



FUTURE NYORA

NYORA DEVELOPMENT STRATEGY

BACKGROUND REPORT

APRIL 2016

SOUTH GIPPSLAND SHIRE COUNCIL

planisphere

PLANNING + DESIGN + PEOPLE

DRAFT

PROJECT CONTROL

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CONTENTS

List of Figures & Tables	v	
Introduction	vi	
1 NYORA TODAY	1	
1.1 Local Context	2	
1.2 A Vision for Nyora	22	
1.3 Issues	24	
1.4 Opportunities	28	
2 FRAMEWORK	31	
2.1 Future Directions	32	
3 PRECINCTS	35	
3.1 Town Centre	36	
3.2 Density Transition Area	43	
3.3 Short to Medium Term Growth Area	48	
3.4 Long-Term Growth Areas	51	
3.5 Low Density & Rural Lifestyle areas	54	
4 NEXT STEPS	61	
4.1 The Nyora Development Strategy	62	
APPENDICES		
Planning Policy Review	65	



View along former railway line...a possible future rail trail?

LIST OF FIGURES

Figure 1. Regional Context	5
Figure 2. Precincts	7
Figure 3. Land Use Map	9
Figure 4. Planning Zones & Overlays	9
Figure 5. Land Use	11
Figure 6. Lot Sizes	13
Figure 7. Land Use Map	15
Figure 8. Environment & Landscape Features	15
Figure 9. Buildings, Road Network & Access to Public Open Space	17
Figure 10. Planning & Urban Design	23
Figure 11. Infrastructure & Movement	25
Figure 12. Nyora Draft Framework Plan	33
Figure 13. Town Centre Concept 1: Parallel Main Streets	40
Figure 14. Town Centre Concept 2: Junction Focus	41
Figure 15. Town Centre Concept 3: Henley Street Spine	42

Figure 16. Precincts B & C Concept Plan	47
Figure 17. Indicative Layout for Precinct F	50
Figure 18. Precincts D, E & F Concept Plan	53
Figure 19. Potential poor quality subdivision of Precinct E	58
Figure 20. Desired subdivision of Precinct E	59

LIST OF TABLES

Table 1. Services in Surrounding Towns	2
Table 2. Land Use Categories	10

INTRODUCTION

THE PROJECT

The need for the Nyora Development Strategy was identified in the Nyora Structure Plan (2011, updated 2013) (the 'NSP'). It is recognition that the township is predicted to experience substantial growth over the medium term. Since the NSP was prepared, the sewer has also been connected in Nyora, meaning some areas can now be subdivided that couldn't before.

In addition, there are a number of township improvements that are needed for the existing population. These include community

facilities, road upgrades, better drainage, town centre improvements, and pedestrian and bicycle linkages.

While the expected population growth will increase the urgency of these improvements, it may also open up new opportunities to fund them.

Given Nyora's current and future challenges, this strategy will help manage the orderly planning, development and infrastructure provision.

South Gippsland Shire Council commissioned a multidisciplinary

team lead by Planisphere to prepare a Development Strategy for Nyora. The consultant team comprises:

- **Planisphere** - Project Management, Town Planning, Urban Design and Landscape Architecture, and Community Consultation
- **Urban Enterprise** - Property Economics, Tourism Planning, and Economic Development
- **Engeny** - Water and Environmental Services
- **Traffic Group** - Traffic and Transport

This project is being undertaken in four key stages:

1. Strategic Investigations
2. Draft Strategy
3. Exhibition
4. Final Development Strategy

This report is a product of Stages 1 and 2 and has been prepared for public exhibition. This report will provide background information and analysis that was undertaken prior to preparation of the Draft Nyora Development Strategy, which will be open for public comment and review.



THIS REPORT

This document provides background information and highlights the issues and opportunities associated with the development of Nyora and builds on the information presented in the *Nyora Structure Plan (2013)*.

The document is intended to summarise the existing conditions, issues and opportunities that need to be addressed by the Nyora Development Strategy. It outlines principles and concepts to show how issues and opportunities might be dealt with by the Strategy.

In addition to this Planning Background Report the following background investigations have been undertaken to inform the Nyora Development Strategy and are also publicly available:

- Property and Economic Issues and Opportunities (Urban Enterprise, April 2016)
- Nyora Development Precinct Drainage Investigations Report (Engeny, April 2016)

- Background Summary Report, Nyora Development Strategy (Traffix Group, April 2016).

Community feedback is being sought to test the ideas and ensure that future development supports the vision for Nyora.

This document is organised in four parts:

- Nyora Today
- Framework
- Precincts
- Next Steps.

1. NYORA TODAY

This section summarises the issues and opportunities for Nyora based on the following four themes:

- Land use
- Built form
- Access
- Public Infrastructure.

It highlights the valued features of the township that need to be protected and enhanced; and also identifies objectives and

approaches to address specific township issues.

2. FRAMEWORK

This section sets out a long term framework for the township that will guide the staging of future growth and show how the township's precincts link to each other.

3. PRECINCTS

This section examines Nyora at a precinct level. It describes the specific features of each precinct; their issues and their key features.

It provides an outline of the key features/actions within each precinct.

4. NEXT STEPS

This section outlines the current consultation process and explains how community members and stakeholders can provide their feedback about the report.

It then explains the next stages of the process and the additional opportunities that will be available for community involvement.



Toby's Paddock / Nyora Common





1

NYORA TODAY

1.1 LOCAL CONTEXT

TOWN SNAPSHOT

The existing township of Nyora has 1,332 people living in 450 households, with an average household size of 2.8 people. These figures include those living in the farming areas surrounding the central township. Its proximity to Pakenham, Cranbourne and Leongatha mean it has the potential to accommodate a growing population in future years as demand for residential development in semi-rural areas within commuting distance from employment centres increases.

Nyora is located approximately 90 kilometres from the edge of Melbourne, and approximately 45 kilometres from central Pakenham. The main point of access from the west to the town is via the South Gippsland Highway, passing Dandenong and Officer, Pakenham, Koo Wee Rup and Lang Lang. Some traffic uses McDonald's Track/Heylens Road and Yannathan Road to enter the town from the north, passing sand mines and Wuchatsch Reserve.

The landscape in South Gippsland is gently undulating and the mild climate lends itself to green hills with trees visible on the horizon. Such scenic qualities make Nyora a particularly attractive place to live. The town centre itself is relatively flat, while the surrounding residential areas are sloping, particularly to the south and east, creating opportunities for panoramic views across the hills.

According to the Gippsland Regional Growth Plan (2014) Nyora plays a critical role in the provision of resources (particularly sand) to the State. Areas to the west of Nyora's township are known as having some of Victoria's best sand resources.

EXISTING SERVICES

Existing services in central Nyora comprise a post office and general store on Mitchell Street, a community hall on Henley Street, an op shop in the former railway building and Nyora Primary School on Grundy Avenue. Visiting Maternal and Child Health Services are delivered at Nyora Primary

School, and immunisation services are provided via the Nyora Hall.

Toby's Paddock/Nyora Common and a recreation reserve are two key areas of public open space and are both relatively central to the township. The recreation reserve also supports a men's shed and a variety of sporting clubs.

The speedway, also located on Grundy Avenue, runs races on a bimonthly basis. A mobile library stop next to Toby's Paddock park is visited on the second Saturday of every month.

A railway running through the centre of Nyora was constructed in the late 19th century, following European settlement of the area.

The nearby towns of Loch and Poowong are key places to access local services for Nyora residents and these are both less than 10 minutes' drive away. Due to their proximity, there are certain services that may not be duplicated in Nyora as a result of the current Development Strategy. However there is scope for a number of services to be located in Nyora into the future.

TABLE 1. SERVICES IN SURROUNDING TOWNS

TOWNSHIP	SERVICE DESCRIPTION
Loch (Approx. 6 km)	Preschool, primary school, disability services, community hall, market site, CFA, police station, recreation reserve, playground, skate ramp, parks, bowling club.
Poowong (Approx. 10km)	Maternal and child health, kindergarten, primary school, library, community hall, CFA brigade, recreation reserve, swimming pool, playground, indoor sports stadium, open spaces
Korumburra (Approx. 20km)	Kindergarten, childcare, playgroups, primary school, secondary school, hospital, maternal child & health, medical services, nursing home, community housing, caravan park, CFA, police station, ambulance, council meeting room, visitor information centre, swimming pool, indoor recreation centre, recreation reserves, playground, tennis courts, parks, coal creek community park and museum

NYORA IN FUTURE

Three population growth scenarios have been prepared to help plan for the future development of Nyora:

- Low growth: 2.5% per year
- Medium growth: 4.0% per year
- High growth: 6.5% per year.

Detailed background information for how these growth scenarios were calculated is available in the Urban Enterprise "Property and Economic Issues and Opportunities Report" (April 2016), also publicly available.

Population growth in Nyora will be driven by a range of external factors:

- Improved transport connections to Melbourne
- Proximity of the South-Eastern growth corridor
- Affordable housing
- Proposed development in the north of Poowong Road.

According to the 2011 Census, in Nyora and its surrounding district (Poowong and Loch) between 2011 and 2026, the number of persons aged under 17 is forecast to increase by 177 (27.4%), and will comprise 23.8% of the total population. The number of persons aged over 60 is expected to increase by 339 (64.8%) and comprise 25.1% of the total population. The largest service age group in 2026 is 'Parents and home-builders (35 to 49)', with a total of 731 persons.

The majority of people in Nyora drive to work. According to the 2011 Census, 74 per cent of residents in Nyora drove to work and 6.6 per cent travelled as a passenger in a car. Bus trips accounted for only 1 per cent of people's journey to work habits and 2 per cent walked to work.

The top five industries of employment for residents in Nyora are:

- Manufacturing (115 people)
- Construction (93 people)

- Retail trade (55 people).
- Healthcare and social assistance (53 people)
- Agriculture, forestry and fishing (43 people).

With a growing population and changes in age structure it is likely that demand for services in Nyora will diversify into the future.



View to Nyora farmland from Anna Close

REGIONAL & ECONOMIC CONTEXT

COMPETING TOWNSHIPS

The economic role of Nyora is influenced by a number of small settlements in South Gippsland, such as Lang Lang and Koo Wee Rup. A survey conducted to assess the shopping, school and recreation behaviours of Nyora Residents found most people go to Cardinia Shire for major retail, followed by South Gippsland towns (Nyora Community Infrastructure Plan). The map opposite illustrates these competing centres.

There is currently an under-provision of retail floorspace in Nyora. In 2010, it was estimated that Nyora residents' spending could support a retail floorspace of 2,000 m². The retail floorspace of the Nyora general store is 120m², which highlights the lack of supply, forcing residents to spend outside the township.

Anticipated population growth in Nyora will offer the opportunity for additional retail development.

INDUSTRIAL SECTOR

Nyora has a significant amount of industrial land and activity for its relatively small size. The existing industrial activities include:

- Farm supplies and animal feed;
- Construction materials and earthmoving;
- Engineering services;
- Septic tank supplies; and
- Equine equipment and supplies.

There are 10 industrial enterprises in Nyora, of which 8 are located in the Industrial 3 Zone.



Nyora railway station, currently used by the Nyora Op Shop

PRECINCTS

The Nyora Development Strategy study area (see "Figure 2. Precincts" on page 7) is divided into eight precincts, labelled A to H. The Precincts have different conditions and are likely to experience growth in different ways that may need to be managed differently.

Chapters 2, 3 and 4 as well as the Nyora Development Strategy (the next stage of the project) will address the precincts' differing potential for development and set out strategies for implementation. The sections below offer a brief description of each precinct.

PRECINCT A

Precinct A is currently designated as the 'future town centre' and has an area of 32 hectares. It is located centrally within the township. The precinct includes established residential and commercial land.

