corner of South and Bowen Streets.
- Consider impact of sea level rise.

### Spaces

- Support enhancement of the oval as the village green in consultation with the land managers.
- Provide directional signage to Fishermans Way at the intersection of Bowen Street and Franklin Street.
- In consultation with relevant government agencies and the reserve Committee of Management, improve street landscaping along Bowen Street and South Street where they interface with the coastal reserve and river in order to visually unify coastal area.

### Connections and Links

- Support improvements and extensions to the walking track around Port Franklin Public Purposes and Recreation Reserve and Fishermans Way.
- Investigate development of a shared pathway link between Port Franklin and the Great Southern Rail Trail along Port Franklin Road when the *South Gippsland Shire Council Paths and Trails Strategy 2010* is reviewed.

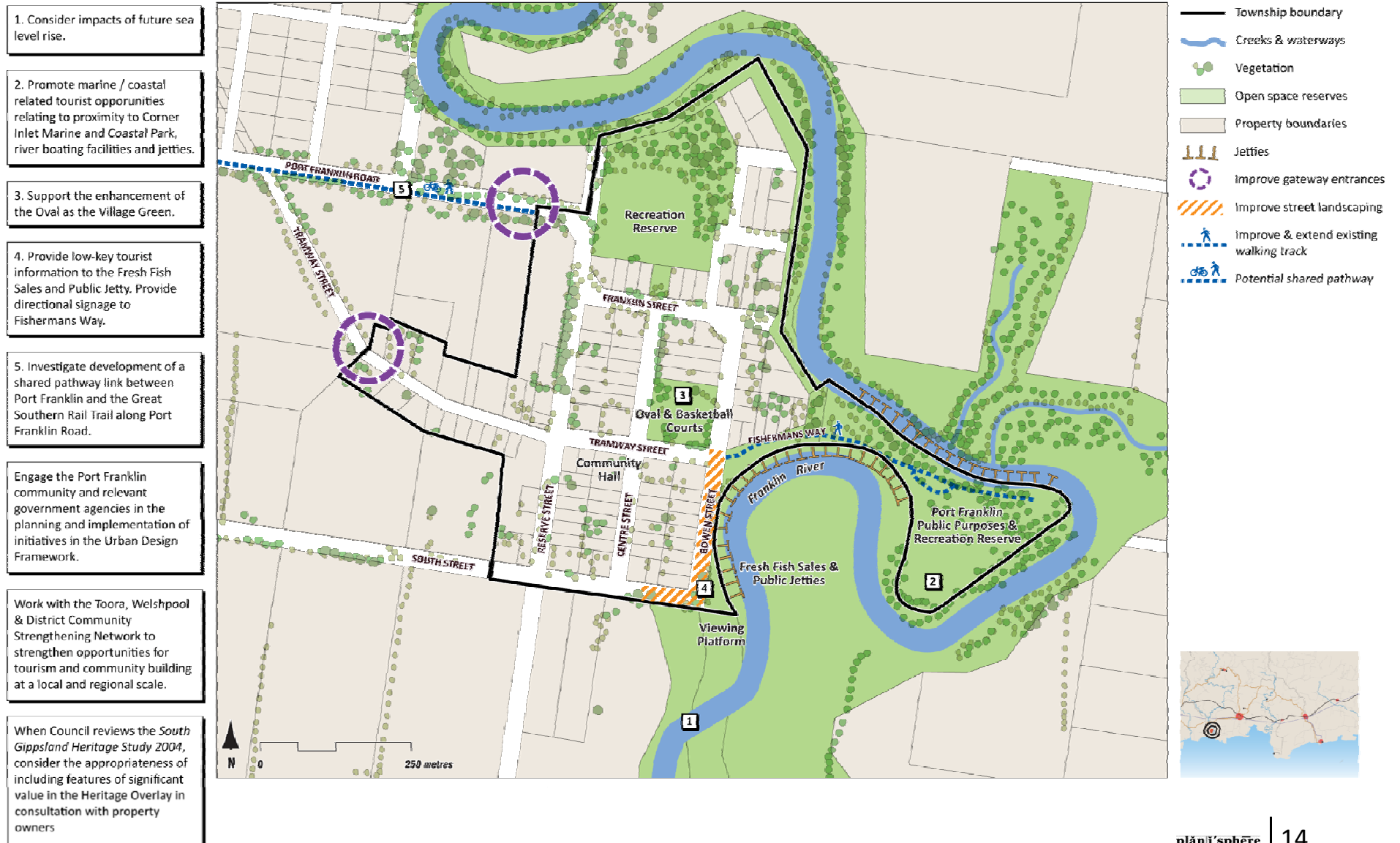
### Governance and Leadership

- Actively engage the Port Franklin community and relevant government agencies in the planning and implementation of initiatives of the Port Franklin Urban Design Framework.
- Work with the Toora, Welshpool and Districts Community Strengthening Network to strengthen opportunities for tourism and community building at a local and regional scale.



Photo: Port Franklin river frontage

**Figure 3: Port Franklin Urban Design Framework**



## 2.2 TOORA

### LAND USE FRAMEWORK

#### Town Role and Function

Toora is a small farming town located approximately 49 kilometres east of Leongatha on the South Gippsland Highway. In 2006 the population was 481, having fallen from 490 in 2001 (-1.8%) and 635 in 1981 (-24.3%). This compares to the Gippsland Statistical Division average population growth rate of 1.11% between 2001 and 2006, and the State average of 1.16% growth for the same five-year period.

Like much of the Eastern District, the population of Toora is mature, with (in 2006) 39.9% aged 55 years and over; and 26.0% of people aged 65 years and over. This contrasts with the average of 30.2% (55+ years) and 17% (65+ years) for the Gippsland Region; and 24.5% (55+ years) and 13.7% (65+ years) for the State.

Unemployment was relatively low at 3.6% and 175 people of working age were not in the labour force (compared to the Gippsland average of 6.3% unemployment and State average of 5.4% unemployment).

There were 231 private dwellings, of which 195 were occupied, representing a vacancy rate of 15.6%. A small proportion of the unoccupied dwellings may be holiday homes. Of the occupied dwellings, 84% were separate houses and 5.1% were semi-detached, row, terrace, or townhouses. The average household size of Toora was 2.5 persons per dwelling. In 2010 there were approximately 24 vacant residential blocks and 5.6 hectares of un-subdivided land within the Township Zone. At a conservative rate of 10 dwellings per hectare, the un-subdivided land would yield a further 56 vacant lots.

Toora's retail activity is focussed on Stanley Street, particularly the area between Gray and Victoria Streets. Key tenancies include a small supermarket, a hotel, food and drink premises, a hardware store and several secondhand goods stores. There are a number of vacant shops in the main

street and the community has made an effort to fill their display areas with art works.

Immediately to the south of the former railway line is a large industrial zone centred on a former milk processing factory. The factory ceased industrial operation several years ago but has been used in part for a range of community uses including a monthly market and art studios. Options are being explored to find an alternative use for the site. The site has been recently purchased and may be leased out as an industrial park; however its future use is yet to be confirmed. Immediately to the south and west of the site are tracts of undeveloped industrial land.

For a town of its size, Toora has a good range of government services and social infrastructure assets, many of which are located north of Gray Street. These include a community hall, kindergarten, and Country Fire Authority station located on Gray Street itself. Toora Primary School and various sporting facilities are located nearby in a precinct from Harriett Street through to Cunningham Street.

On the northern side of the South Gippsland Highway, there is a nursing home and a caravan park. Further west on the south side of the highway, west of Muddy Creek, there is a motel. The use of Prom View Lodge as a high care residential aged care facility will be transferred to Foster within the next two years. The not-for-profit organisation that owns the site intends to consult with the community about future use options. The caravan park and the motel both provide important tourist accommodation which is an economic driver, especially in peak tourist seasons.

To the south of the town there is an attractive recreation area, which includes a skate park, native garden and toilet facilities adjacent to the rail trail. In Mill Street, a community-managed Heritage Pear Orchard provides a unique open space and tourist attraction.

Toora Recreation Reserve is approximately half a kilometre south of the town, while Toora Boat Ramp is located further south along the same road.

The ramp is used to launch small boats into Corner Inlet Marine and Coastal Park and is currently only useable on either side of high tide.

## Zone and Overlay Controls

The majority of Toora is currently included in the Township Zone (TZ). This includes the core retail area, residential areas, some light industrial uses, the motel, lower density residential properties fronting Grip Road, and undeveloped residential land to the east of the town.

The former milk processing factory and adjacent land is included in the Industrial 1 Zone (IN1Z). The service station and adjoining panel repair business on the corner of South Gippsland Highway and Downings Hill Road are included in the Industrial 3 Zone (IN3Z). With the exception of a relatively small amount of private and Crown-owned land in Toora Jetty Road west of the former milk processing factory and opposite the Great Southern Rail Trail, it is intended to retain these zones to enable flexibility in the location of land uses within the township.

The surrounding rural area is primarily in the Farming Zone (FZ), including a caravan park and several small lots to the north-west of the town. The Public Use Zone (PUZ) applies to government land parcels. Apart from sections of the rail reserve, none of the existing parks are included in the Public Park and Recreation Zone (PPRZ), nor is the Council-owned site occupied by the Toora Heritage Pear Orchard.

A variety of planning scheme overlays apply beyond the town boundaries aimed at protecting the coastal landscape (Environmental Significance Overlay 3 [ESO3]), providing a buffer to the sewerage treatment plant (ESO4), and identifying land subject to erosion (ESO5). A Significant Landscape Overlay (SLO3) aimed at protecting the Corner Inlet amphitheatre applies to private land outside the township zone. Finally, the Heritage Overlay (HO) applies to three heritage sites within the town itself.

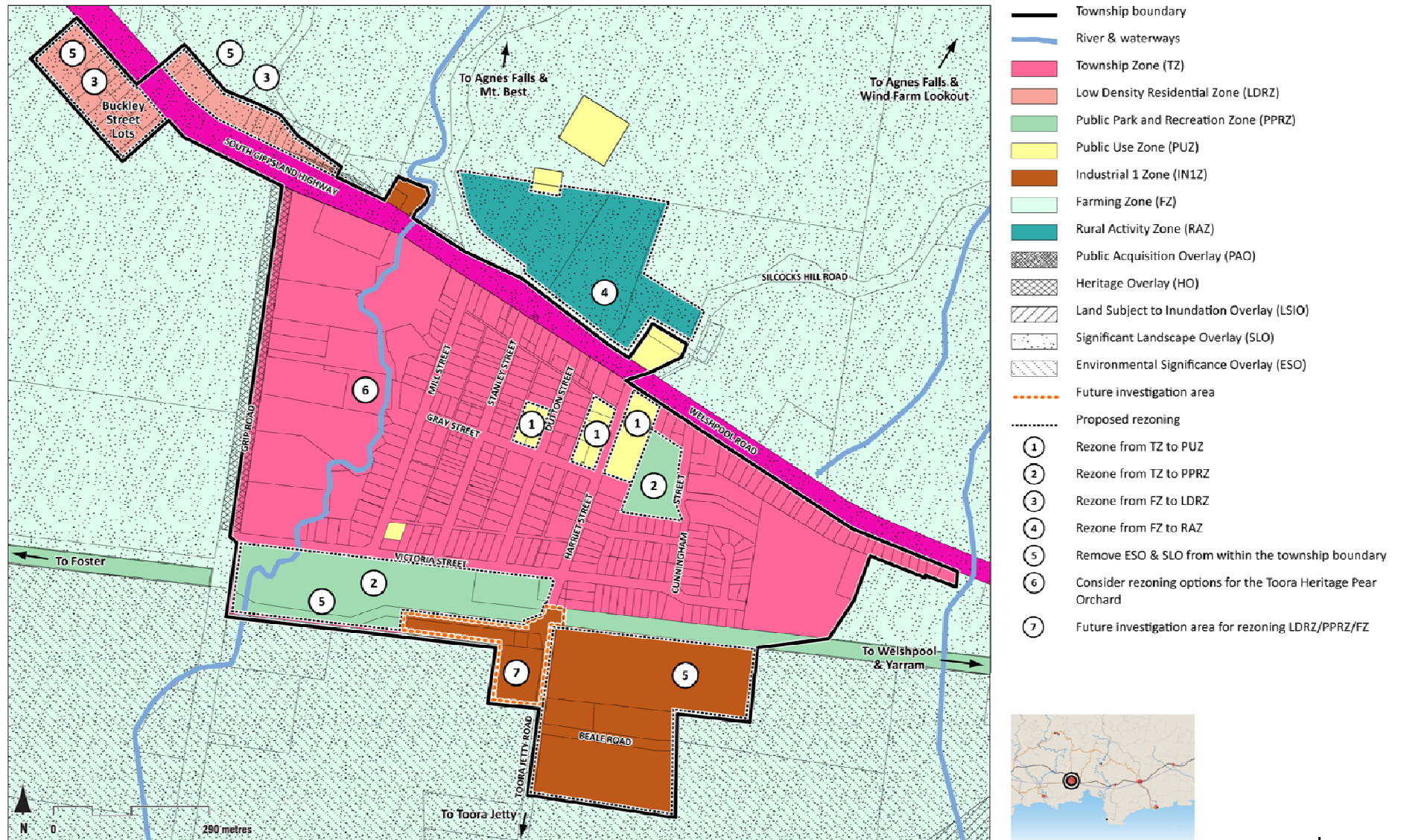
## Land Use Strategic Actions

Refer to [Figure 4: Toora Land Use Framework](#).

Suggested strategic land use actions are as follows:

- Include a Framework Plan in the Local Planning Policy Framework of the *South Gippsland Planning Scheme* outlining the key strategic recommendations of this report, including the proposed township boundary.
- Rezone the small residential lots fronting the north side of South Gippsland Highway (west of Downings Hill Road) and the Buckley Street estate from Farming Zone to Low Density Residential Zone. Remove Environmental and Significant Landscape Overlays from these sites.
- Apply the Rural Activity Zone to the Toora Caravan Park and the two neighbouring titles on its western and eastern sides on South Gippsland Highway.
- Apply the Public Use Zone 2 (Education) to the sites occupied by Toora Primary School site.
- Apply the Public Park and Recreation Zone to Council-owned and Council-managed recreation reserves, including the swimming pool, tennis courts, and recreation land along the former railway line.
- Designate land currently in the Industrial 1 Zone at 62 and 81 Toora Jetty Road and Lot 1 LP 207014 (west of former milk processing factory) as 'Future Investigation Area – Low Density Residential Zone/Public Park and Recreation Zone/Farming Zone' to encourage development that is more compatible with the proposed rail trail and other nearby land uses.
- Consider rezoning options for Toora Heritage Pear Orchard as part of Council's Land Rationalisation Strategy.

Figure 4: Toora Land Use Framework



## URBAN DESIGN FRAMEWORK

### Character Statement

Toora is a compact, attractive town with a strong rural character set within a rolling agricultural landscape. Located at the point where the Strzelecki Ranges foothills meet the coastal plain, the town is visible from a number of vantage points along South Gippsland Highway and the roads that meander up to Mt Best. From within the town itself views are available to the foothills to the north and the coast to the south.

Although the town appears to be nestled into the surrounding topography and vegetation, there are two distinct landmarks that highlight the changing economic landscape. The most prominent of these is the group of twelve wind turbines that sit immediately to the north of the town and are now closely identified with it. A secondary landmark is formed by the former milk processing factory immediately to the south of the town. The factory, and in particular its milk drying tower and boiler chimney, is easily the tallest building in the town and its prominence may provide an opportunity to attract tourists into the main street from South Gippsland Highway.

Unlike several other towns in South Gippsland, Toora's main street is not the South Gippsland Highway. Rather, marked by a small number of dwellings and commercial activities, the highway forms the northern boundary of the town. Both the eastern and western entrances to the town from the highway are poorly defined, with inconsistent vegetation, confusing signage and a mixture of land uses. There is, however, a wide median strip separating the highway from a service road, which creates the potential for landscape enhancement.

Stanley Street is Toora's primary commercial address. It not only runs at a right angle to the highway but the majority of shops are located towards its southern end, away from the main intersection. This means that the street does not suffer from the heavy traffic volumes and safety and amenity issues associated with the highway. However this simultaneously creates a challenge to attract passers-by from the highway.

Visitors who do venture off the highway experience a compact, legible and well-defined main street with a traditional scale, scattered heritage buildings and long, significant vistas towards the coast and wetlands. Quiet by the standards of many coastal towns, a more prosperous past is signalled by the architecture of Stanley Street. An impressive and eclectic collection of heritage buildings in various states of repair and use line both sides of the street. A local heritage group has installed interpretative heritage plaques throughout the town which reflect a sense of pride within the community. There is scope for recognition of additional heritage structures within the town beyond those already investigated and highlighted.

Past efforts to enhance the streetscape, including timber planter boxes, murals and student paintings on light poles, are now looking tired and contribute to a disjointed appearance to the street. Street tree planting is inconsistent, although the landscaped setbacks of dwellings interspersed among the shops do contribute positively to the street.

Opposite the southern end of Stanley Street is a large park which is well landscaped and provides a variety of recreational opportunities including a heritage walk, playground, skate park, and tourist information. An ageing toilet block located within the park detracts from the general vista. Furthermore, the toilet block obscures significant coastal views from Stanley Street to Corner Inlet and should be investigated for removal and relocation.

The street layout of Toora is based on a grid pattern, providing a strong sense of legibility and ready access throughout the town. Community facilities and services such as the hall, kindergarten, primary school and recreational facilities are all readily accessible by foot.

Toora has an active community interested in and involved in managing, developing and raising funds to improve key public spaces in the township. Community groups and advisory committees, along with relevant government agencies, should be engaged in implementation of design initiatives as part of this UDF.

## Design Objectives

- To enhance the sense of arrival and identity experienced when entering Toora from the South Gippsland Highway.
- To encourage tourists to leave the highway to visit the Stanley Street commercial precinct.
- To improve the visual cohesiveness and vibrancy of the Stanley Street streetscape.
- To protect and enhance the significance of heritage places throughout Toora.
- To support economic activity and employment opportunities.
- To protect the amenity of residential areas.
- To enhance recreational opportunities.
- To ensure that the Great Southern Rail Trail is integrated with the open space network and is readily accessible to the commercial precinct.
- To provide a safe and legible access network for pedestrians and bicyclists.
- To support the re-use of the former milk processing factory for employment generating purposes.

## Urban Design Strategic Actions

Refer to [Figure 5: Toora Urban Design Framework](#)

Suggested strategic urban design actions are as follows.

### Gateways

- Improve gateway entrances to Toora along the South Gippsland Highway in consultation with VicRoads, including:

- Rationalise existing signage to remove clutter.
- Use consistent signage at the east and west gateways.
- Provide direction to Stanley Street commercial precinct.
- Provide consistent landscaping treatment at the junctions with the service lane.

### Streetscapes

- Support community repaint of light poles and murals that complement the heritage significance of the precinct.
- When fixing and painting or replacing timber planter boxes, consider use of recycled railway sleepers which can double as bench seating. Refer to photo below for new installation in Stanley Street.



Photo: Existing pine planter boxes in state of disrepair (left) and new planter boxes featuring timber sleepers and vegetable plantings (right).

- When a streetscape plan is prepared for the commercial areas of Stanley Street, consider:
  - Planting a consistent street tree species with equal spacing along Stanley Street. Use a species that complements the heritage significance of the vista.
  - Installing additional planter boxes in commercial precinct. Consider continuing the theme of timber sleepers planted with fruit trees and vegetables. Planter boxes could be designed at a height to double as bench seating. Street furniture design must support the heritage ambience of the precinct.
  - Completing replacement of kerb and channel.
  - Removing or replacing built structure/s (public toilet facilities) at the end of Stanley Street in Sagasser Park that obscure long range coastal views along Stanley Street.
  - Providing a visual and physical link across Victoria Street to Sagasser Park, Toora Railway Reserve and the Great Southern Rail Trail, to facilitate safe pedestrian/cyclist crossing.
  - Providing bicycle rails outside key destinations in Stanley Street to encourage users of the Great Southern Rail Trail to stop and spend time in Stanley Street.

### Character and Heritage

- Encourage property owners to maintain and restore heritage buildings by providing advice, encouraging appropriate uses and identifying funding and grant opportunities.
- When Council reviews the *South Gippsland Heritage Study 2004* consider the appropriateness of a precinct-based heritage area for Stanley Street. In consultation with property owners, also consider including features of significant value in the Heritage Overlay.

- Support identification of heritage features in Toora through interpretive signage, including but not limited to:
  - Old Chinese graves (including small oriental-style garden planted to designate the area of the Chinese graves).
  - Old timber Mill and Brickworks
  - Avenue of Honour
- Support the retention/rejuvenation of the Avenue of Honour along both Grip Road and the South Gippsland Highway. When replacing trees, use a species that complements the heritage character of the town. Review Heritage Overlay application to the Avenue of Honour.



Photo: Stanley Street commercial precinct, Toora



### Activities and Tourism

- Encourage consolidation of the commercial centre of Toora on Stanley Street between Gray Street and Victoria Street.
- Investigate potential to create a community hub at Community Hall and the Kindergarten.
  - Support upgrade of facade and landscaping of Community Hall and enhance link to kindergarten.
- Support opportunities to use the former milk processing factory for light industrial uses as a potential source of employment within Toora.



Photo: former Milk Processing Factory

- Encourage enhancements to the appearance of the landmark building on the site.
- Encourage tourism opportunities, including, but not limited to:
  - Supporting the ongoing use and potential for expansion of the caravan park and the motel as important providers of visitor accommodation in Toora.
  - Encouraging smaller scale visitor accommodation such as bed and breakfasts within the township.

- Supporting implementation of the Great Southern Rail Trail as a significant tourist opportunity for Toora and the region.
- Providing short-term long-vehicle parking spaces for tourists towing caravans, boats and similar to encourage exploration of the town.
- Support Prom Country Aged Care and the community in consideration of alternative use options for Prom View Lodge, including potential for health/community use, tourism or other economy-stimulating activities.
- Coordinate and link signage style and locations at all town entries:
  - Promote the Agnes Falls/Mt Best/Toora wind farm tourist loop route for vehicles and cyclists, starting and ending in Toora.
  - Signpost 'Scenic Drive' at the intersections of the South Gippsland Highway with Silcocks Hill and Toora-Gunyah Roads.
  - Work with Destination Gippsland, Prom Country Regional Tourism and Prom Coast Tourism to promote the scenic drive in regional and local tourism publications.
- Investigate options for short-term overnight stop-overs in Toora for recreation vehicles and motorhomes when Council develops its RV Strategy.

### Parks and Open Spaces

#### Toora Railway Reserve Park

- Work with the Toora Railway Reserve Parkland Development Advisory Committee to implement the *Toora Railway Management Plan 2006*, in the following stages:
  - Stage 1 - Bio-retention basin and associated landscaping, Jetty Road parking areas, lighting, and accompanying signage.
  - Stage 2 - Victoria Street informal gravelled carpark (subject to funding).

- Stage 3 - Pathways through the Grip Road plantation, and bridge over Muddy Creek (subject to funding).
- Support Toora Railway Reserve as a destination and stopping point along the Great Southern Rail Trail, including:
  - Replace or re-site the public toilet facilities.
  - Provide potable water for people, pets and horses.
  - Create a link and services signage to Stanley Street.
  - Visitor Information
  - Seating
  - Playground Equipment
- Maintain Toora Railway Reserve Park, including regular slashing of grass between Sagasser Park and Muddy Creek (South Gippsland Shire Council Parks & Garden Department).

#### Stanley Park

- Enhance landscaping at the entrance to Stanley Park.

#### Connections and Links

- Investigate the potential to develop a shared pathway along the south side of South Gippsland Highway linking the Buckley Street subdivision to the west of the township to Grip Road when the *South Gippsland Paths and Trails Strategy* is reviewed.
- Investigate the potential to create a shared pathway along the south side of Welshpool Road (South Gippsland Highway) between Bucklands Road and Mill Street with a link path back to the Great Southern Rail Trail when the *South Gippsland Paths and Trails Strategy* is reviewed.

#### Governance and Leadership

- Actively engage the Toora Community and relevant government agencies in the planning and implementation of initiatives of the Toora Urban Design Framework.
- Support development of a Toora Business Association to coordinate marketing and business opportunities for local business, particularly those in Stanley Street.
- Consider a coordinated Council/community 'Mainstreet Blitz' in Stanley Street (refer to Paynesville example). This could include such tasks as painting heritage facades, rebuilding planter boxes and repainting murals and signposts.
- Work with the Toora, Welshpool and Districts Community Strengthening Network to develop opportunities for tourism and community building at a local and regional scale.