The Nyora Development Strategy (NDS) will assess demand for a future supermarket and other services as Nyora's population grows in the future.

PRECINCT B

Precinct B has an area of 67 hectares and is located to the south of the Mitchell Street Town Centre. It contains established residential land, the Nyora Primary School and the Nyora Recreation Reserve. Urban land within the precinct was previously Township Zone (TZ), with areas of Public Park and Recreation Zone (PPRZ), Low Density Residential Zone (LDRZ), Farming Zone (FZ) and Public Use Zone (PUZ). Currently, Precinct B is zoned for General Residential 1 (GRZ1). A Development Plan Overlay (DPO) also applies to this land.

The dispersed and lower density nature of the precinct is due to the former TZ and lack of reticulated sewer in the area. With rezoning and recent work this has since been addressed and the precinct can now be considered a 'density transition area'

The NDS will address the precinct's future transition to higher density with appropriate development patterns and potential development yields.

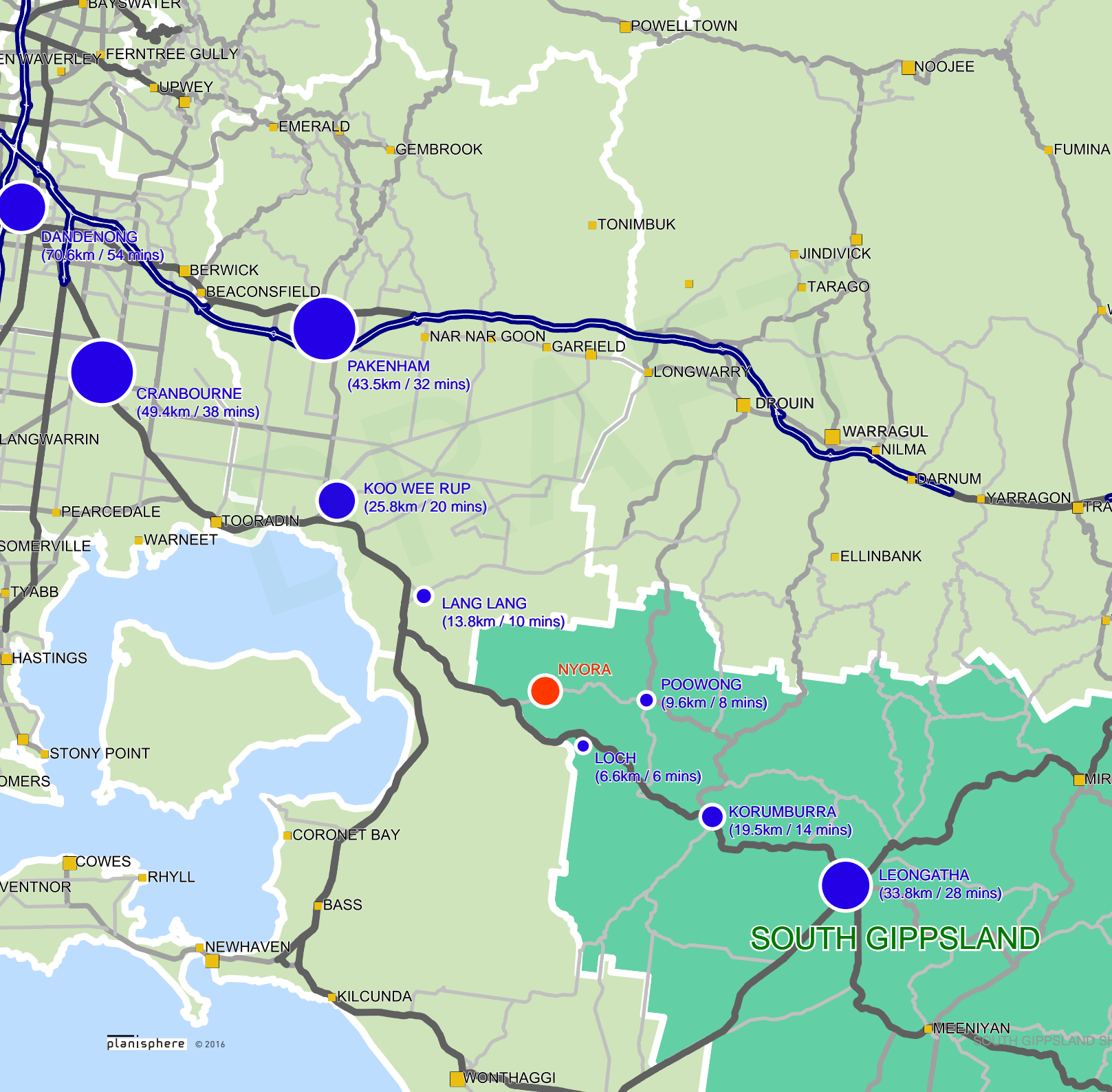


FIGURE 1. REGIONAL CONTEXT

COMPETING TOWNSHIP
(Distance in km / Time in minutes) to Nyora



PRECINCT C

Precinct C, 'Nyora west', has an area of 53 hectares of land located in the west of the township. The precinct is an urban investigation area and is currently used for grazing. Land within precinct C is zoned Farming Zone providing for agricultural uses.

PRECINCT D

Precinct D, 'Nyora north', has an area of 15 hectares of land located northerly within the township. The precinct is an urban investigation area and is bound by Yannathan Road to the north and east. Precinct D is currently utilised for a grazing. Land within precinct D is zoned Farming Zone providing for agricultural uses.

PRECINCT E

Precinct E has an area of 82 hectares of land located centrally within the township. The precinct supports a range of land uses including: low density residential developments, the Nyora Pony Club and the Watts Road industrial area.

Since connection of the sewer, this precinct can be considered an established low density area with subdivision potential.

The NDS will consider how the Watts Road industrial corridor can be integrated into or interface with the town centre in future.

With sewer provision, Precinct E will allow creation of 0.2 hectare lots and permit subdivision in the Low Density Residential Zone (LDRZ). The NDS will investigate how subdivision in the area may impact on the form and operation of the precinct.

PRECINCT F

Precinct F has an area of 103 hectares of land located in the north-east of the township. The precinct is defined by Glovers Road to the north-east, Yannathan Road to the west and Nyora-Poowong Road to the south. The precinct is designated as an urban development area and is currently used for grazing.

Land within precinct F is presently zoned Farming Zone providing for agricultural uses. This land is subject to a development proposal currently under consideration by the State Government under Planning Scheme Amendment C97 to the South Gippsland Planning Scheme. The proposed rezoning to GRZ1 is anticipated to provide for approximately 700 residential lots.

PRECINCT G

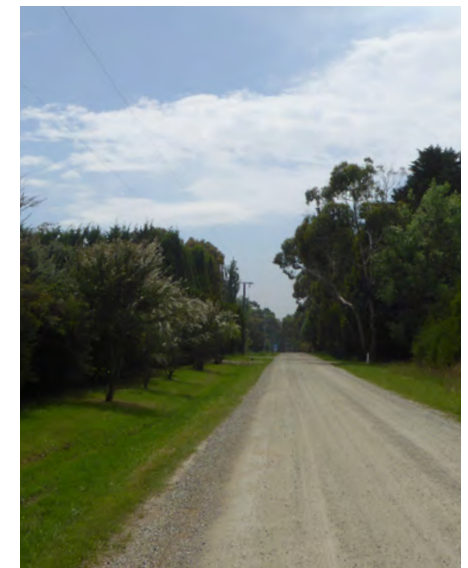
Precinct G is a low density residential area and has an area of 44 hectares. It is located in the east of the township. The precinct is generally bound by the Nyora-Poowong Road to the north and the Nyora-Leongatha rail corridor to the south. Precinct G contains established low density residential development and a conservation reserve that runs north-south through the centre of the precinct.

This precinct has been developed and as a result no further action is proposed as part of the NDS in future.

PRECINCT H

Precinct H is a rural lifestyle area zoned for Rural Living (RLZ). It has an area of 71 hectares and is located to the south of the township. The precinct includes established residential and rural living land.




The NDS will not have significant impact on the nature of Precinct H. The land is designated to continue as a lifestyle area.











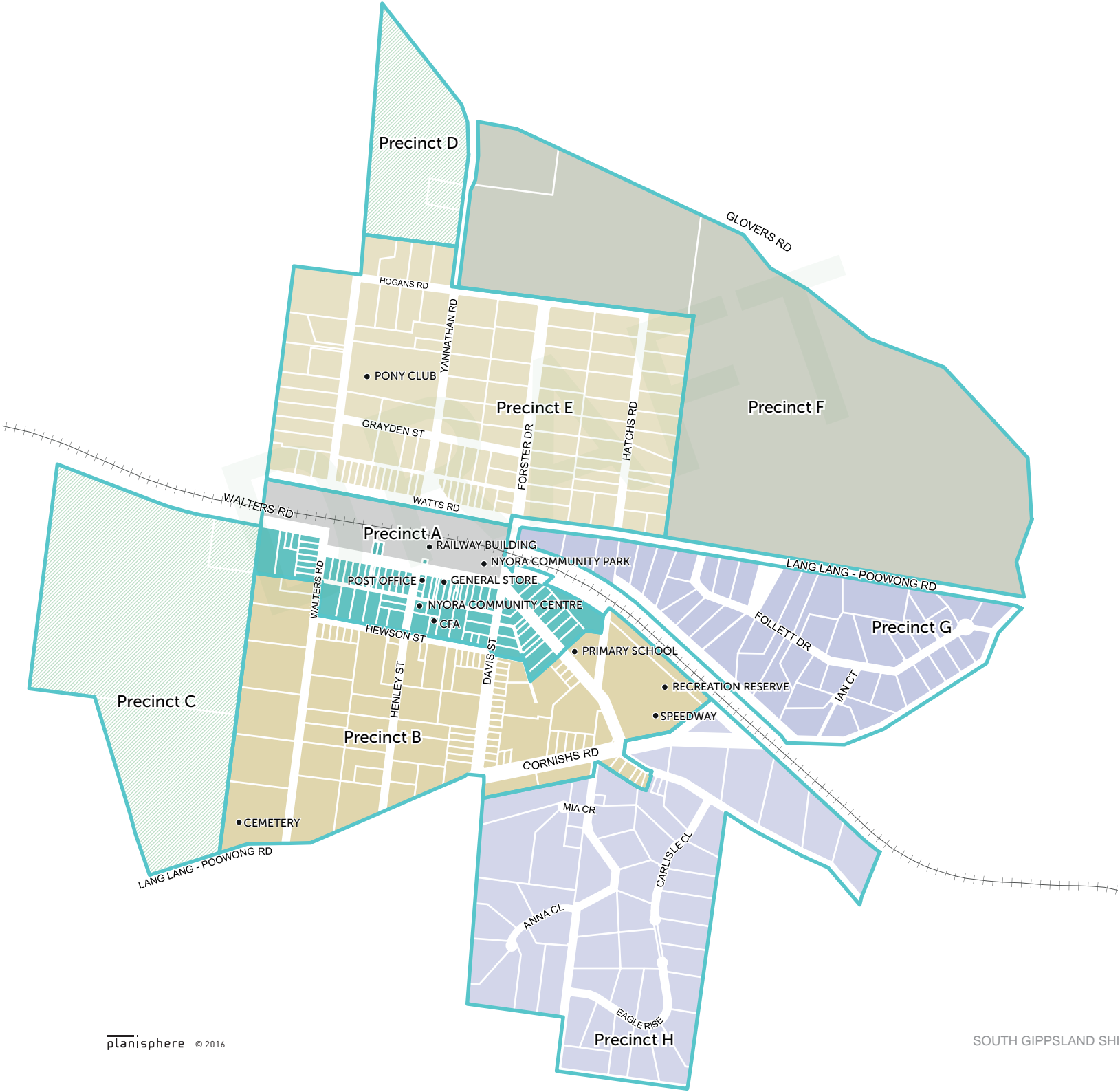
View north on Patman Drive

FIGURE 2. PRECINCTS

LEGEND

-  Precinct Boundaries
-  Former Railway Line
-  Railway (VicTrack) Land

- Precincts
-  Precinct A (Town Centre)
 -  Precinct B
 -  Precinct C
 -  Precinct D
 -  Precinct E
 -  Precinct F
 -  Precinct G
 -  Precinct H



PLANNING CONTROLS

The central subdivision layout across Nyora, particularly in the areas known as Precincts A, B and E, show patterns of development consistent with a low density rural township. That is, lot sizes are significantly larger than are usually seen in the General Residential Zone (GRZ), which now applies to most of Precincts A and B.