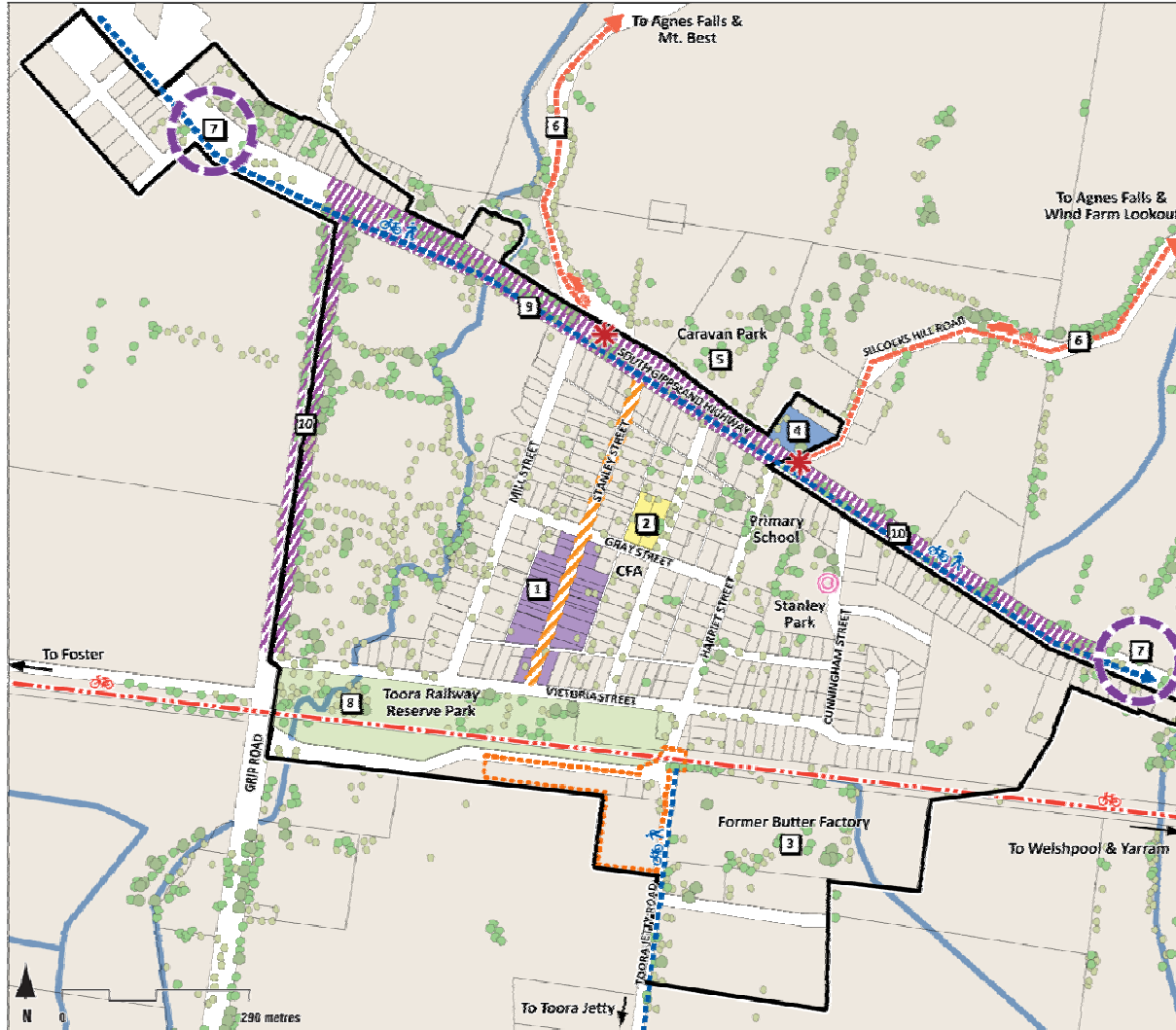


Photo source: Village Well website – Volunteers painting the toilet block

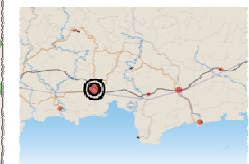
NOTE: The Paynesville Mainstreet Blitz was coordinated by the East Gippsland Shire in conjunction with funding resources provided by local business and organisations. Refer to the website [www.villagewell.org](http://www.villagewell.org) for more information.

**Figure 5: Toora Urban Design Framework**

- 1. Consolidate the commercial centre between Gray and Victoria Streets.
- 2. Investigate potential to create a community hub at the Community Hall and Kindergarten. Upgrade facade and landscaping of Community Hall and enhance link to Kindergarten.
- 3. Support opportunities to use the former milk processing factory for light industrial uses. Encourage enhancements to the appearance of landmark buildings.
- 4. Support consolidation of alternative uses for Prom View Lodge, including health/community uses, tourism or other economy-stimulating activities.
- 5. Support the ongoing use and potential expansion of the Caravan Park as an important provider of visitor accommodation in Toora.
- 6. Work with regional and district tourism groups to promote the Scenic Drive in regional and local publications.
- When Council reviews the *South Gippsland Heritage Study 2004*, consider the appropriateness of including features of significant value in the Heritage Overlay in consultation with property owners



- Township boundary
- Creeks & waterways
- Vegetation
- Open space reserves
- Property boundaries
- Commercial centre
- Community Hall & Kindergarten
- Prom View Lodge
- Avenue of Honour
- Future investigation area
- Improve gateway entrances
- Support implementation of future Great Southern Rail Trail
- Potential shared pathway
- Promote the Tourist Route for vehicles and cyclists
- Signpost Tourist Route
- Stanley Street Streetscape
- Enhance landscaping at the park entrance



7. Rationalise and use consistent signage at the gateways.

8. Implement the Toora Railway Park Management Plan 2006. Support the reserve as a destination and stopping point along the Great Southern Rail Trail.

9. Investigate potential to develop a shared pathway along the south side of the highway from Buckley Street subdivision to the west of township to Grip Road.

10. Support retention/rejuvenation of Avenue of Honour & its Heritage Overlay application

Engage the Toora community and relevant government agencies in the planning and implementation of initiatives in the Urban Design Framework.

## 2.3 WELSHPOOL

### LAND USE FRAMEWORK

#### Town Role and Function

Welshpool is a small service town located approximately 60 kilometres east of Leongatha on the South Gippsland Highway. In 2006 the population was 155, having grown from 142 in 2001 (9.2%) and fallen from 256 in 1981 (-39.5%). This compares to the Gippsland Statistical Division average population growth rate of 1.11% between 2001 and 2006, and the State average of 1.16% growth for the same five-year period.

Welshpool's population is slightly younger than other towns in the region, but still mature, with (in 2006) 42.9% aged 55 years and over; and 21.1% of people aged 65 years and over. This contrasts with the average of 30.2% (55+ years) and 17% (65+ years) for the Gippsland Region; and 24.5% (55+ years) and 13.7% (65+ years) for the State.

Unemployment was 5.3% and 56 people of working age were not in the labour force (compared to the Gippsland average of 6.3% unemployment and State average of 5.4% unemployment).

'Couple families without children' made up 44.7% of families, reflecting the mature age of the population. There were also 28.9% of families which were 'couple families with children' and 26.3% 'one parent families'.

There were 91 private dwellings, of which 74 were occupied, representing a vacancy rate of 18.7%. A proportion of the unoccupied dwellings may be holiday homes. All of the occupied private dwellings in Welshpool were separate houses. The average household size of Welshpool was 2.1 persons per dwelling.

In 2010 there were approximately 20 vacant residential blocks and 5.4 ha of un-subdivided land within the Township Zone. At a conservative rate of 10 dwellings per hectare, the un-subdivided land would yield a further 54 vacant lots.

Of all of the towns in the study area Welshpool benefits most from its highway location. Its commercial core is located on the South Gippsland Highway immediately to the west of Port Welshpool Road. Commercial activities include a small supermarket, hotel/motel, rural transaction centre, service station, a post office, an outdoor centre/mechanic and a taxi service.

Aside from the motor mechanic service associated with the outdoor centre, there is no industrial activity located within the town. Approximately 1.5km to the south of the town, on the Port Welshpool Road, there is a largely vacant industrial zone.

Community facilities and services include a Primary School, located on the western entrance to the town, a pre-school, a community hall, and a Country Fire Authority station.

Welshpool's leafy character is defined by an Avenue of Honour which flanks the South Gippsland Highway. This is complemented by a prominent park located on the corner of the highway and Port Welshpool Road. There are also tennis courts located to the north of the highway and a large recreation reserve incorporating an oval, indoor basketball facilities, and golf course to the south of the town. A shared walking/cycling/horse riding trail has recently been completed between the town and nearby Port Welshpool.

#### Zone and Overlay Controls

The entire developed area of Welshpool is included in the Township Zone (TZ). This includes the commercial precinct and two large undeveloped lots on the northern and western outskirts of the town. A Public Use Zone 2 (Education) applies to part but not the entire Primary School site.

The Public Park and Recreation Zone (PPRZ) applies to the Welshpool Recreation Reserve (Arthur Sutherland Reserve) and the former railway reservation which bisects the town west to east on the south side of the highway.

Beyond the town boundary the majority of land is included in the Farming Zone (FZ), apart from the industrial precinct which is included in the Industrial 1 Zone (IN1Z).

A Significant Landscape Overlay (SLO3) applies to the majority of land outside the Township Zone for the purpose of protecting the coastal landscape. An Environmental Significance Overlay (ESO5) identifies land subject to erosion to the north of the town. The Heritage Overlay (HO) applies to parts of the Avenue of Honour along the South Gippsland Highway and Port Welshpool Road

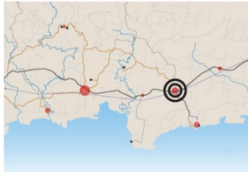
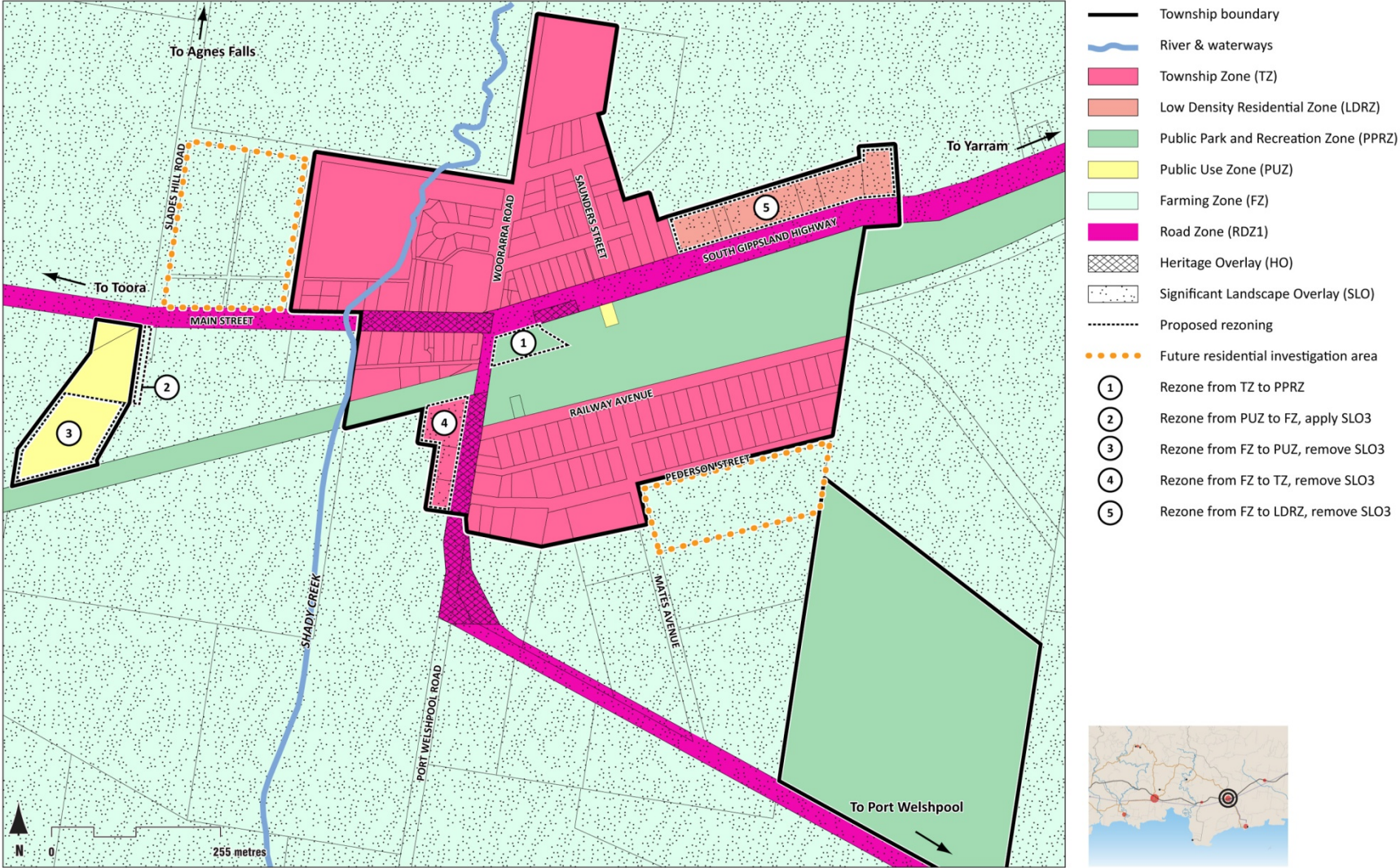
## Land Use Strategic Actions

Refer to [Figure 6: Welshpool Land Use Framework](#).