Connection of the sewer to Precincts A and B and its availability for Precinct E has created a context in which subdivision in the GRZ and possibly the LDRZ can occur. Connecting sewer to lots in Precinct E would enable subdivision of land in that area to a minimum of 0.2 hectares (2000 square metres).

The following "Zones" and "Overlays" sections provide an overview of the existing controls that apply to Nyora. A detailed planning policy review has also been appended to this report (See Appendix A, "Planning Policy Review" on page 65).

ZONES

The current zoning controls across Nyora's township area are outlined below (with the exception of Precincts C, D and F which are subject to current rezoning amendment C97 or are future investigation areas).

The commercial functions of the Mitchell Street Town Centre are reflected in the range of zones that apply in the area. This includes land zoned Commercial 1 Zone (C1Z) and Public Use Zone (PUZ4).

Land to the south of the railway line is zoned General Residential Zone (GRZ1) and moderate densification may occur in the future, subject to landowner intentions and land demand.

Established rural lifestyle areas north of the railway reserve are almost exclusively zoned Low Density Residential Zone (LDRZ). Lots to the south of the railway reserve area (adjoining Henrys Road) are zoned Rural Living (RLZ).

Public Zones (e.g. Public Use Zone (PUZ) and Public Park and Conservation Zone (PRCZ))

apply to key public infrastructure, environmental features and recreation areas. The northern PUZ5 area is the Nyora Pony Club, the southern site is the cemetery, the PUZ2 is Nyora Primary School and the PUZ1 area contains the community hall and CFA building.

OVERLAYS

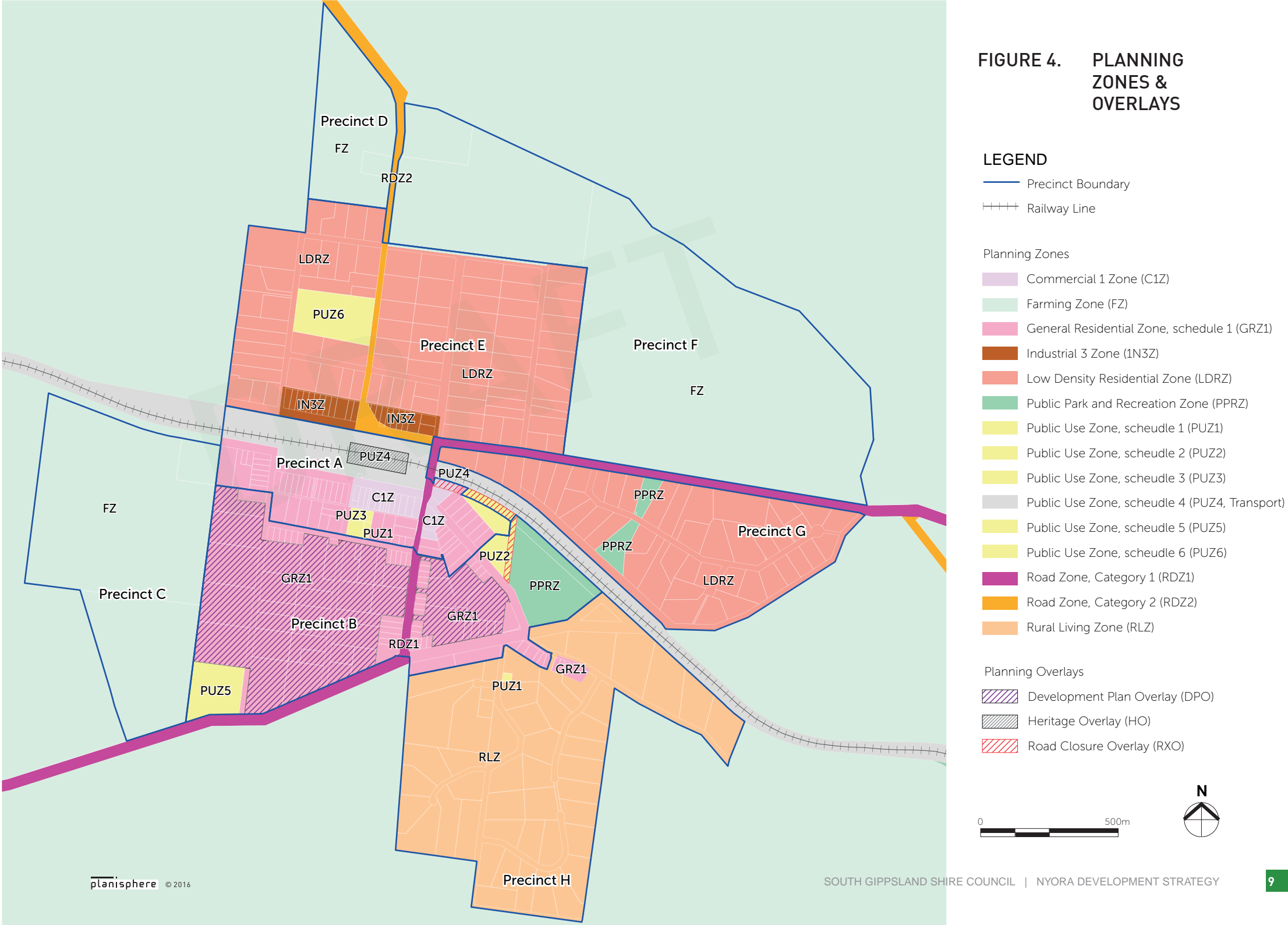
Within the Nyora township there are areas covered by a Heritage Overlay (HO), Development Plan Overlay (DPO5) and Road Closure Overlay (RXO).

A HO applies to the railway station buildings, while the RXO applies to land parallel to the rail corridor and linking the old railway line to Berrys Road. That land currently falls into land zoned for PUZ, C1Z and GRZ.

The DPO5 (Nyora Residential Development Transition Area) applies to areas of GRZ1 rezoned under Amendment C72 and was applied to manage sewage connection and opportunities for large residential lots north of Lang Lang-Poowong Road and Cornishes Road to be subdivided into smaller urban-sized lots.

The Nyora Development Strategy will in part address the fragmented development pattern in Precinct B by considering logical ways for development to occur into the future. The DPO5 requires that subdivision of the area *must plan for and contribute towards improved road, pedestrian and drainage infrastructure and avoid isolated, internally-focused developments, especially on larger lots*. Development plans will guide the area's transition to higher density development over an extended period of time.

FIGURE 4. PLANNING ZONES & OVERLAYS



LEGEND

- Precinct Boundary
- Railway Line

Planning Zones

- Commercial 1 Zone (C1Z)
- Farming Zone (FZ)
- General Residential Zone, schedule 1 (GRZ1)
- Industrial 3 Zone (IN3Z)
- Low Density Residential Zone (LDRZ)
- Public Park and Recreation Zone (PPRZ)
- Public Use Zone, schedule 1 (PUZ1)
- Public Use Zone, schedule 2 (PUZ2)
- Public Use Zone, schedule 3 (PUZ3)
- Public Use Zone, schedule 4 (PUZ4, Transport)
- Public Use Zone, schedule 5 (PUZ5)
- Public Use Zone, schedule 6 (PUZ6)
- Road Zone, Category 1 (RDZ1)
- Road Zone, Category 2 (RDZ2)
- Rural Living Zone (RLZ)

Planning Overlays

- Development Plan Overlay (DPO)
- Heritage Overlay (HO)
- Road Closure Overlay (RXO)

0 500m



LAND USE

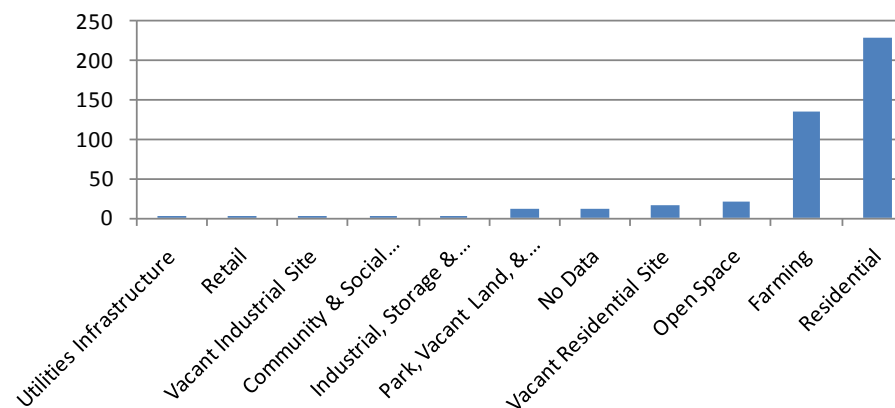
Nyora contains a variety of land uses and the following analysis is based on Council's rates data.

The "Land Use Description" in the data has been simplified into broader categories for ease of analysis.

TABLE 2. LAND USE CATEGORIES

LAND USE DESCRIPTION	SIMPLIFIED LAND USE (SEE MAP)
733- Fire Station	Community & Social Infrastructure
733 Fire Station Facility	Community & Social Infrastructure
750 Halls & Service Clubrooms	Community & Social Infrastructure
740 Church, Temple, Synagogue, etc	Community & Social Infrastructure
721 School Primary – Public/Private	Community & Social Infrastructure
520 Domestic Livestock Grazing-No Dwelling Allowed-No Permit for Dwellings	Farming
530.2 Mixed farming and grazing with structural improvements	Farming
310 General Purpose Factory	Industrial, Storage & Wholesale
310.3 Factory	Industrial, Storage & Wholesale
320 General Purpose Warehouse	Industrial, Storage & Wholesale
210.7 Display Yard	Industrial, Storage & Wholesale
320.7 Store	Industrial, Storage & Wholesale
310.4 Garage/Motor Vehicle Repairs	Industrial, Storage & Wholesale
	No Data
821.4 Outdoor Park and Facilities	Open Space
707 Cemetery	Open Space
821 Outdoor Sports Grounds - Town or Suburban Facilities	Open Space
970 Protected Landscape - Public	Open Space

LAND USE DESCRIPTION	SIMPLIFIED LAND USE (SEE MAP)
663 Railway Passenger Terminal Facilities	Park, Vacant Land, & Rail Infrastructure
117 Residential Rural/Rural Lifestyle (0.4 to 20 Hectares)	Residential
110 Detached Home	Residential
211.2 Shop and Dwelling (single occupancy)	Retail
211.3 Office and Dwelling (single occupancy)	Retail
210.4 Shop	Retail
698 Telephone Exchange – Purpose Built	Utilities Infrastructure
623 Electricity Substation/Terminal	Utilities Infrastructure
644 Water Storage Tanks, Pressure Control Towers & Pumping Stations	Utilities Infrastructure
638.2 Public Utility – Drainage	Utilities Infrastructure
300 Industrial Development Site	Vacant Industrial Site
100 Vacant Residential Home Site/Surveyed Lot	Vacant Residential Site
103 Vacant Residential Rural/Rural Lifestyle (0.4 to 20 Hectares)	Vacant Residential Site



Land use in Nyora by increasing proportion of area (ha)

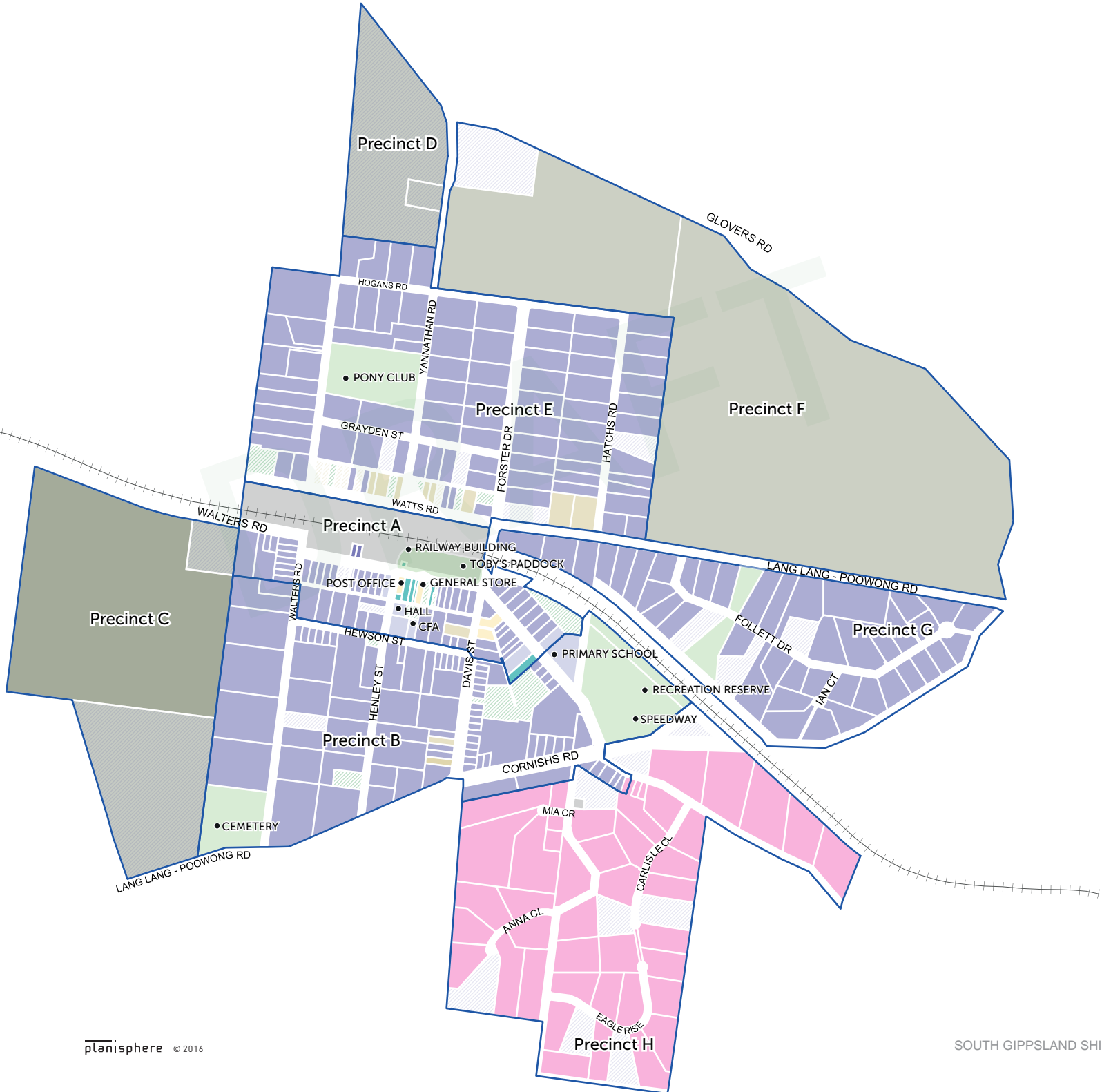
FIGURE 5. LAND USE

LEGEND

- ++++ Railway Line
- ▭ Precinct Boundaries

Lots by Simplified Land Use
 (Source: Council Rate Data, 2015)

- Community & Social Infrastructure
- Farming
- Industrial, Storage & Wholesale (including Motor Repairs)
- No Data
- Open Space, Park & Vacant Land
- Rail & Utilities Infrastructure
- Residential
- Rural Residential
- Retail
- Vacant Industrial Site
- Vacant Residential Site



INCOMPATIBLE USES

A small number of land uses do not align with the current zones. This may create potential for land use conflict as the town develops. Examples of incompatible uses in the township are:

- Landscape/wholesale businesses in land now LDRZ on Lang Lang-Poowong Road
- Car Mechanic in land now GRZ on Davis Street
- Residential dwellings in land now C1Z on Mitchell Street in the town centre
- Residential dwellings in land now IN3Z in the Watts Road industrial strip.

These incompatible uses are likely to be the result of past organic growth of the settlement, whereby certain uses have sprung up over time, and by now have existing use rights within the new planning zones.

Where vastly different uses are in close proximity, there is potential for conflict (e.g. between industrial and residential uses).

In the C1Z, it is unlikely that there will be particular issues around residential and retail uses located next door to one another. In many cases, retail and residential uses are compatible and are often encouraged in an area like Nyora. However, too much residential on the ground floor of a commercial area may slow down or limit future development of more active uses within the town centre.

Currently, Nyora has a relatively low development density. However, connection to the sewer offers an opportunity for subdivision and higher residential densities. As landowners take up opportunities for subdivision on their land, tension between incompatible uses may occur.

Potential conflict areas are within the Industrial Zone (IN3Z), where there are some farming and residential uses, and within the Low Density Residential Zone (LDRZ) where there are uses more appropriate to industrial or business zones.

Management of these issues will be key to the success of the strategy.

LOT SIZES

The lot sizes in Nyora vary in scale from the smallest 10 square metres utilities parcels, 385 square metres for the smallest residential lot and up to 75 hectares for farm land.

The settlement broadly follows the expected pattern of the smallest lots being located in the town centre, with progressively larger lots as you move towards the periphery.

Several of the smaller lots on Mitchell Street have been combined for the purposes of producing larger areas for development.

As can be seen on the map (see "Lot Sizes" on page 13) over

a third of lots within the Nyora study area are under 2000 square metres in size, although almost a quarter are over 1 hectare; so there is considerable scope for subdivision.

RECENT SUBDIVISIONS

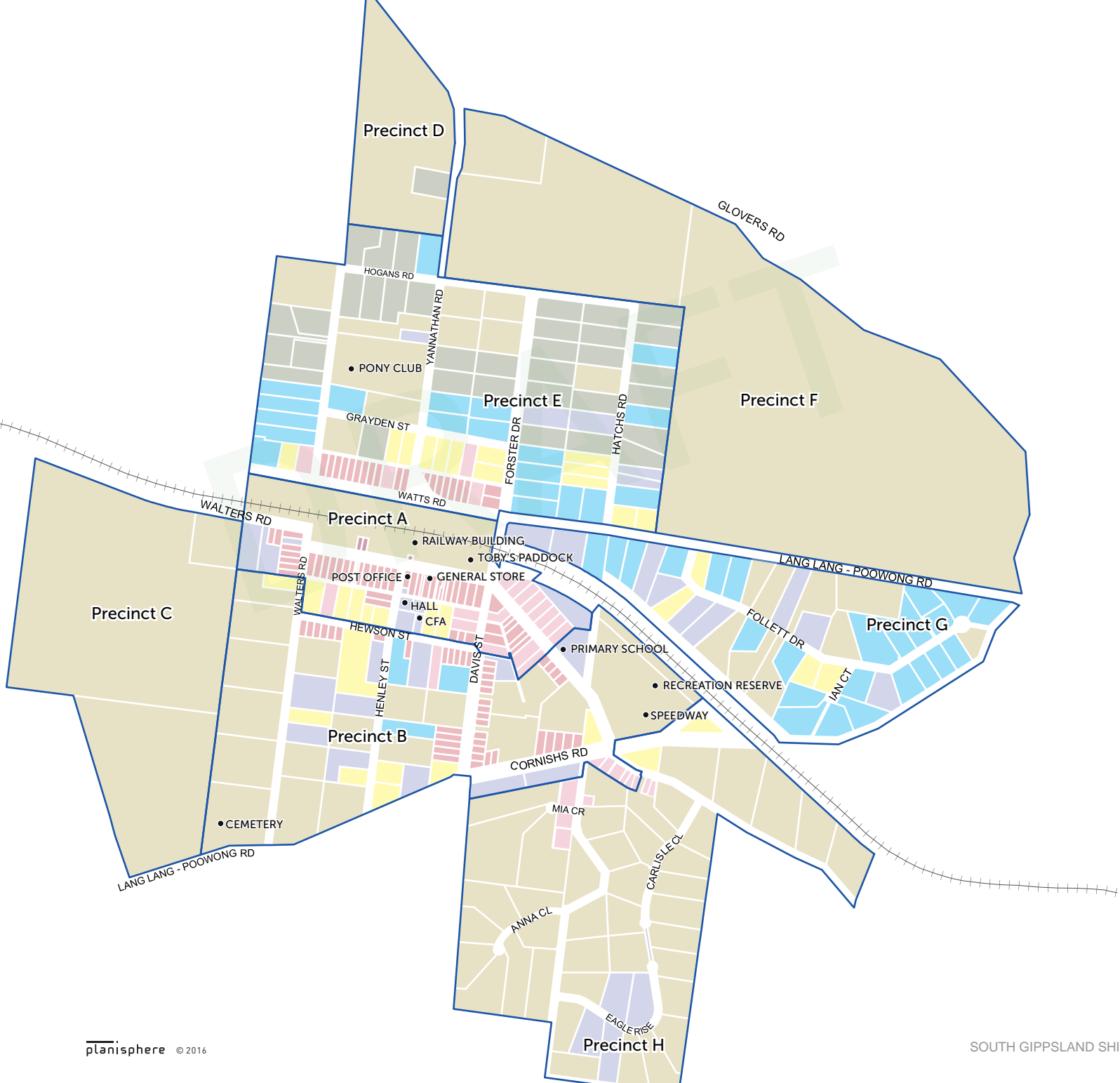
Following an initial site visit, some variations in character and development typology have been observed across the township. Precinct G, for example, has undergone further subdivision and development (see image below).

A combination of desktop and survey work will therefore need to be utilised to determine actual dwelling numbers and therefore additional capacity among the different precincts.



Alpacas grazing in a paddock within the town centre (Precinct A)

FIGURE 6. LOT SIZES



LEGEND

- ++++ Railway Line
- ▭ Precinct Boundaries

Lots by Area (hectare)

- 0 to 0.2
- 0.2 to 0.4
- 0.4 to 0.6
- 0.6 to 0.8
- 0.8 to 1
- 1 to 75



ENVIRONMENT & LANDSCAPE

The map opposite (“Environment & Landscape Features” on page 15) illustrates the key environmental features of the study area. Well-vegetated and densely treed areas are plentiful, both in clumps within properties, and also along roads.

The value of existing areas of remnant (native) vegetation will need to be considered when evaluating capacity for development.

The topography of the area is defined by gently rolling hills, with the town centre nestled within a valley. The surrounding area generally rises up around the town centre and this affords significant opportunities for views of the countryside and vistas across the town. Precinct H offers some of the best views available to surrounding agricultural and well vegetated landscapes (see image below).