Suggested strategic land use actions are as follows:

- Include a Framework Plan in the Local Planning Policy Framework of the *South Gippsland Planning Scheme* outlining the key strategic recommendations of this report, including the proposed township boundary.
- Rezone five lots and intervening land on the north side of the South Gippsland Highway (opposite former railway station reserve) from Farming Zone to Low Density Residential Zone. Remove Significant Landscape Overlay 3 from these sites.
- Rezone land on the west side of Port Welshpool Road south of Sutherland Lane comprising 22 Port Welshpool Road, Lot 1 TP 170978 and part of 18 Port Welshpool Road - to the same depth as the rear boundary of Lot 1 TP 170978 - from the Farming Zone to the Township Zone. Remove Significant Landscape Overlay 3 from these sites.
- Apply the Public Park and Recreation Zone to the recreation reserve at the corner of South Gippsland Highway and Port Welshpool Road, currently included in the Township Zone.
- Apply the Public Use Zone to land south of the Primary School that is owned by the Minister for Education and forms part of the school grounds. Remove Significant Landscape Overlay 3 from this site.
- Fix a mapping anomaly and rezone a small portion of the Public Use Zone (Primary School) to a Farm Zone and apply Significant Landscape Overlay 3 to reflect current title boundary.
- Indicate Future Residential Investigation Areas north of the highway on the east side of Slades Hill Road and south of the highway on the south side of Pederson Street.

**Figure 6: Welshpool Land Use Framework**



## URBAN DESIGN FRAMEWORK

### Character Statement

Welshpool presents itself as busy service town that straddles the South Gippsland Highway. Its well defined, compact character is strongly influenced by an Avenue of Honour that unifies the highway streetscape.

The entrances to the town are attractive, with the Avenue of Honour assisting to demarcate the town boundaries. Travelling from the west the arrival is slightly diminished by a large transport business on the outskirts; however the entrance to the town proper is defined by the primary school and an historic church. Any negative impacts of the transport business have the potential to be enhanced through improved landscaping.

From the east the town entrance is much more clearly expressed by a hard residential edge on the northern side of the highway. An historic former church with an interesting timber fence contributes strongly to the sense of arrival. From the south, a bend in the road and the presence of the recreation reserve serve a similar gateway function.

A combination of the street trees, a mixture of interesting heritage buildings, and reasonably consistent signage and landscaping give the centre of town a feeling of enclosure and integration. The impressive recreation reserve at the corner of the highway and Port Welshpool Road is attractive and well maintained, providing an enticing place to stop and contributing to a sense of community pride.

The low rise, well-vegetated centre of town with its cluster of heritage buildings and mixture of uses is quintessential rural Australia. A particular highlight is the open view from the recreation reserve across to the Welshpool Hotel, which defines its corner site with verandahs opening onto both streets.

Civic pride is demonstrated in Welshpool with generally high standards of maintenance of heritage buildings, public spaces and landscaping. While the streetscape treatments are modest in nature, they are generally consistent in

form and avoid detracting from the heritage character of the town. The majority of heritage buildings have been respectfully maintained or renovated.

The recently completed shared trail to Port Welshpool provides a valuable recreational link to the coast and will serve as an interesting side trip from the Great Southern Rail Trail. The completion of the rail trail will improve the utilisation and maintenance of the railway reserve, which could benefit from greater formalisation.

### Design Objectives

- To consolidate the sense of arrival and identity experienced when entering Welshpool from the South Gippsland Highway and Port Welshpool Road.
- To maintain and enhance the Avenue of Honour as the defining landscape element of Welshpool.
- To further enhance the recreation reserve and encourage its use as a stopping point for tourists.
- To consolidate the visual cohesiveness and vitality of the commercial streetscape.
- To protect and enhance the significance of heritage places.
- To support economic activity and employment opportunities.
- To protect the amenity of residential areas.
- To enhance recreational opportunities.
- To ensure that the future Great Southern Rail Trail is integrated with the open space network.
- To provide a safe and legible access network for pedestrians and bicyclists, including a shared path from the rear of the primary school directly connecting to the rail trail.

## Urban Design Strategic Actions

Refer to Figure 7: Welshpool Urban Design Framework.

Suggested strategic urban design actions are as follows.

### Gateways

- Provide consistent signage at gateway entrances to Welshpool along the South Gippsland Highway and Port Welshpool Road in consultation with VicRoads.
- Reduce clutter of signage where possible.
- Maintain and enhance the Avenue of Honour as a key landscape feature and 'gateway' to Welshpool.
- Consider enhancement of the visual impression along the western approach on South Gippsland Highway, especially in the vicinity of the transport facility.
- Support improvement of the environmental conditions in the precinct where the highway crosses over Shady Creek entering Welshpool from the west, for example by removing weeds and opening views to Shady Creek.

### Character and Heritage

- Encourage property owners to maintain and restore heritage buildings by providing advice, encouraging appropriate uses and identifying funding and grant opportunities.
- When Council reviews the *South Gippsland Heritage Study 2004* consider the appropriateness of including features of significant value in the Heritage Overlay in consultation with property owners.



Photo: Main Street Avenue of Honour, Welshpool

### Activities and Tourism

- Encourage consolidation of Welshpool's commercial centre land uses around the precinct by the intersection of Main Street and Woorarra Road.
- Encourage outdoor dining opportunities.
- Support community, in consultation with the Department of Sustainability and Environment and the Great Southern Rail Trail Committee of Management, to develop a master plan for the former railway station precinct for community use.
- Support implementation of the Great Southern Rail Trail as a significant tourist opportunity for Welshpool and the region.
- In the short term, upgrade tourist information at the tourist information rotunda on the South Gippsland Highway, including current information on the Great Southern Rail Trail, scenic drive to Mt Best, Agnes Falls etc.



- In the longer term, consider relocating tourist information and tourist facilities closer to the playground and public toilet area in the park on the corner of the South Gippsland Highway and Port Welshpool Road.



Photo: Upgrade facilities and tourist information

### Streetscapes

- When a streetscape plan is prepared for Main Street, consider:
  - Improving landscaping, including strengthening the Avenue of Honour by removing and replacing dead trees and filling in gaps.
  - Tourism signage at intersection of Main Street and Woorarra Road.
  - Renewing kerb and channel along Main Street and commercial sections of Woorarra Road.
  - Consistent streetscape and landscape themes, including features such as seating, bins, plant species and planter boxes (among others) to unify the commercial precinct and support the heritage character of the town.

- Removing landscaping treatment that creates safety issues for road users.
- Investigating opportunities to relocate the bus stop off South Gippsland Highway.

### Parks and Open Spaces

- Enhance the recreation reserve and encourage its use as a stopping point for tourists.
- Support the Arthur Sutherland Recreational Reserve as a key regional recreation facility, particularly the basketball stadium.

### Connections and Links

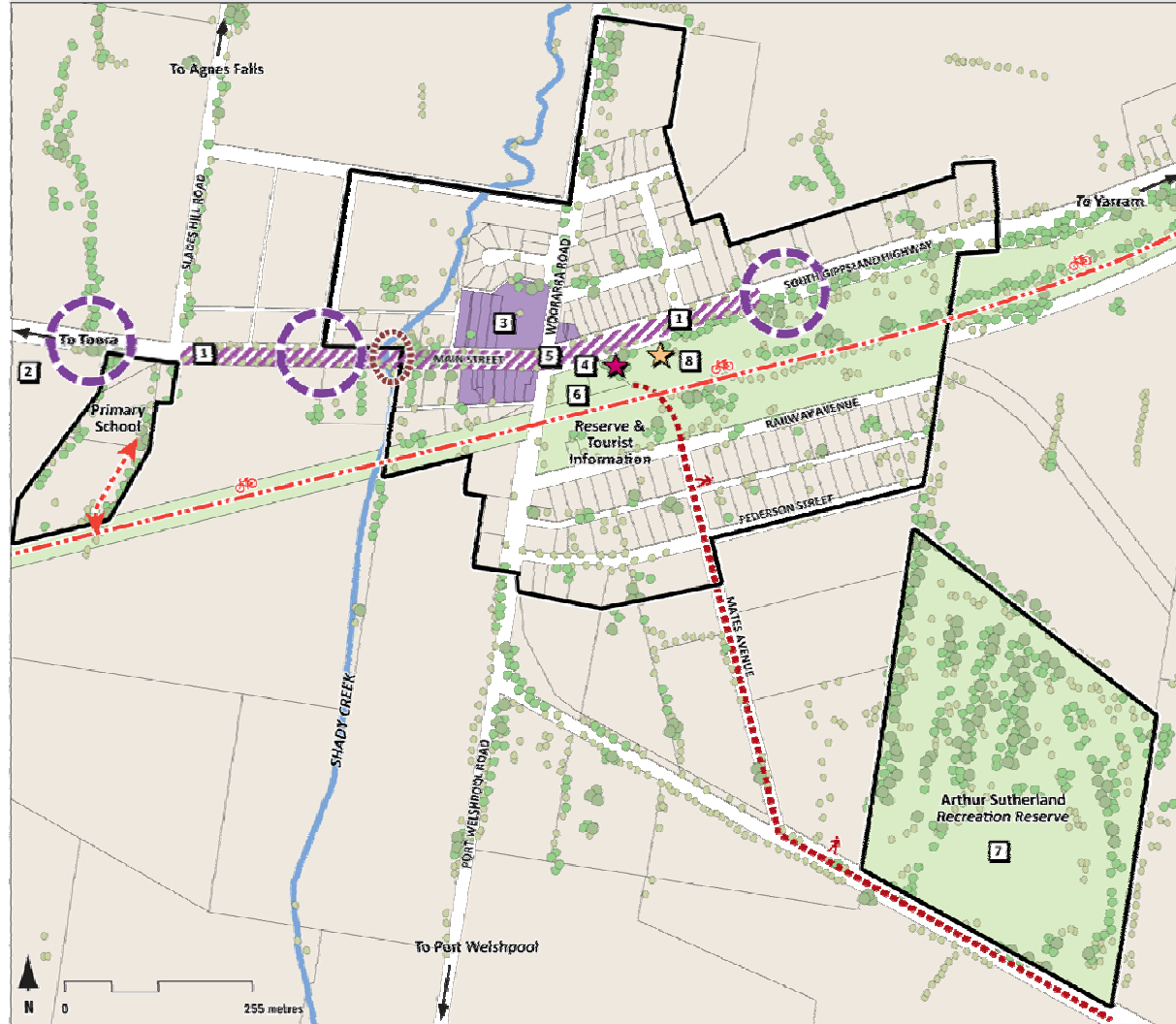
- Recommend and support a northern link from the Great Southern Rail Trail to the Primary School through Education Department land for use by school students and visitors.

### Governance and Leadership

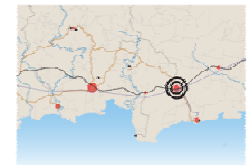
- Actively engage the Welshpool Community and relevant government agencies in the planning and implementation of initiatives of the Welshpool Urban Design Framework.
- Work with the Toora, Welshpool and Districts Community Strengthening Network to strengthen opportunities for tourism and community building at a local and regional scale.

**Figure 7: Welshpool Urban Design Framework**

1. Maintain and enhance the Avenue of Honour as a key landscape feature and gateway.
2. Consider enhancement of visual impression along the western approach on South Gippsland Highway, especially in the vicinity of the transport facility.
3. Encourage consolidation of the town's commercial centre around the intersection of Main Street and Woorarra Road.
4. In the short term, upgrade tourist information at the tourist information rotunda on the South Gippsland Highway, including current information on the Great Southern Rail Trail, scenic drive to Mount Best, Agnes Falls etc. In the longer term, consider relocating tourist information and tourist facilities closer to the playground and public toilet area in the park on the corner of the South Gippsland Highway and Port Welshpool Road.
5. Prepare a streetscape plan for Main Street.
6. Enhance the recreation reserve and encourage its use as a stopping point for tourists.
7. Support the Arthur Sutherland Recreational Reserve as a key regional facility.
8. Support development of a masterplan for former railway station precinct.



- Township boundary
- Creeks & waterways
- Vegetation
- Open space reserves
- Property boundaries
- Commercial centre
- Avenue of Honour
- Welshpool to Port Welshpool Shared Pathway
- Provide consistent gateway signage
- Support implementation of future Great Southern Rail Trail
- Link Rail Trail to the Primary School
- Improve bridge conditions as a key landmark
- ★ Tourist Information
- ★ Railway Station



When Council reviews the *South Gippsland Heritage Study 2004*, consider the appropriateness of including features of significant value in the Heritage Overlay in consultation with property owners

Work with the Toora, Welshpool & District Community Strengthening Network to strengthen opportunities for tourism and community building at a local and regional scale.

Engage the Welshpool community and relevant government agencies in the planning and implementation of initiatives in the Urban Design Framework.

## 2.4 PORT WELSHPOOL

### LAND USE FRAMEWORK

#### Township Role and Function

Port Welshpool is a small port town located approximately 64 kilometres east of Leongatha close to the South Gippsland Highway. In 2006 the population was 178, having fallen from 216 in 2001 (-17.6%) and from 259 in 1981 (-31.3%). This compares to the Gippsland Statistical Division average population growth rate of 1.11% between 2001 and 2006, and the State average of 1.16% growth for the same five-year period.

Port Welshpool's population is one of the most mature in the region, with (in 2006) 45.2% aged 55 years and over; and 30.5% of people aged 65 years and over. This contrasts with the average of 30.2% (55+ years) and 17% (65+ years) for the Gippsland Region; and 24.5% (55+ years) and 13.7% (65+ years) for the State.

At the time of the census no one reported being unemployed. However it should be noted that 89 people of working age were not in the labour force, which is a high proportion of residents over 15 years of age. This compares to Gippsland average of 6.3% unemployment and State average of 5.4% unemployment.

Family characteristics reflected the mature age of the population. 'Couple families without children' made up 45.7% of families. In addition, 30.4% of families were 'couple families with children' and 23.9% 'one parent families'.

There were 183 private dwellings, of which only 90 were occupied, representing a vacancy rate of 50.8%. The high vacancy rate is likely to reflect a significant proportion of holiday homes among the housing stock. Separate houses represented 82.2% of housing stock, with 5.6% being flats, units or apartments. A further 12.2% were classified as 'other dwellings', which includes cabins. The average household size of Welshpool was 2.0 persons per dwelling.

In 2010 there were approximately 88 vacant residential blocks and 6.4 hectares of un-subdivided land within the Township Zone. At a conservative rate of 10 dwellings per hectare, the un-subdivided land would yield a further 64 vacant lots.

Commercial activities, services and recreational facilities in Port Welshpool are limited. A general store and hotel are located opposite the port on Lewis Street. Other facilities include two caravan parks, a maritime museum, a bowling club, playground and tennis courts.

The former ferry terminal is currently used as a community hall managed under a three-year licence (to January 2013) by Port Welshpool Working Group.

Port facilities are extensive and include economically significant commercial and recreational moorings used by local, regional and interstate vessels. There is a substantial Gippsland Ports facility and the former roll-on, roll-off ferry terminal.

Long Jetty, which is located opposite the intersection of Port Welshpool Road and Lewis Street, is currently closed to all levels of use. A project group, which was recently investigating costs and options for rejuvenation, has made its report to the State Government. Restoration of the jetty for pedestrian access would be a significant tourist attraction and a catalyst for further economic development.

Aside from the port area, there is a large disused industrial site at the corner of Port Welshpool Road and Lewis Street which formerly operated as a seafood packing facility. The balance of this industrial zone precinct, which existed prior to Council amalgamations in 1994, is vacant. A significant amount of additional, largely vacant land zoned Industrial 1 is located two kilometres north of the town on Port Welshpool Road.

Surrounding the town is an extensive area of public land, including the southern end of the Welshpool-Port Welshpool shared trail.

## Zone and Overlay Controls

The majority of Port Welshpool is included in the Township Zone, which provides for a range of land uses including dwellings, the general store, the hotel and the privately-owned caravan park. The former seafood processing facility and surrounding land is included in the Industrial 1 Zone.

The majority of public land which surrounds the town is included in the Public Park and Recreation Zone (PPRZ). The exceptions to this are the former ferry terminal and carpark (Crown land) which is included in the Public Use Zone 4 (Transport); the foreshore, which is included in the Public Conservation and Resource Zone; two parcels of Crown land on the north-west corner of Port Welshpool Road and Bowling Club Road in the Township Zone, and part of the shared trail which is included in the Public Use Zone 1 (Local Government).

An Environmental Significance Overlay (ESO3) applies to the entire town and surrounding area for the purpose of protecting the coastal environment. Outside the Township Zone a Significant Landscape Overlay (SLO3) applies. A Bushfire Management Overlay applies to the bushland north of the town boundary. The only site subject to a Heritage Overlay within Port Welshpool is the Maritime Museum.

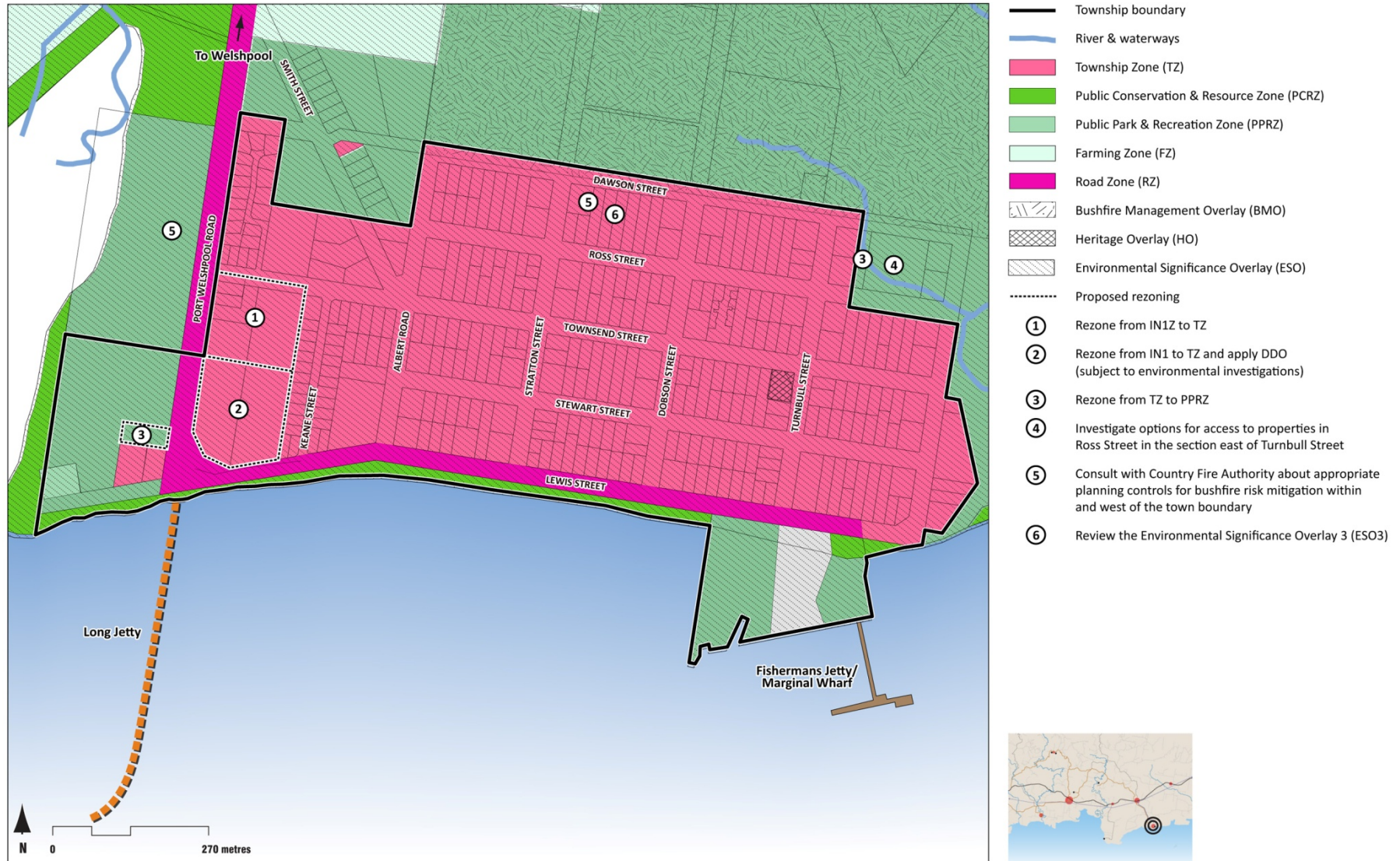
## Land Use Strategic Actions

Refer to Figure 8: Port Welshpool Land Use Framework.

Suggested strategic land use actions are as follows.

- Include a Framework Plan in the Local Planning Policy Framework of the *South Gippsland Planning Scheme* outlining the key strategic recommendations of this report, including the proposed township boundary.
- Rezone the Industrial 1 Zone land fronting Port Welshpool Road, Lewis Street and Townsend Street to Township Zone and encourage comprehensively tourism-related development to take advantage of the 'town gateway' location and proximity to the foreshore and Long Jetty.
- Rezone the heavily-vegetated northern part of 6 Port Welshpool Road (Crown land near the north-west corner of Port Welshpool Road and Bowling Club Road) from Township Zone to Public Park and Recreation Zone.
- Rezone the Council-owned property within the Township Zone east of Turnbull Street between Ross Street and Dawson Street to the Public Park and Recreation Zone.
- Investigate options for access to properties in Ross Street in the section east of Turnbull Street.
- Consult with the Country Fire Authority about appropriate planning controls for bushfire risk mitigation within and west of the town boundary.
- Apply a Land Subject to Inundation Overlay in consultation with the West Gippsland Catchment Management Authority.
- Review zonings in the vicinity of Fisherman's Wharf, Marginal Wharf, roll on/roll off terminal and Coastguard quarters given the likelihood of changing land uses including a potential marina.
- Review the Environmental Significance Overlay 3 (ESO3) in order to reinforce the identity of the town and minimise the visual impact of development from the beach and the approaches to the town. The review may consider replacement of the ESO3 with a town-specific Environmental Significance Overlay and/or a Design and Development Overlay.

**Figure 8: Port Welshpool Land Use Framework**



## URBAN DESIGN FRAMEWORK

### Character Statement

Port Welshpool is a sparsely developed port town located on low-lying coastal land adjacent to Corner Inlet. Port infrastructure dominates the town, defining its character and its economic fortunes. Commercial and recreational fishing activities as well as sea transport linking Bass Strait islands to Victoria and Tasmania ensure that the expansive port area is a hive of activity. Yet there is also substantial infrastructure that is underutilised, detracting from the image of the town – for example the former Sea Cat terminal, dock and car park, and the historic Long Jetty.

There is only one entrance to Port Welshpool, which is accessed a short distance from the South Gippsland Highway via Port Welshpool Road. At present this entrance is poorly defined, with buildings, agricultural activities and signage detracting from an otherwise attractive, informal, vegetated roadside.

The spectacular vista looking south along Port Welshpool Road towards Long Jetty, Corner Inlet and the barrier islands, is interrupted by a light pole and power lines. It is also diminished by a poorly-defined intersection treatment and the chain wire fence of the former Sea Pack plant.

Turning the corner into Lewis Street, which runs parallel to the foreshore, the viewer is greeted by expansive views of the inlet and Wilsons Promontory. This open vista sweeps eastward to the port area. The narrow foreshore area has no consistent landscape treatment and only limited street furniture and picnic facilities. Lewis Street itself has an austere character with the only obvious attraction being the port facilities and beach.

Tourist infrastructure and activities in Port Welshpool are also relatively sparse – a general store, hotel, maritime museum and two caravan parks. Although visitors are clearly attracted to the port facilities in significant numbers and enjoy both recreational fishing and observing commercial fishing boat activity, the overall impression is of a place off the beaten track

that has seen better days. There is a disjointed sense of identity and signage to attractions such as the hotel and the maritime museum is minimal.

The recently constructed shared path to Welshpool offers a new recreational opportunity that is likely to be further enhanced once it is connected to the Great Southern Rail Trail. Council is also lobbying strongly for the refurbishment of Long Jetty, an iconic landmark that has significant potential to attract tourists and fishers.

A key long term issue for Port Welshpool is risk management relating to climate change. Due to its low-lying location and proximity to the sea, parts of the town and its access will be susceptible to sea level rise and storm surges. This may substantially impact the design and location of future development.

### Design Objectives

- To enhance the sense of arrival and identity experienced when entering Port Welshpool.
- To enhance the attractiveness and practicality of the foreshore, port and commercial area for visitors, residents and commercial users.
- To improve the visual cohesiveness and vibrancy of the Lewis Street streetscape and the foreshore.
- To support economic activity and employment opportunities in both land and marine-based industries.
- To protect the amenity of residential areas.
- To enhance recreational opportunities.
- To provide a safe and legible access network for pedestrians and bicyclists.
- To support the refurbishment of Long Jetty and the identification of additional uses for the former ferry terminal and former Sea Pack site.

## Urban Design Strategic Actions

Refer to Figure 9: Port Welshpool Urban Design Framework

Suggested strategic urban design actions are as follows.

### Gateways

- Improve the entrance to Port Welshpool along Welshpool Road:
  - Retain the informal roadside verge and vegetation.
  - Beautify corner approach and transition from Port Welshpool Road into Lewis Street and define as the main gateway into the town in consultation with VicRoads.
  - Provide an enhanced and well-maintained landscape setting at the corner of Dawson Street and Port Welshpool Road to define a town entrance.
  - Reduce signage clutter
- Improve the interface between the former Sea Pack site and the public domain.



Photo: Poorly defined entry to Port Welshpool

### Character and Heritage

- Encourage property owners to maintain and restore heritage buildings by providing advice, encouraging appropriate uses and identifying funding and grant opportunities.
- When Council reviews the *South Gippsland Heritage Study 2004*, consider the appropriateness of including features of significant value in the Heritage Overlay in consultation with property owners.