Environmental features are a defining characteristic of Nyora. Local fauna includes yabbies,

Southern Brown Bandicoots, and Lace Monitors (which are shown north of Nyora on the State Government’s Biodiversity Interactive Map). The Giant Gippsland Earthworm is also present in the area.

Due to the cover of remnant vegetation there is also some risk of bushfire to the township.

CHARACTER

Following site surveys in Nyora and a review of aerial photography it is clear that some areas shown as high tree density in the existing

map data (see opposite) have been cleared for development since adoption of the Nyora Structure Plan in 2013 and its preparation, commencing in 2011. The variation in datasets and existing conditions is most evident north of Watts Road, where industrial units have either been built or sites have been cleared and are awaiting construction.

This discrepancy can be used in the formulation of issues and opportunities for the concept plans to form part of the Nyora Development Strategy (NDS).



View from Mia Court across the rolling countryside.

FIGURE 8. ENVIRONMENT & LANDSCAPE FEATURES



LEGEND

- Precinct Boundaries
- - - - Former Railway Line
- Properties
- Waterway
- Water Area (Including Seasonal)
- Public Open Space (e.g. Parks)*
- Vegetation
- Giant Gippsland Earthworm Habitat

*Public Open Space refers to publicly accessible land set aside for sport, recreation and community purposes and may include parklands, sporting fields, playgrounds, bushland and built areas such as civic squares, plazas or skate parks.



BUILT ENVIRONMENT

Nyora's rural township feel is partly due to the spaciousness between dwellings and a low density and scale of development. Within the township boundary there are still some areas of undeveloped grazing land. Building site coverage is very low due to large lot sizes, and most buildings are set well back from front and side boundaries (e.g. greater than 10m).

The rail line (currently not in use) runs through the centre of town Nyora and has a very wide reserve. This creates an expanse of open land for recreation, but is also a barrier to north-south movement (there is only one place to cross the line). Toby's Paddock and the railway station building provide the only real structure on this land, with the remaining space (the Nyora Common) has no formal purpose despite its location in the heart of the town.

The primary routes through town have sealed roads, but many residential streets are unsealed.

Street furniture within the town

is minimal. Rubbish bin provision is in the form of wheelie bins and retaining posts but no bin surrounds have been provided, but these could be stylised to match other benches and street furniture if urban design upgrades occur in the town centre.

INFRASTRUCTURE

Infrastructure associated with two utilities is located within the township boundary:

- Telstra substation (Toby's Paddock)
- Water tower on (Henry's Road)

The Telstra building is relatively small and is not too visually intrusive on the park setting. However, it is not well located in urban design terms. Discussions should be entered into with Telstra in case an opportunity arises to relocate the building as part of future development.

The water tower is a large structure at one of the high points in Nyora. It is relatively well

screened from view by vegetation and is in Precinct H, which is unlikely to see increased levels of growth.

NEIGHBOURHOOD CHARACTER

The neighbourhood character in Nyora can be described as a mixture of agricultural, rural and bushland settings. In Precincts A, B and E there is evidence of longer-term established rural settlements with predominantly single storey housing and vegetation which extends well above roof-lines.

In the newer rural lifestyle and low density areas (Precincts H and G) there are areas less vegetated due to their more recent conversion from agricultural to residential land uses. Nevertheless, evidence of plantings and establishing gardens is clear across these precincts. Dwellings in these areas are more commonly two storeys and often brick construction, while older dwellings in more established areas are often timber weatherboard construction.

The industrial parts of Watts Road are defined by warehouse-like structures with limited vegetation around buildings, while on the southern side of the road Toby's paddock and the railway reserve are heavily vegetated in parts.

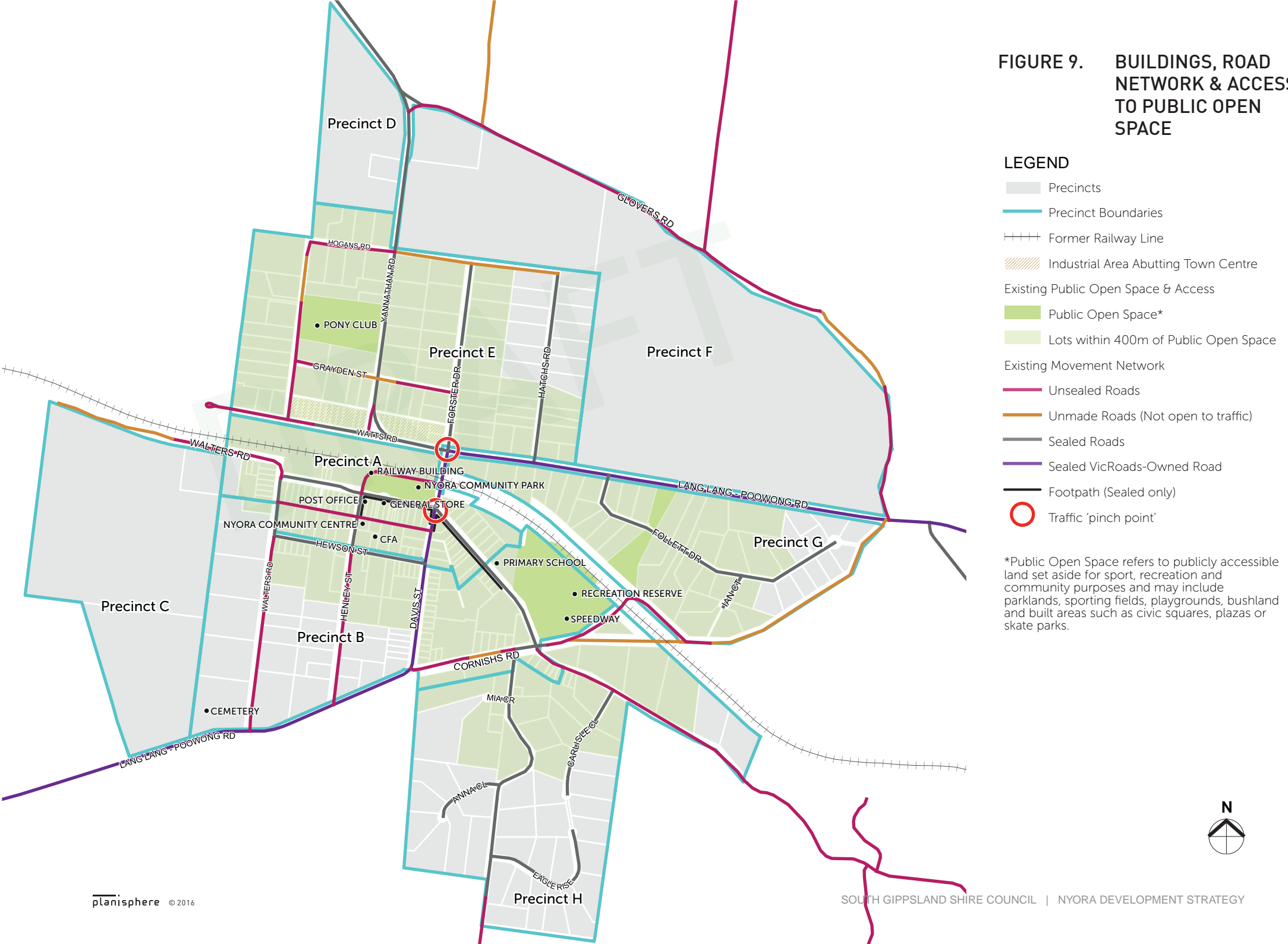
Despite variations in development eras, the rural setting of Nyora shines through with vegetation being highly visible and an abundance of sky available in views across the township and in residential streets.

HERITAGE

The Nyora Railway Station buildings are included in a Heritage Overlay, recognising the buildings as locally significant. The platforms and buildings are highly visible in the town centre and are positioned adjacent to Toby's Paddock. The main building is currently being used by the Nyora Op Shop.

Further investigation could be undertaken to establish whether there are other examples of built-form heritage values could be identified in the township.

FIGURE 9. BUILDINGS, ROAD NETWORK & ACCESS TO PUBLIC OPEN SPACE



PUBLIC OPEN SPACE

Public open space (POS) provision is concentrated within the central area of town. The map opposite shows the lots which are within a 400m radius, roughly equivalent to a five minute walk. Although POS is concentrated within the central area, a large proportion of lots in Nyora are within a 400m radius of POS. However, due to limited north-south connections across the rail line and a lack of footpaths, access to POS is less connected than it could be.

The majority of residents live on large lots, meaning access to open space is unlikely to be a major concern,. However, with urban growth areas planned in the future, easy access to POS will become much more important for Nyora residents.

Additional areas of POS are currently proposed as part of the Precinct F future urban area under consideration in PSA C97 (the 'Wallis Watson' land). An area of active open space (potentially a sports oval or field) is proposed in

the current subdivision plan, while a drainage reserve containing passive open space corridors will also become a recreation area. This constitutes approximately 1.6 hectares of passive open space, 4.06 hectares of active open space and 7.27 hectares of drainage reserve with recreation potential to be added to the town in future (should C97 be approved and the land developed).

As part of this strategy, additional areas for open space provision should be identified to service areas of Nyora currently without access.



Toby's Paddock / Nyora Common



Speedway track, Rec Reserve, and shared path along the rail line

TRAFFIC & TRANSPORT

The full traffic background report is provided as Appendix A. Below is a summary of some of the key findings, which are used as a baseline for the issues and options analysis over Chapters 2-4 of this report.

ROAD NETWORK

A key part of the final strategy is to determine where and when infrastructure will be delivered. The information on road surfacing will be one of the key infrastructure requirements. The Traffix report identifies three types of road surface:

- Sealed – generally these are likely to be of sufficient quality to support growth, however there may be issues around potential junction improvements or widening, which will be identified at subsequent stages of the study.
- Unsealed – these areas will need to be upgraded to support delivery of additional housing growth.

- Unmade Road Reserves – these will be considered on a case by case basis as to whether they are feasible to deliver as new road network connections, shared path routes, or remain as they are.

In addition the road widths and road reserve dimensions have been assessed, which will assist with determining the opportunity for road widening, increased planting, public realm improvements, and the addition of shared paths.

EXISTING TRAFFIC VOLUMES

Currently there are few traffic movements along the key roads. It is likely that the number of cars will increase significantly as the population increases and the majority of residents continue to commute out of town for work. The initial traffic counts that have been taken will be used for traffic modelling to determine the impact that new development will have and to pinpoint potential pinch points in the network.

PEDESTRIANS, BICYCLES &

PUBLIC TRANSPORT

These are currently very limited, with only a small proportion of roads having associated footpaths. Increased infrastructure provision for active transport is a priority for the sustainable development of Nyora and the phasing of improvements to this network will be investigated in following stages of this strategy (identification of issues and opportunities and preparation of a strategy to guide future development in Nyora).

Nyora has a limited bus service currently, which operates between Melbourne and Yarram, via Cranbourne, Koo Wee Rup, Korumburra, and Leongatha. Bus stops are located on Davis Street, near to Mitchell Street.

The rail line and station are not currently in use. Discussion with VicTrack are an important aspect of the project to determine if parts of the adjoining land can be utilised in the development of Nyora town centre.

CRASH STATISTICS

Based on Traffix's review, there are no existing crash patterns in the study area.

ISSUES & IMPLICATIONS

The movement network in Nyora is largely designed for car travel and many streets end in cul-de-sacs. Where more connected streets exist, the length of the street (270m to 500m) often makes them 'unwalkable'.

Despite the lack of paths and large street layout, the size of Nyora's township area means it would be possible for most residents to walk to Mitchell Street (the town centre) within 5 to 10 minutes, if better paths and good links between key blocks were provided.