### Activities and Tourism

- Support improvements to the bowling club and investigate potential to upgrade the public tennis courts north of Ross Street, including an upgrade of public toilet facilities.
- Consider future options for joint community and commercial use of the former ferry terminal building.
- Investigate future options for the former Sea Pack site and former industrial precinct in the context of outcomes from the rejuvenation of Long Jetty.
- Encourage tourism-related use of the front parcel of the Sea Pack site.
- In conjunction with Destination Gippsland, Prom Coast Regional Tourism, Parks Victoria and the community, encourage recreational and sightseeing tourism activities, including eco-tourism activities linked to the Marine Park and coastal environment such as bird watching and environmental volunteering.
- Advocate and support refurbishment of Long Jetty to provide a pedestrian and tourism facility.
- Investigate the potential issues, benefits and options for staged development of a marina.



Photo: The former ferry terminal building and (above) the former Sea Pack site create visual and activity voids.

- Facilitate development of an area around Long Jetty for tourism use including public toilets, a picnic/BBQ area and parking for cars and coaches.
- Encourage visitor accommodation such as bed and breakfasts to attract visitors to Port Welshpool.
- Consider impacts of sea level rise in conjunction with West Gippsland Catchment Management Authority and the Gippsland Coastal Board.
- Consider advocacy for development of a marine-related education or research facility such as a university research centre.

### Spaces

- Work with the Department of Sustainability and Environment (DSE) and Gippsland Ports to upgrade the Foreshore Park to unify the foreshore without obscuring views. Improvements could include:
  - Beach enhancement.

- A themed, preferably indigenous, plantation along the entire foreshore area.
- A formal walking path along the foreshore from Long Jetty to Robertson Street. Investigate potential extension of path west of Long Jetty when the *South Gippsland Shire Paths and Trails Strategy* is reviewed.
- A viewing tower to maximise opportunity for views to Corner Inlet and Wilsons Promontory.
- A bird hide west of Long Jetty.



Photo: Currently closed, Long Jetty has spectacular views to Corner Inlet and Wilsons Promontory in the background

- Upgrade Lewis Street to enhance its appearance and safety, including but not limited to:
  - Upgrade all paths to Disability Discrimination Act (DDA) standards
  - Replace kerb and channel.



**Connections and Links**

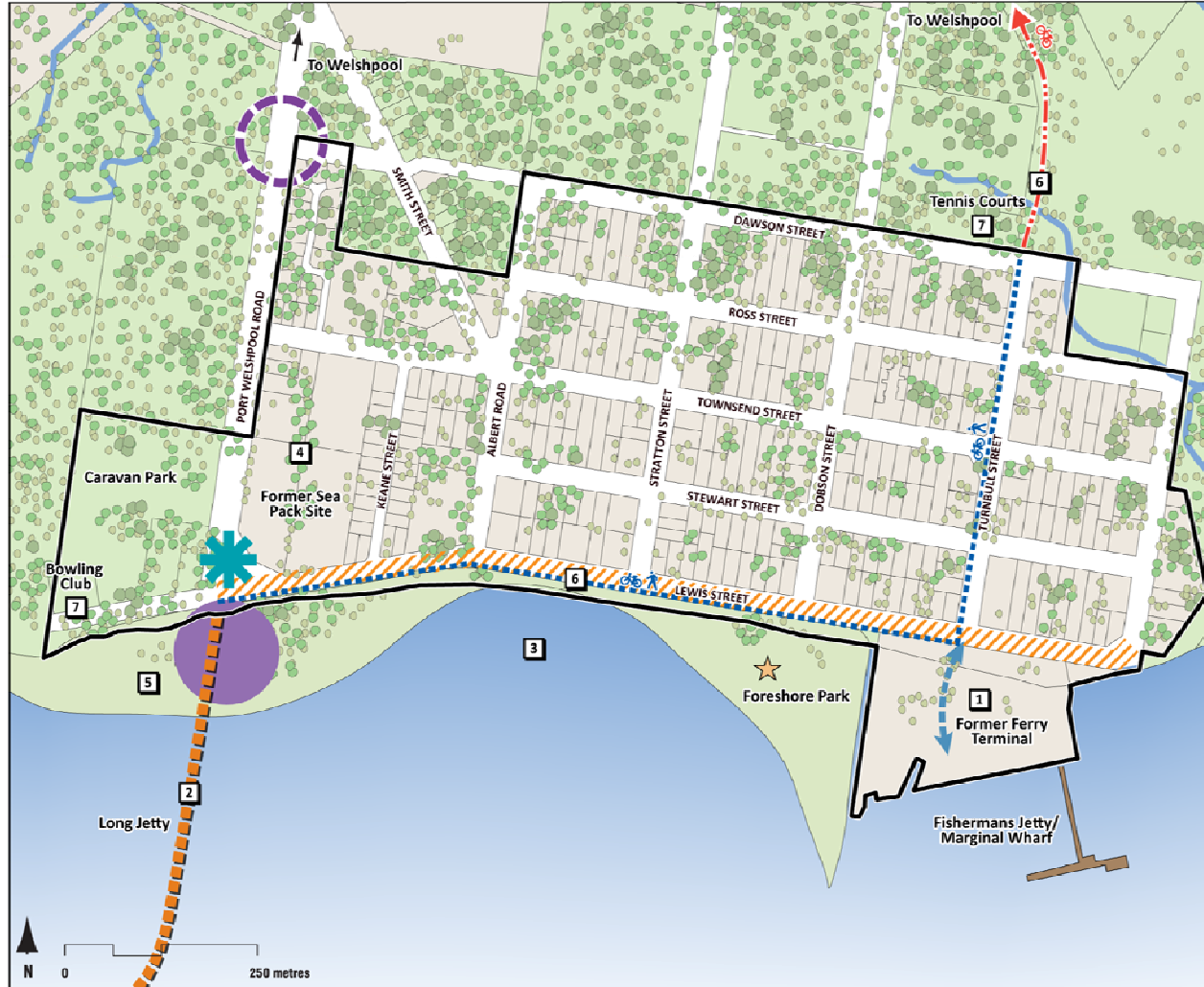
- Extend the Welshpool-Port Welshpool trail along Turnbull Street through to Lewis Street.
- Improve the link between the hotel and former jetty/terminal precinct.
- When reviewing *South Gippsland Shire Council Paths and Trails Strategy*, consult with the Department of Sustainability and Environment about the creation of a shared trail along Telegraph Road and through swamplands, to create a loop (with interpretive signage and rest areas for coastal views, bird observation and picnics) linking to the shared Welshpool-Port Welshpool Trail and the proposed foreshore walk.

**Governance and Leadership**

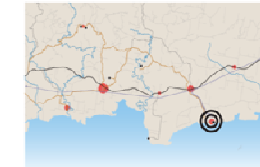
- Actively engage the Port Welshpool community and relevant government agencies in the planning and implementation of initiatives of the Port Welshpool Urban Design Framework.
- Work with the Toora, Welshpool and Districts Community Strengthening Network to strengthen opportunities for tourism and community building at a local and regional scale.

**Figure 9: Port Welshpool Urban Design Framework**

1. Consider future options for joint community/commercial use of the former ferry terminal building.
2. Advocate and support refurbishment of the Long Jetty to provide a pedestrian and tourism facility.
3. Consider impacts of sea level rise in conjunction with West Gippsland CMA and Gippsland Coastal Board.
4. Investigate future options for the former Sea Pack site and former industrial precinct in the context of outcomes from the rejuvenation of Long Jetty. Encourage tourism-related use of the Sea Pack site.
5. Investigate with DSE the possibility of installing a Bird Hide west of Long Jetty, and a boardwalk to link to Lewis Street Foreshore Reserve pathways.
6. When reviewing *South Gippsland Shire Council Paths and Trails Strategy*, consult with the Department of Sustainability and Environment about the creation of a shared trail along Telegraph Road and through swamplands, to create a loop (with interpretive signage and rest areas for coastal views, bird observation and picnics) linking to the shared Welshpool-Port Welshpool Trail and the proposed foreshore walk.



- Township boundary
- Creeks & waterways
- Vegetation
- Open space reserves
- Property boundaries
- Long Jetty
- Improve gateway entrances
- Support implementation of future Great Southern Rail Trail
- Potential shared pathway
- Develop area around jetty for tourism
- Upgrade Lewis Street
- Enhance intersection with landscaped traffic island & formalised parking area
- Improve link between hotel and former Ferry Terminal building



7. Support improvements to the bowling club and investigate potential to upgrade public tennis courts north of Ross Street, including an upgrade of public toilet facilities.

Engage the Port Welshpool community and relevant government agencies in the planning and implementation of initiatives in the Urban Design Framework.

Work with the Toora, Welshpool and District Community Strengthening Network to strengthen opportunities for tourism and community building at a local and regional scale.

When Council reviews the *South Gippsland Heritage Study 2004*, consider the appropriateness of including features of significant value in the Heritage Overlay in consultation with property owners

**3**

**RURAL LOCALITIES**

## 3.1 MT BEST, AGNES, HEDLEY

### LAND USE FRAMEWORK

#### Locality Roles and Functions

The study area contains three rural localities or hamlets – Mt Best, Agnes and Hedley. Each of these localities has at its heart a cluster of smaller properties containing dwellings. Mt Best and Hedley also have basic community infrastructure in the form of a community hall.

Australian Bureau of Statistics Census Collector Districts (CCD) for each locality extend beyond the hamlets to include the adjacent rural hinterland. The key demographic and dwelling data are summarised in the following table.

2006 Census	Mt Best	Agnes	Hedley	Gipps Region	State
Persons	180	197	217	-	-
Aged 55+	42.7%	57.6%	36.4%	30.2%	24.5%
Couple families without children	52.7%	54.2%	43.5%	37.2%	37.2%
Occupied dwellings	83	78	87	-	-
Average household size	2.2	2.6	2.5	2.4	2.6

#### Zone and Overlay Controls

All three hamlets are primarily within the Farming Zone (FZ). The South Gippsland Highway is in the Road Zone Category 1 (RDZ1).

The railway reserve, which passes through Agnes and Hedley, is included in the Public Park and Recreation Zone (PPRZ), as is a tract of recreation reserve land in Hedley. Public Use Zones apply to the community hall (PUZ3), Country Fire Authority station (PUZ2) and former railway land (PUZ7) in Hedley. A small amount of privately-owned farming land at the east end of Hedley is incorrectly zoned PUZ.

A Significant Landscape Overlay (SLO3) applies to the smaller lots in Agnes and Hedley.

An Environmental Significance Overlay (ESO6) and a Land Subject to Inundation Overlay (LSIO) apply to land adjacent to the Agnes River; while only the latter applies to land close to the Nine Mile Creek in Hedley.

An Environmental Significance Overlay (ESO5) and Bushfire Management Overlay (BMO) apply to much of Mt Best. A BMO also applies to land to the east and west of Hedley.

The community hall at Hedley is included in the Heritage Overlay (HO).

### Land Use Strategic Actions

Refer to Figure 10-12: Agnes, Hedley and Mt Best Land Use and Urban Design Frameworks.

Suggested strategic land use actions are as follows:

- Include a Framework Plan in the Local Planning Policy Framework of the *South Gippsland Planning Scheme* outlining the key strategic recommendations of this report, including the proposed township boundaries for Mt Best, Agnes and Hedley.
- Rezone the residential subdivision on the north side of the South Gippsland Highway in Agnes to the Low Density Residential Zone and remove Significant Landscape Overlay 3 from these sites.

- Rezone privately-owned land to the east of Hedley from Public Use Zone to Farming Zone and apply the Significant Landscape Overlay 3.
- Rezone the Mt Best Community Hall land to Public Use Zone.
- Apply a Restructure Overlay to the old and inappropriate subdivision to the west of Hedley following completion of a *Housing and Settlement Strategy*.
- Review the appropriateness of the Heritage Overlay applied to Hedley Community Hall.

## URBAN DESIGN FRAMEWORK

### Character Statements

#### Mt Best

Mt Best is the only settlement within the study area that is located in the foothills overlooking Corner Inlet and Wilsons Promontory. The Mt Best Community Hall, the adjacent tennis court, and a small clustering of homes give identity to the hamlet. A short distance along the Mt Best-Tin Mine Road is a modest marker that identifies the summit of Mt Best and an equally modest memorial to local residents who perished during a bushfire in the early 20<sup>th</sup> century. Spectacular coastal views are available from a variety of vantage points at Mt Best and on the roads that lead to it.

#### Agnes

Agnes is centred on a cluster of homes located on the northern side of the South Gippsland Highway at the intersection of Agnes River Road. The former railway reserve is located immediately to the south of the highway, including a parcel of land that formerly contained a railway station. The Agnes River meanders around the hamlet, crossing the highway to its east.

#### Hedley

Hedley is also a former railway hamlet located on the South Gippsland Highway, with the railway reserve forming its southern boundary and intersecting with the highway immediately to the west. Aside from the community hall there is a recreation reserve site that is currently being leased for stock grazing. The former railway station land to the east of the hamlet is heavily vegetated. An old and inappropriate subdivision exists to the north-west of the town. Resolution of restructure overlays is anticipated through a *Housing and Settlement Strategy* proposed within the adopted *South Gippsland Rural Land Use Strategy (2011)*.

### Design Objectives

- To enhance the sense of arrival and identity experienced when entering the rural localities of Mt Best, Agnes and Hedley.
- To support the community use of the Mt Best and Hedley halls.
- To protect and enhance the heritage values of the Mt Best and Hedley halls.
- To protect the amenity of dwellings in close proximity to the South Gippsland Highway and to discourage non-residential uses within the Low Density Residential Zone.
- To enhance recreational opportunities in the rural localities.
- To ensure that the Great Southern Rail Trail is designed to enhance the amenity and recreational opportunities of Agnes and Hedley.

### Urban Design Strategic Actions

Refer to Figures 10-12: Mt Best, Agnes and Hedley Land Use and Urban Design Frameworks.

Suggested urban design actions are as follows:

- Actively engage the community and relevant government agencies in the planning and implementation of initiatives of the South Gippsland Eastern Districts Urban Design Framework.
- Work with the Toora, Welshpool and Districts Community Strengthening Network to strengthen opportunities for tourism and community building at a local and regional scale.
- Encourage property owners to maintain and restore heritage buildings by providing advice, encouraging appropriate uses and identifying funding and grant opportunities.
- When Council reviews the *South Gippsland Heritage Study 2004*, consider the appropriateness of including features of significant value in the Heritage Overlay of the *South Gippsland Planning Scheme* in consultation with property owners.

### **Mt Best**

- Support expansion of the Mt Best Community Hall to accommodate community uses.
- Promote Mt Best with signage and in any tourism marketing strategy as a stopping point along the scenic drive from Toora to attractions such as Mt Fatigue, Mt Best Lookout memorial plaque and Agnes Falls.
- Install signage at the entrances to Mt Best to define the settlement.
- Upgrade and install 'Scenic Drive' signage along Mt Best-Tin Mine Road.
- Enhance Mt Best topographical marker look-out site.
  - Provide picnic facilities and upgrade marker.
  - Landscape area around picnic area and marker.
  - Upgrade car parking.

- Support improvement to tennis court surface and provision of multi-purpose gathering space at Mt Best Hall and Tennis Courts.



Photos: Mt Best Hall (above left) and tennis court (above right)

Spectacular coastal and landscape views from Mt Best (below)



### Agnes

- Rezone the strip of residential lots on the north side of the South Gippsland Highway from Farming Zone to Low Density Residential Zone, remove the Significant Landscape Overlay 3 from these sites and discourage non-residential uses through application of a Local Policy.
- Enhance gateway entrances to Agnes along South Gippsland Highway including coordinated signage and landscaping.
- Investigate opportunities to link the picnic area on South Gippsland Highway with the Great Southern Rail Trail in coordination with the section of trail to Agnes being developed.
- Investigate development of a shared path from the South Gippsland Highway to Agnes Falls Road via the Agnes River Road reserve when *South Gippsland Shire Council Paths and Trails Strategy* is reviewed.



Photos: Entry to Agnes (above) and Hedley Hall (below)

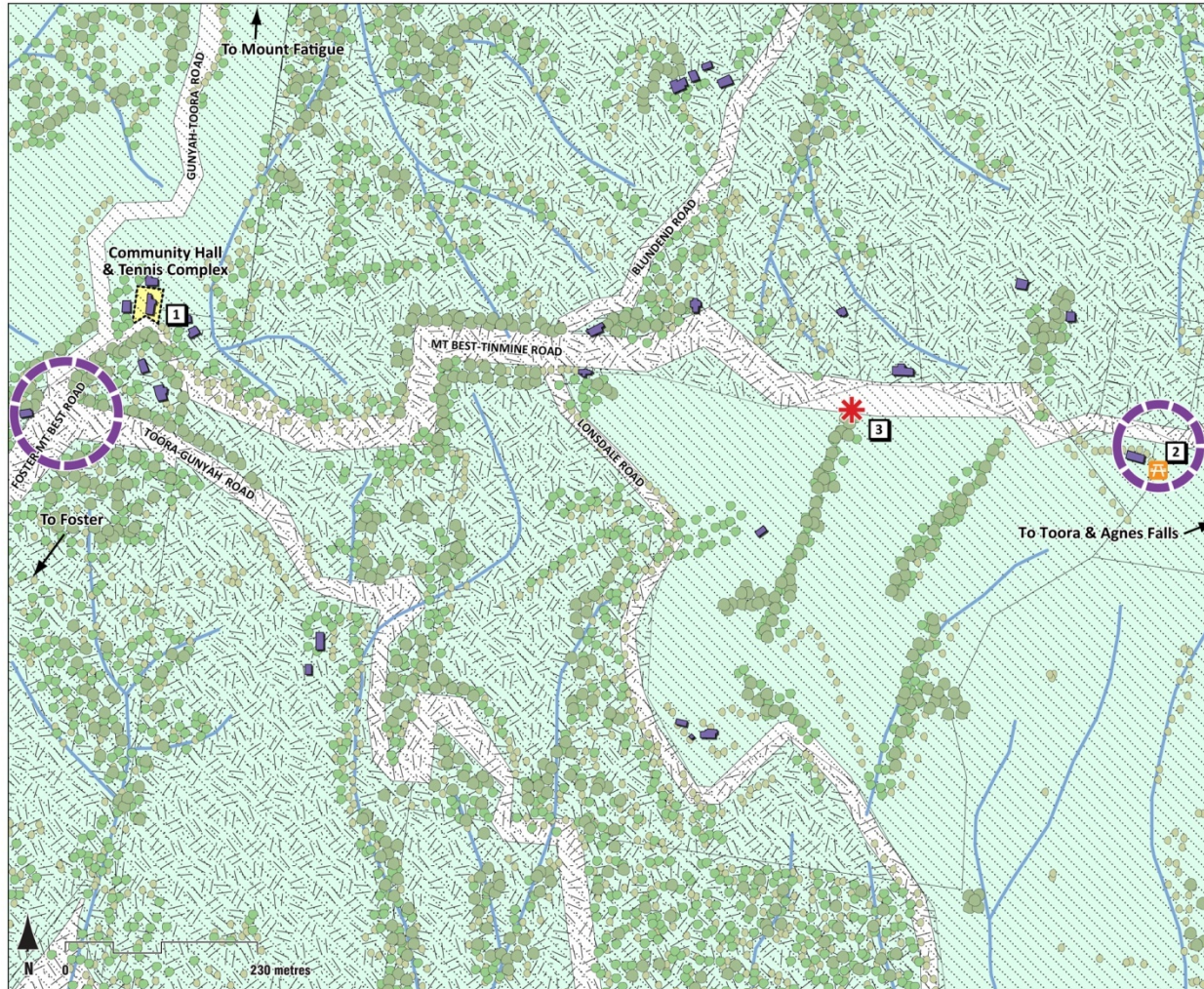
### Hedley

- Rezone privately-owned land on South Gippsland Highway in vicinity of Todds Rd from Public Use Zone to Farming Zone and apply the Significant Landscape Overlay 3.
- Rezone the six Crown lots on the south-east corner on that intersection from Public Use Zone to Public Conservation and Resource Zone and apply the Significant Landscape Overlay 3.
- Investigate options – including shared facilities at Hedley hall precinct - to provide a picnic and roadside rest area for users of the Great Southern Rail Trail, the scenic drive and highway users including heavy vehicles.
- Investigate development of a shared path link between the Great Southern Rail Trail and Hedley Hall precinct when the Hedley section of the rail trail is developed.
- Advocate for an upgrade of the picnic area on the South Gippsland Highway.



**Figure 10: Mt Best Land Use & Urban Design Framework**

- 1. Support expansion of the Community Hall to provide community uses. Support improvement to tennis court surface and provision of multi-purpose gathering space at Mt Best Hall and Tennis Courts.
- 2. Enhance Mt Best lookout site.
- 3. Promote Mt Best with signage and in any tourism marketing strategy as a stopping point along the scenic drive from Toora to attractions such as Mt Fatigue, Mt Best Lookout memorial plaque and Agnes Falls.
- Engage the Mt Best community and relevant government agencies in the planning and implementation of initiatives in the Urban Design Framework.
- Work with the Toora, Welshpool and District Community Strengthening Network to strengthen opportunities for tourism and community building at a local and regional scale.



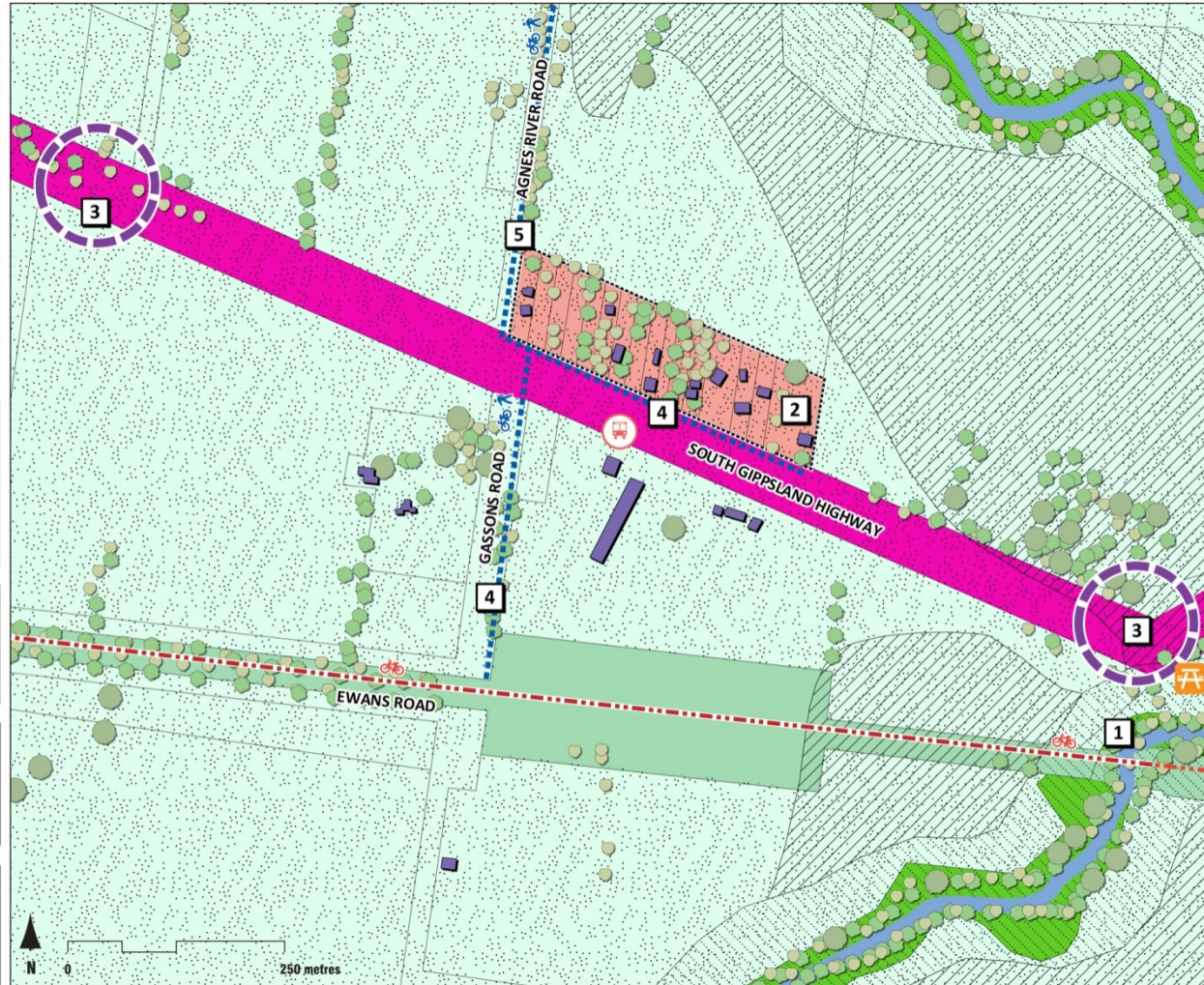
- Creeks & waterways
- Vegetation
- Property boundaries
- Existing buildings
- Farming Zone (FZ)
- Public Use Zone (PUZ)
- Bushfire Management Overlay (BMO)
- Environment Significance Overlay (ESO)
- Proposed rezoning
- Install signage at the entrances to define the settlement
- Upgrade & install Tourist Route signage
- Upgrade Mt Best Marker & provide picnic facilities