At present, walking around Nyora is more difficult because few roads have footpaths and street lighting is minimal. As a result it is unlikely that many people would currently consider walking across town, particularly at night.

KEY FINDINGS

The key findings, issues and opportunities identified in this report will inform the Nyora Development Strategy. Key findings can be summarised as presented below.

PLANNING

As a result of the past ten years' strategic planning work for Nyora, there is a clear legacy of information to address the following issues (in no particular order).

There are also clear physical gaps in infrastructure and urban design that can be addressed in future stages of this project, through concept designs and masterplanning/structure planning the relevant precincts as required.

Key planning findings are:

- There is existing demand for pedestrian paths and footpath improvements linking residential areas to key existing community facilities such as the community hall and primary school
- Opportunities for diversification of movement networks across the township to include better facilities for horse riding and the popularity of equestrian sports within the township
- Stated desire for future residential development to retain Nyora's rural and open character including the extremely well vegetated skyline
- Need for increased commercial investment and re-evaluation of retail opportunities in Mitchell Street or alternative town centre
- Improvements to be made to the Watts Road industrial precinct, particularly from a visual amenity perspective
- Consideration of land use conflict (for example, industrial and residential) across some precincts which may impact the potential for uptake for subdivision and densification in those areas (strategies required to address this)
- Opportunity for increased discussion with VicTrack regarding any surplus land and the implications of this for the town centre development, particularly in the vicinity of Toby's paddock
- Impact of the Wallis Watson rezoning contingent on approval of the Planning Scheme Amendment C97 by the State Government and implications for future residential land supply if this amendment is not supported
- Impact of Plan Melbourne Refresh and shifting approaches to rural township redevelopment; and the ability of Nyora to accommodate population growth as a result of migration from metropolitan and peri-urban areas.
- Impact of projected population growth to a degree that may support greater retail and commercial opportunities in the town centre and how to address and encourage growth in retail and commercial sectors for Precinct A in particular
- Fragmented development patterns have the potential to impact the time-frame of development concepts presented in the concept plans in later stages of this project.
- Population growth will create demand for community infrastructure including a community hub, potential expansion of the primary school and improvements to recreation facilities and public open space
- Population growth will create demand for review of urban design in town centre to uplift and support its redevelopment in a manner that respects and builds on the rural character of the township.

PROPERTY & ECONOMICS

- A population growth rate of 2.1% per annum was used to inform the Nyora Structure Plan. A review of growth projections has indicated the growth scenarios may be 2.5%, under a low growth scenario, up to 6.5% (high growth

scenario) population growth per annum. These scenarios have been taken from a range of sources including Victoria in Future (VIF, 2015) and Forecast ID (2015) reports.

- Existing studies identify the lack of retail and commercial facilities in the town and the need for further services to be provided to reduce escape expenditure and support the significant growth that is projected to occur in the town over the next 20 years;
- Multiple studies identify that increased retail and commercial services could enhance the character of the town as well as meeting the needs of locals.

INFRASTRUCTURE

- There are recurring stormwater management issues across the township.
- Analysis of 1% and 18% Annual Exceedance Probability (AEP) stormwater events shows that 98 properties in Nyora are affected by minor flooding

under a 1% AEP event and up to 61 properties could be affected by an 18% AEP event (AEP is the likelihood of a flood event recurring in any given year).

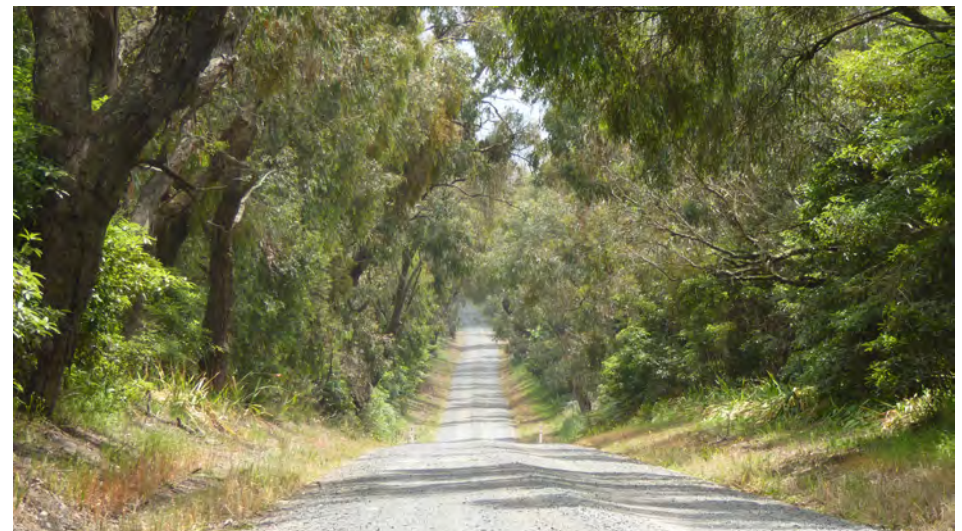
- Stormwater analysis also shows that Walters Road and Glovers Road may be at risk from major stormwater events.
- Topographic low points in Precincts B and E, as well as in the town centre, regularly experience stormwater management issues and public stormwater pipes are in poor condition.
- Roads within the area generally lack a kerb and channel system and the minor drainage flows are conveyed within open channels, which may become an issue where hard surfaces increase when more urban style growth occurs in the township.

TRAFFIC

- There are few footpaths around the township, limiting pedestrian movement and creating conflicts between cars and pedestrians on busier roads such as Davis Street
- The existing traffic movements along road networks in Nyora are low
- A number of challenges to pedestrian and bicycle movement are created by the

variable condition of roads (sealed and unsealed) and the largely north-south road network with few east-west connections

- Infrastructure to support bicycle, pedestrian and equestrian movement in Nyora is currently limited
- There are very low statistics for crash patterns in Nyora.



View west along Glovers Road

1.2 A VISION FOR NYORA

VISION

The *Nyora Community Plan* (October 2010) put forward a five year vision for Nyora based on community aspirations for the township (shown in bold text, below).

This section sets out that vision, which was also referenced in the *Nyora Structure Plan* (2013) (NSP) and describes how the Nyora Development Strategy will implement or respond to the objectives of the NSP and Community Plan.

COMMUNITY & OPEN SPACE

To be supportive of people of all ages; providing quality health, education, recreation, leisure and social facilities and opportunities for personal development.

Streets and places will be designed for use by all people and links between destinations will be developed so the whole community has easy access.

New open space opportunities and links will be identified.

Community facilities will be planned to complement but not duplicate those available in nearby towns.

To provide residential accommodation for all age groups, family types and lifestyles.

As Nyora develops there will be more opportunities for different housing types, such as smaller lots and more compact homes. Additional facilities within the town centre will also allow for a reduced reliance on the private car.

To manage Nyora's population to such a level as will guarantee the retention of the rural lifestyle valued by its residents.

As part of the engagement process insight will be sought about the elements of the town that are particularly valued as contributing to Nyora's rural lifestyle.

Urban design principles will be used to deliver consolidation which maintains and enhances the existing character.

ECONOMY & INFRASTRUCTURE

To ensure provision of infrastructure such as sewerage, drainage, water, electricity, gas, access roads, etc. to support Nyora's growth and prosperity.

The introduction of reticulated sewerage has created the opportunity to accommodate additional residential and commercial development in Nyora.

Transport and stormwater assessments will be carried out to ensure that new development provides new and improved infrastructure to meet the future needs of the town.

To develop a compact and attractive Town Centre in which retail and small business can thrive and visitors are welcomed.

The town centre boundary will be defined to allow for a compact form, which can accommodate some larger format stores, as well as allowing for smaller local businesses to flourish alongside.

ENVIRONMENT & WATER

To retain Nyora's rural lifestyle by protecting valuable farming land and the natural environment, providing for sensitive and appropriate development at the interface with rural land.

A clear long-term growth strategy will provide certainty about the extent of future development.

Design guidelines will ensure that new buildings and infrastructure retain a rural character.

New development will be planned with Water Sensitive Urban Design (WSUD) principles, ensuring that the existing water courses and wildlife corridors are an integral part of how the town will be structured.

To respect Nyora's agricultural origins and heritage assets while supporting energy reduction and environmentally sustainable development.

Design principles will be set which ensure sustainable design is used in new housing construction, supporting transition to a lower

energy society and protecting the community from future energy price increases.

MOVEMENT NETWORK

To have comprehensive transport options for both public and business use linking nearby towns and larger towns and cities.

The road network will be assessed for necessary upgrades to keep the town free of bottlenecks.

The pedestrian network will be improved to allow for better linkages to the public transport network to ensure that it is accessible once additional critical mass is established to allow for an increased service.

To provide a unique series of walking paths, bike paths and horse trails connecting the Town Centre with local amenities, recreational facilities, and residential areas and to ultimately connect with neighbouring towns.

An improved active transport network of links and paths will form the backbone of the town and will be constructed to not only facilitate more direct access through the town, but allow for enjoyment of the rural setting.



Grundy Avenue

1.3 ISSUES

Nyora has a distinct identity and offers an attractive lifestyle. However, a number of long-term issues exist that can be addressed through careful development and targeted investment.

The maps on the following pages highlight issues that will be addressed by the Development Strategy.

PLANNING & URBAN DESIGN

The following are the planning and urban design issues that need to be addressed in the development plan for Nyora. They are described in more detail in Section 3 (Precincts) of this report.

LAND USE & STRUCTURE

- There is a lack of coherence in the township structure and layout
- The commercial areas are very limited and do not clearly define a town centre or 'heart'
- The lack of a retail anchor (for

example, a supermarket) makes it difficult to attract other retail and commercial services to the town

- There is a significant under-provision of community services and facilities to accommodate the anticipated growth of the town
- Expenditure and turnover escapes to nearby towns as a result of the under-provision of commercial and retail floorspace
- People's existing routines and a lack of local businesses mean retail expenditure usually occurs outside Nyora. This pattern is likely to continue in the short-term until new services start to locate in Nyora's commercial area
- There are a number of vacant and underutilised industrial and commercial properties throughout, and adjacent to, the town centre
- There is a legacy of residential land use in the town centre and

a likely need to consolidate lots to create developable parcels for large floor-plate retail uses (e.g. a supermarket)

- There is already a lack of infrastructure needed by the current town population
- There is uncertainty about the future residential land supply due to pending planning processes
- There are limited areas of unencumbered and undeveloped lots appropriately zoned for future growth
- Existing patterns of subdivision pose a challenge for redevelopment
- Many residents beyond the Toby's Paddock Park and the Recreation Reserve areas do not have access to public open space within a five-minute walk (400m).

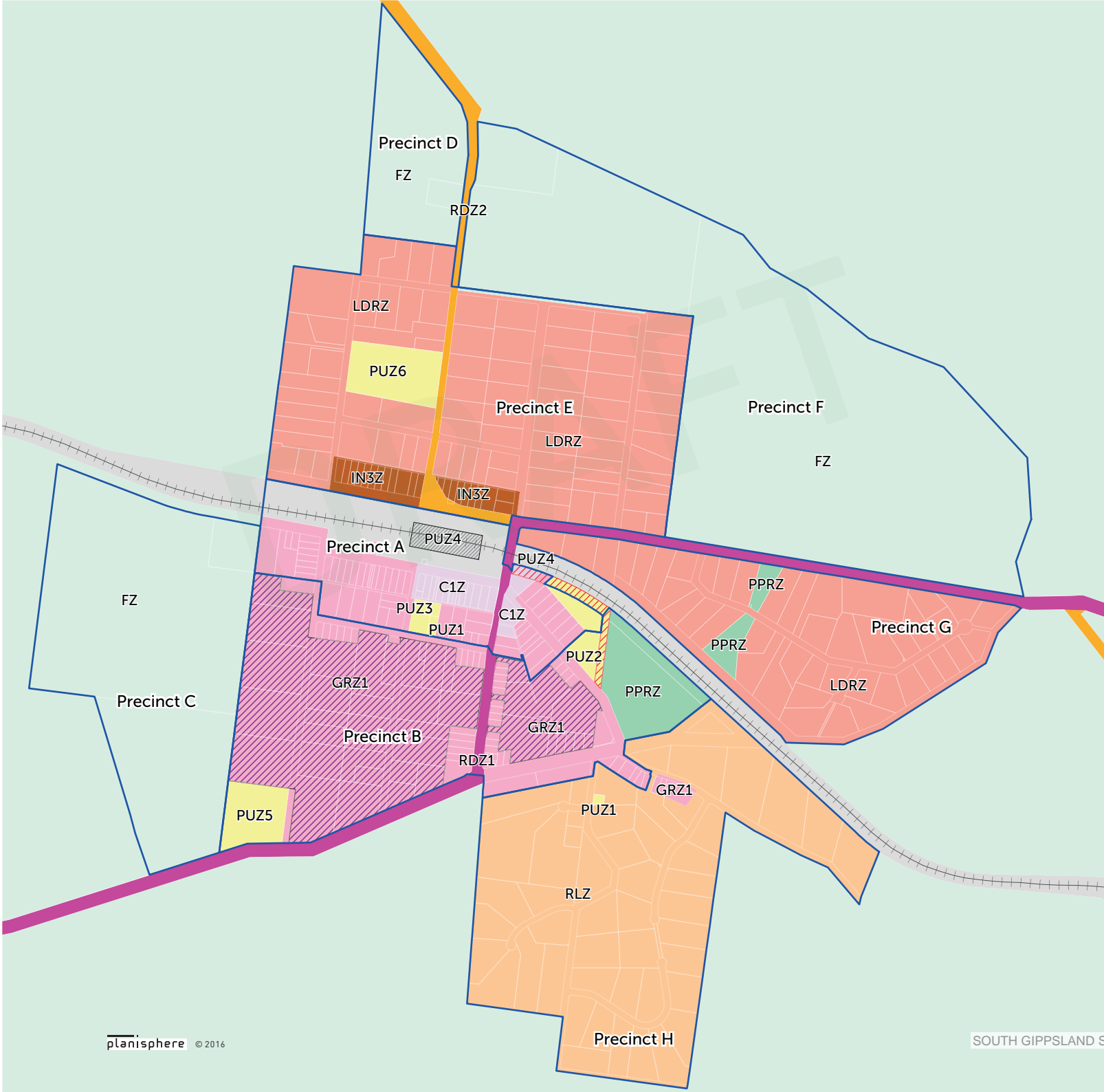
BUILT FORM

- Few design and development guidelines are in place to help preserve and carry forward



existing rural township character as growth starts to occur across Nyora

- Development is sometimes located in visually prominent areas (e.g. on ridgelines), interrupting views to the surrounding landscape
- Gateways/entrances to the township are poorly defined and the township lacks guidelines for development on its fringe
- While removal of native vegetation may be controlled by planning permits in some precincts, development pressures and subdivision may mean vegetation is afforded less protection as precincts become more densely developed in future
- Some areas lack links to public open space
















FIGURE 10. PLANNING & URBAN DESIGN






LEGEND

-  Precinct Boundary
-  Railway Line

Planning Zones

-  Commercial 1 Zone (C1Z)
-  Farming Zone (FZ)
-  General Residential Zone, schedule 1 (GRZ1)
-  Industrial 3 Zone (IN3Z)
-  Low Density Residential Zone (LDRZ)
-  Public Park and Recreation Zone (PPRZ)
-  Public Use Zone, schedule 1 (PUZ1)
-  Public Use Zone, schedule 2 (PUZ2)
-  Public Use Zone, schedule 3 (PUZ3)
-  Public Use Zone, schedule 4 (PUZ4, Transport)
-  Public Use Zone, schedule 5 (PUZ5)
-  Public Use Zone, schedule 6 (PUZ6)
-  Road Zone, Category 1 (RDZ1)
-  Road Zone, Category 2 (RDZ2)
-  Rural Living Zone (RLZ)

Planning Overlays

-  Development Plan Overlay (DPO)
-  Heritage Overlay (HO)
-  Road Closure Overlay (RXO)



INFRASTRUCTURE & MOVEMENT

The following are the infrastructure and movement issues that need to be addressed in the development plan for Nyora. These are described in more detail in Section 4 (Town Centre and Precincts) of this report. The infrastructure issues include traffic and drainage constraints identified in this stage of the project.

ACCESS

- The street hierarchy is poorly defined and rudimentary and the street layout is not adequate for growth
- There are few east-west road connections through the residential areas and some north-south connections are poorly configured
- The railway reserve provides a barrier to north-south movement. There is only one vehicle crossing within the township

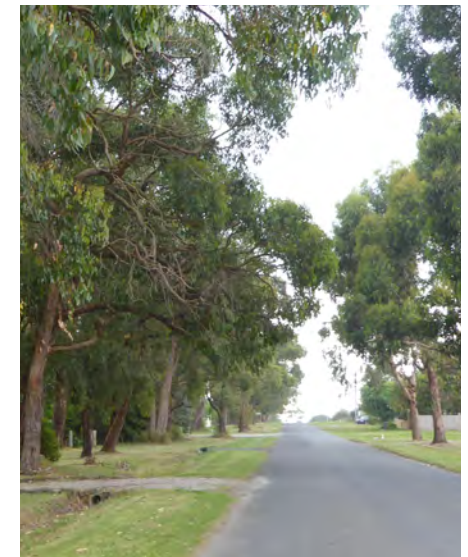
- The existing movement network does not support ease of movement for pedestrians, cyclists or horse riders
- Roads within the area generally lack kerb and channel and there are a number of unmade roads
- There is a lack of formalised car parking and parking areas are poorly designed or in disrepair. This may become a bigger issue into the future as the population grows
- Movement networks are often fragmented or inaccessible other than by car, and do not consider desire lines for human movement
- A number of tracks, trails and paths end abruptly and do not facilitate pedestrian, cyclist or equestrian movement throughout the town
- Key intersections are unsafe and may be unable to accommodate future growth

PUBLIC INFRASTRUCTURE

- The central railway land acts as a barrier to effective stormwater management/stormwater flows in some locations within the township
- Ownership arrangements of the railway corridor may preclude certain land uses and the construction of a second crossing
- There remain unsewered residential areas where the delayed delivery of reticulated sewerage may continue to impede development opportunities
- There are a number of open waterways and roadside drains in the township and these are often found in poor repair
- There are no formal retarding basins to manage stormwater located within the Nyora township area
- The existing open channel drainage system has limited capacity to accommodate increases in overland

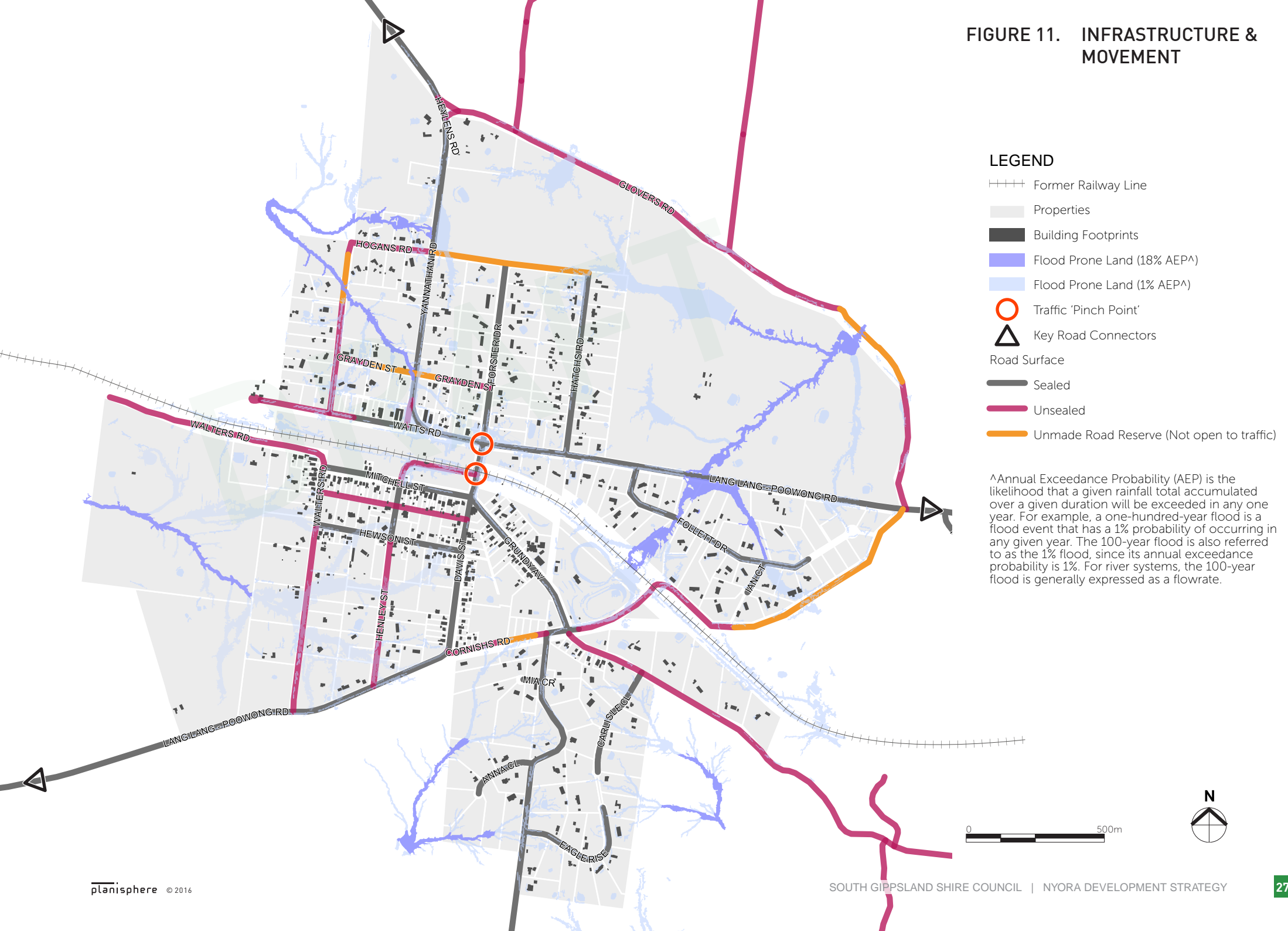
stormwater flow that are created when significant development occurs (e.g. as a result of population growth)

- Creation of a revised drainage system may be legally difficult when trying to establish drainage outlet permissions, downstream impacts to landowners, increased pollution from urban stormwater runoff, and modified rainfall patterns associated with climate change



Forster Road

FIGURE 11. INFRASTRUCTURE & MOVEMENT



LEGEND

- Former Railway Line
- ▭ Properties
- ▭ Building Footprints
- ▭ Flood Prone Land (18% AEP[^])
- ▭ Flood Prone Land (1% AEP[^])
- Traffic 'Pinch Point'
- △ Key Road Connectors
- Road Surface
- ▬ Sealed
- ▬ Unsealed
- ▬ Unmaded Road Reserve (Not open to traffic)

[^]Annual Exceedance Probability (AEP) is the likelihood that a given rainfall total accumulated over a given duration will be exceeded in any one year. For example, a one-hundred-year flood is a flood event that has a 1% probability of occurring in any given year. The 100-year flood is also referred to as the 1% flood, since its annual exceedance probability is 1%. For river systems, the 100-year flood is generally expressed as a flowrate.