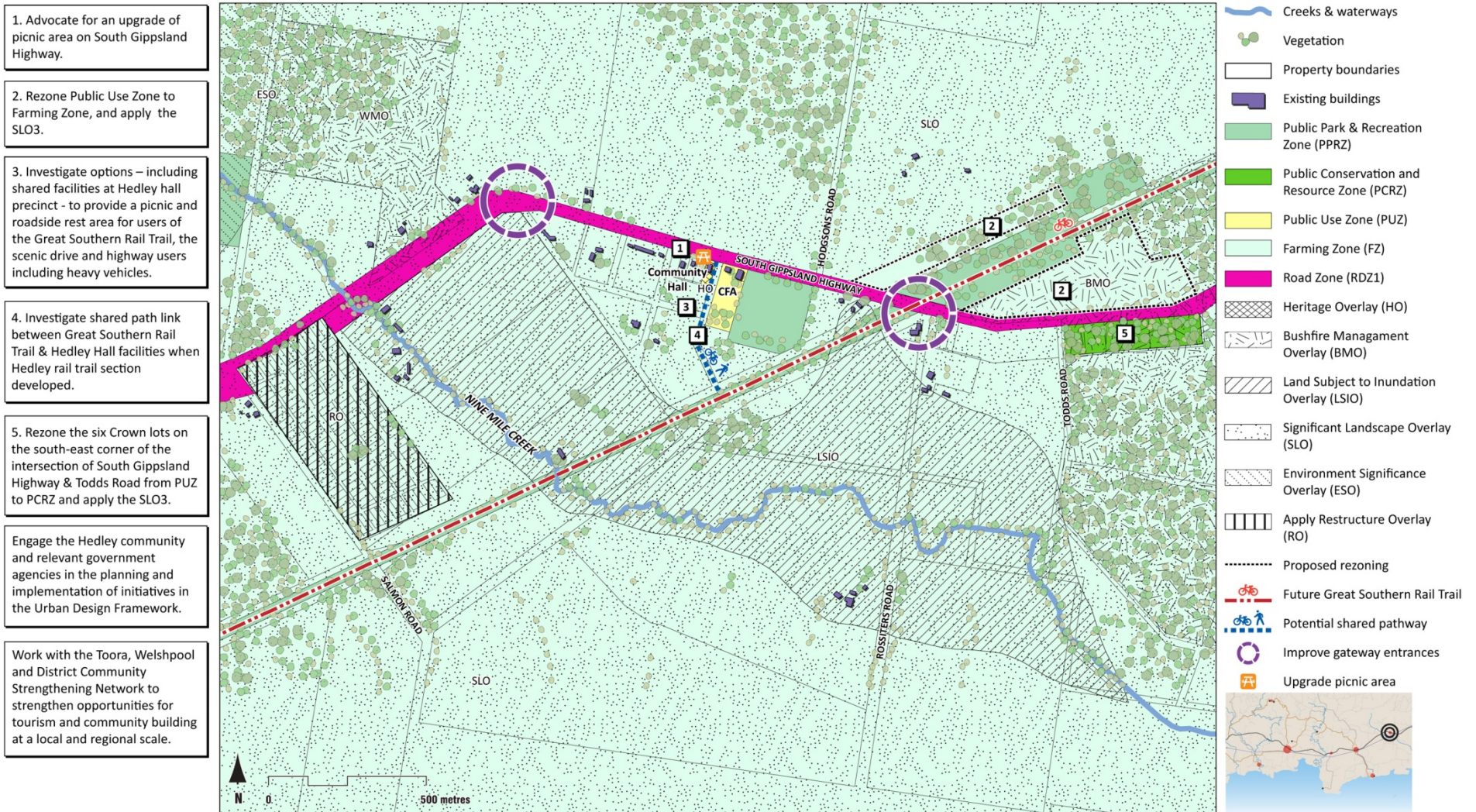
**Figure 11: Agnes Land Use & Urban Design Framework**

1. Investigate opportunities to link the picnic area on South Gippsland Highway and the Great Southern Rail Trail in coordination with the section of trail to Agnes being developed.
  2. Rezone residential properties from Farming Zone to Low Density Residential Zone, and remove SLO3 .
  3. Enhance gateway entrances to Agnes along South Gippsland Highway including coordinated signage and landscaping.
  4. Investigate potential to create a shared pathway along Gassons Road and South Gippsland Highway to link Agnes with the Great Southern Rail Trail in line with the section of trail to Agnes being developed.
  5. Investigate shared path from highway to Agnes Falls Rd via Agnes River Road reserve when SGSC Paths & Trails Strategy reviewed.
- Engage the Agnes community and relevant government agencies in the planning and implementation of initiatives in the Urban Design Framework.
- Work with the Toora, Welshpool and District Community Strengthening Network to strengthen opportunities for tourism and community building at a local and regional scale.



- Creeks & waterways
- Vegetation
- Property boundaries
- Existing buildings
- Public Conservation and Resource Zone (PCRZ)
- Public Park & Recreation Zone (PPRZ)
- Farming Zone (FZ)
- Road Zone (RDZ1)
- Low Density Residential Zone (LDRZ)
- Land Subject to Inundation Overlay (LSIO)
- Significant Landscape Overlay (SLO)
- Environment Significance Overlay (ESO)
- Proposed rezoning
- Future Great Southern Rail Trail
- Picnic area
- Bus Stop
- Gateway entrances
- Potential to create a shared pathway

**Figure 12: Hedley Land Use & Urban Design Framework**



# 4

## IMPLEMENTATION

## 4.1 IMPLEMENTATION

Include Framework Plans in the Local Planning Policy Framework section of the *South Gippsland Planning Scheme*, outlining the key strategic recommendations of the Land Use Frameworks and Urban Design Frameworks in this report, including the proposed township boundaries and the indication of Future Residential Investigation Areas.

The following Objectives, Strategies and Actions for implementation build on the existing Small towns provisions at Clause 21.04-14 of the *South Gippsland Planning Scheme*.

### OBJECTIVES

- To maintain a network of small towns and rural localities in South Gippsland Shire's Eastern District with a range of roles and services designed to cater for the needs of residents and visitors to the Shire.
- To provide an attractive and safe residential environment and strengthen the economic future of the small towns within the Shire.

### STRATEGIES

- Rezone land in accordance with the Port Franklin, Toora, Welshpool and Port Welshpool Land Use Frameworks and the Urban Design Frameworks for Mt Best, Agnes and Hedley.
- Review zonings, overlays and investigation areas in accordance with the Land Use Frameworks and Urban Design Frameworks for Port Franklin, Toora, Welshpool and Port Welshpool, and the Urban Design Frameworks for Mt Best, Agnes and Hedley.

### ACTIONS FOR IMPLEMENTATION

Prepare a Planning Scheme Amendment to implement the *Eastern District Urban Design Frameworks (2011)* as a reference document into the Municipal Strategic Statement of the South Gippsland Planning Scheme at Clause 21.04.

In accordance with the proposals in the Eastern District Land Use Frameworks and Urban Design Frameworks, rezone land as follows:

#### Port Franklin

- From the Farming Zone to the Township Zone and remove the Significant Landscape Overlay 3 (Corner Inlet Amphitheatre) to fix a mapping anomaly applying to small parcels of land to the north and south of properties on Tramway Street in the Township Zone.
- From the Township Zone to the Public Park and Recreation Zone for Crown land comprising basketball courts and oval on Tramway Street.

#### Toora

- From the Township Zone to the Public Use Zone 2 (Education) on sites occupied by Toora Primary School.
- From the Township Zone to the Public Park and Recreation Zone at a number of Council-owned and Council-managed recreation reserves including the swimming pool, tennis courts and recreation land along the former railway line.
- From the Farming Zone to the Low Density Residential Zone at the small residential lots fronting the north side of the South Gippsland Highway west of Downings Hill Road and the Buckley Estate. Remove the Environmental Significance Overlays 3 (Coastal Settlements) and 5 (Areas susceptible to Erosion) and the Significant Landscape Overlay 3 (Corner Inlet Amphitheatre) from this land in the Low Density Residential Zone (RDZ).
- From the Farming Zone to the Rural Activity Zone at Toora Caravan Park (Lot 2 TP12207) and adjoining lots to west and east (Lot 1 TP12207 and Lot 2 LP 131115).

### Welshpool

- From the Township Zone to the Public Park and Recreation Zone for the park at the south east corner of the South Gippsland Highway and Port Welshpool Road.
- From the Public Use Zone 2 to the Farming Zone and apply Significant Landscape Overlay 3 (Corner Inlet Amphitheatre) to fix a mapping anomaly affecting private land at 5970 South Gippsland Highway (Lot 1 TP 380602) on the east boundary of Welshpool Primary School.
- From the Farming Zone to the Low Density Residential Zone on the north side of the South Gippsland Highway east of 55 Main Street (lot 1 TP 382323) to 6085 South Gippsland Highway (Lot 1 TP 396405) inclusive. Includes a small part of 6065 South Gippsland Highway (Lot 2 LP 200433) to the same depth of the rear boundaries of the neighbouring small lots. Remove Significant Landscape Overlay 3 (Corner Inlet Amphitheatre) from these sites.
- From the Farming Zone to the Township Zone on the west side of Port Welshpool Road south of Sutherland Lane comprising 22 Port Welshpool Road (Lot 1 PS 333691), Lot 1 TP 170978 and part of 18 Port Welshpool Road (Lot 2 PS 333691) to the same depth as the rear boundary of Lot 1 TP 170978. Remove Significant Landscape Overlay 3 (Corner Inlet Amphitheatre) from these sites.
- From the Farming Zone to the Public Use Zone 2 (Education) on the southern lot (lot 1 TP 223172) that forms part of Welshpool and District Primary School's site. Remove Significant Landscape Overlay 3 (Corner Inlet Amphitheatre) from this site.

### Port Welshpool

- From the Industrial 1 Zone to the Township Zone for the precinct on the north east corner of Port Welshpool Road and Lewis Street, south of Stewart Street and west of the lots fronting Keane Street to encourage comprehensive, tourism-related development.

- From the Township Zone to the Public Park and Recreation Zone at Port Welshpool for the Crown land in the northern part of 6 Port Welshpool Road (Lot 1B PP 5652) to the same depth as the rear boundary of 2 Port Welshpool Road (Lot 1C PP 5652) from Bowling Club Road.
- From Township Zone to Public Park and Recreation Zone for the Council-owned lot at 61 Ross Street (Lot 2-9 PP 5652).

### Mt Best

- From the Farming Zone to the Public Use Zone at 5 Mt Best-Tin Mine Road (Lot 1 TP 342576) to recognise Mt Best Community Hall.

### Agnes

- From the Farming Zone to the Low Density Residential Zone on the north side of the South Gippsland Highway east of Agnes River Road to 5495 South Gippsland Highway (Lot 1 TP 382271) inclusive and remove Significant Landscape Overlay 3 (Corner Inlet Amphitheatre).

### Hedley

- From the Public Use Zone 7 (Other public use) to the Farming Zone to private land (1A-4 PP 5375) on the north side of the South Gippsland Highway and south of the railway reserve, to correct an anomaly. Apply the Significant Landscape Overlay 3 (Corner Inlet Amphitheatre).

From the Public Use Zone 7 (Other public use) to the Public Conservation and Resource Zone for the six lots of Crown land on the south side of the South Gippsland Highway east of Todds Road, to correct an anomaly. Apply the Significant Landscape Overlay 3 (Corner Inlet Amphitheatre) from these sites.

### Reviews and investigations

- Review application of the Environmental Significance Overlay 3 to Port Franklin and Port Welshpool. Consider application of a Design and Development Overlay to these towns or parts of these towns.
- Investigate possible rezonings of Crown land and privately-owned land in the Industrial 1 Zone west of Toora Jetty Road, Toora ( 60, 62 and 81 Toora Jetty Road and Lot 1 LP 207014) to encourage development that is more compatible with the proposed rail trail and other nearby land uses.
- Review application of the zones and overlays in the vicinity of Fishermans Wharf, Marginal Wharf, the roll on/roll off terminal and the Volunteer Coastguard quarters.
- Apply Restructure Overlays to old and inappropriate undeveloped Crown subdivisions at Port Franklin and Hedley as part of the implementation of South Gippsland Shire's Housing and Settlement Strategy when it has been adopted.  
  
Consider application of a Local Policy to discourage non-residential uses on the sites to be rezoned to Low Density Residential Zone at Agnes.
- Refer all other proposals for Land Use Strategic Actions and Urban Design Strategic Actions to appropriate departments within Council and to relevant external agencies and communities.

Gippsland Coastal Board, *Gippsland Estuaries Coastal Action Plan*, 2006

Department of Planning and Community Development, *Towns in Time*, 2008

Department of Planning and Community Development, *Urban Design Charter for Victoria*, <http://www.dpcd.vic.gov.au/planning/urbandesign/urban-design-charter-for-victoria>, page last updated 10 September 2010

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