0 500m



1.4 OPPORTUNITIES

This section provides an overview of opportunities to be examined by the Development Strategy.

PLANNING & URBAN DESIGN

LAND USE & STRUCTURE

- Improve Town Centre through new uses and with urban design techniques
- Actively reuse former railway land
- Create a recognisable town centre and provide for future retail and commercial activities as the population grows
- Establish additional retail floor space in the short term to improve the township's market share and generate additional economic activity

- Facilitate population growth to increase local expenditure and attract an anchor retailer, such as a smaller supermarket, in the medium term
- Support the development of a larger supermarket in the longer term (assuming strong population growth rates are achieved)
- Encourage local uptake of vacant commercial and industrial sites to service local needs
- Consolidate underutilised lots in or near the town centre for retail and commercial development
- Allow the conversion or redevelopment of existing dwellings in the Commercial 1 Zone along Mitchell Street to accommodate small businesses

and medical services

- Identify opportunities to locate more employment-generating businesses in Nyora as the population grows and diversifies
- Provide ongoing support for home-based businesses located within the town (these are likely to increase in importance over time with population growth)

BUILT FORM

- Capitalise on the rural township character to inform design guidelines for new development and subdivision layouts across the residential precincts
- Incorporate principles of rural township neighbourhood character through stormwater and traffic management, and

movement infrastructure interventions

- Encourage retention and provision of native vegetation as new development occurs and support solutions that maintain and protect native habitats throughout the township
- Use development contributions to fund infrastructure improvements that benefit the broader community
- Encourage joint ventures between landowners when subdividing land in established areas to achieve orderly planning as growth occurs
- Introduce built form and design guidelines to protect and enhance gateway sites across the township.

INFRASTRUCTURE & MOVEMENT

ACCESS

- Define a street layout that clarifies the street hierarchy and improves public amenity and drainage
- Increase connectivity and create new opportunities for infill development by constructing unmade road reserves in strategically important locations
- Improve sight-line standards by applying Council's Infrastructure Design Manual and best practice design principles to all new development
- Progressively formalise on and off-street parking in the town centre as new development increases demand for parking spaces
- Encourage further subdivision on General Residential Zone (GRZ) and Low Density Residential Zone (LDRZ) land, particularly in Precincts A, B, and E, to create new movement networks in the subdivision design
- Encourage landowners to explore joint ventures with neighbouring landowners to maximise lot yields or increase development feasibility in new subdivision, especially in Precincts A, B, and E
- Form pedestrian, bicycle, and equestrian trails along linear open space and drainage lines
- Improve pedestrian facilities such as seating, shade (where

relevant) and signage, along existing streets throughout the township

- Provide new and improved shared paths including extensions of the Bass Coast and Great Southern rail trails

PUBLIC INFRASTRUCTURE

- Undertake drainage works to manage stormwater in the railway corridor and create opportunities for new buildings, land uses and active recreation spaces
- Construct a second railway crossing (for example, to the southwest of the Lang Lang-Poowong Road, connecting to Cornishes Road)
- Increase the provision of, and access to, public open space as development progresses

- Apply water sensitive urban design (WSUD) principles as development intensifies
- Use wetlands and retarding basins to address drainage issues and deliver public open space across the Nyora Township
- Introduce new planning controls based on stormwater modelling work to improve certainty about new development options
- Upgrade a number of key intersections across the township to improve safety and create road infrastructure capable of accommodating increased traffic flows associated with population growth





2

FRAMEWORK

2.1 FUTURE DIRECTIONS

TOWN FRAMEWORK

A draft framework plan has been prepared to demonstrate in broad terms the ways in which the issues and opportunities outlined in Section 1 could be addressed in future policy and through the masterplanning and precinct planning process. The objectives are presented here under the four key themes that underpin this project:

- Planning and urban design
- Property and economics
- Stormwater management
- Traffic and movement.

PLANNING & URBAN DESIGN

- Consolidate the town structure and define a distinctive town centre
- Resolve the future use of the VicTrack land to enhance the town structure.
- Define a rural township built form and landscape character to inform future growth.

- Identify land for local retail, services and facilities in the short, medium and long term to facilitate economic development.
- Establish a logical street hierarchy that is accessible to all users.
- Identify areas required to accommodate residential development for the short, medium and long term growth projections.
- Provide open space connections to link residential precincts.

PROPERTY & ECONOMIC

- Identify sites available in the short and medium term for the required additional non-residential floor space; this could include assistance in identifying sites for small businesses and medical services
- Facilitate the establishment of new, or relocated, locally-oriented service businesses by assisting with the identification of possible sites

- Determine a schedule of developer contributions, or consider special charge schemes, to be allocated towards priority civil and community infrastructure projects.

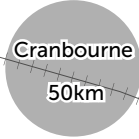
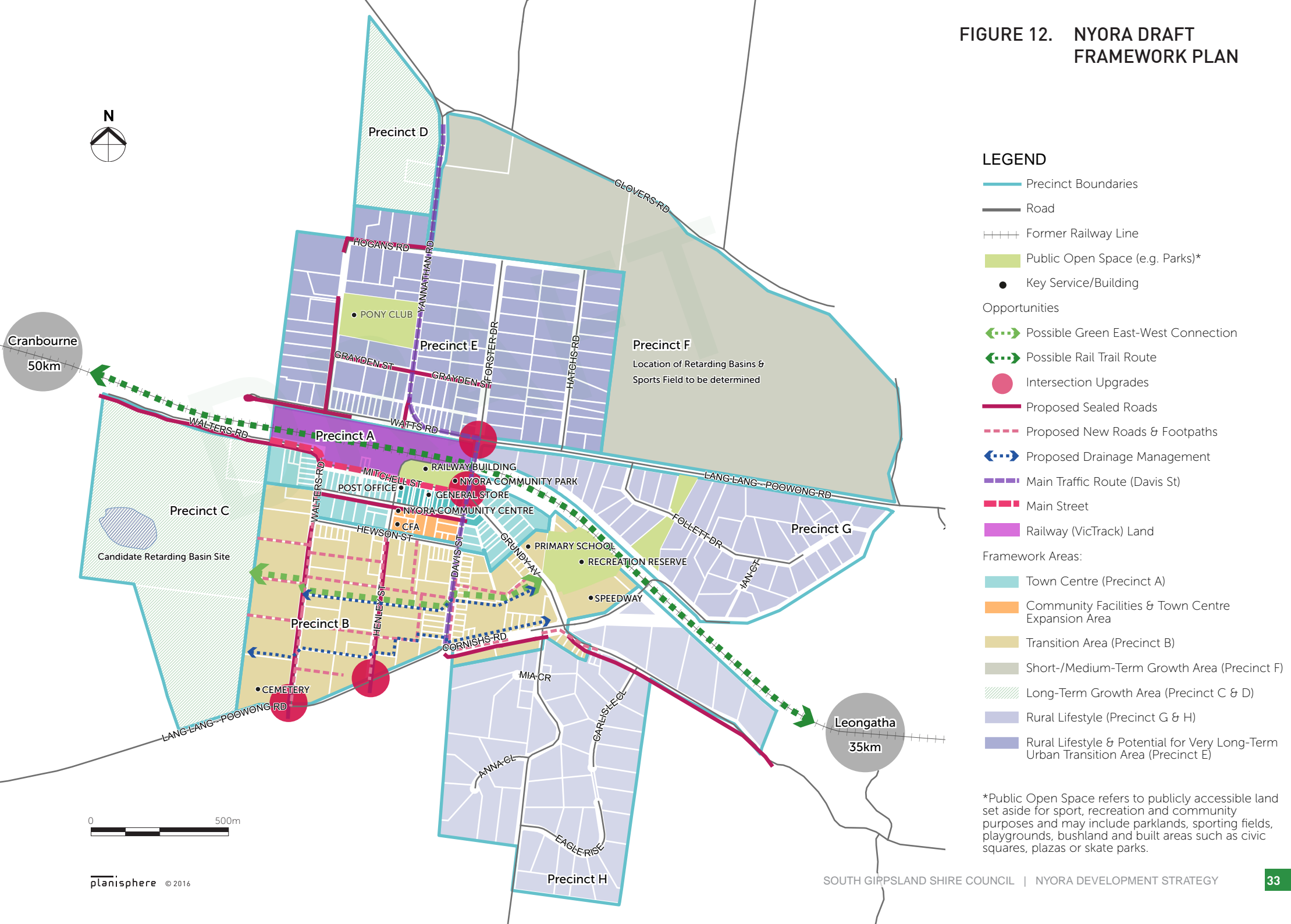
STORMWATER MANAGEMENT

- Propose drainage and WSUD features and maintenance schemes that can accommodate the impact of projected population growth on drainage and flooding
- Develop planning tools for specific areas to prohibit or manage development in flood prone areas
- Manage stormwater using techniques that are best practice in water quality, drainage, and flood mitigation
- Provide stormwater management strategies and water sensitive urban design (WSUD) that provides environmental, public amenity, safety, and other benefits to the community.

TRAFFIC & MOVEMENT

- Identify priorities for new road and path connections within precinct to enable future growth
- Determine a clearer road network hierarchy
- Identify priority roads and intersections to be upgraded based on:
 - importance in the movement hierarchy
 - safety/speed concerns and compliance
 - anticipated growth in volume
 - sealing requirements
- Investigate a second north-south crossing of the former railway (subject to VicTrack approval)
- Identify priority roads to have higher amenity for pedestrians and cyclists
- Identify locations for the provision of on and off street parking.

FIGURE 12. NYORA DRAFT FRAMEWORK PLAN







3

PRECINCTS

3.1 TOWN CENTRE

INTRODUCTION

This Chapter outlines the current issues, opportunities for improvement, and suggested ways forward for the Nyora Town Centre (Precinct A) and surrounding areas (Precincts B-H).

Issues and opportunities presented in **Chapter 1** have been brought forward as relevant to highlight the ways in which planning and urban design solutions will be targeted to particular precincts.

New road and drainage infrastructure will be staged and designed to address existing issues and to ensure the rural character of Nyora is maintained, particularly in the residential transition areas (Precincts B and E) and town centre, which may be subject to the most pressure for change in the medium-to-long term.

PRECINCT A

DESCRIPTION

Precinct A is currently designated as the 'future town centre' and is an area of 32 hectares, centrally located within the township. The precinct includes established residential, community, and commercial land.

The Nyora Development Strategy (NDS) will determine the timing of demand for a future supermarket and other services as Nyora's population grows.

FUTURE DIRECTIONS

The town centre will need to grow as the population of Nyora and surrounding areas increases, supported regionally by Loch and Poowong.

Ideally, an increased population will eventually accommodate a supermarket, pharmacy, community centre building, and other retail uses in the town centre. The siting of these is critical for the long term viability of

the centre, and it is important that retail and community buildings are in close proximity. The current community centre's location on Henley Street means it is set back half a block from Mitchell Street, the 'Main Street' of Nyora. The Post Office is also in close proximity, potentially adding further weight to this area being an anchor for the town centre.

Opportunities for new businesses to start up within the town centre need to be available, to create a critical mass of business and services offered.

Achieving population growth will be a key factor in attracting a supermarket to Nyora. According to feasibility research, a small supermarket (e.g. floorspace of approximately 400sqm) could be supported with a population of approximately 2,400 people, while a population of 5,000 people could support a larger supermarket.

The identification of an appropriate location for retail activity will help facilitate development of

a supermarket in the future. It is vitally important that the siting of a supermarket acts as an anchor for the town centre. People travelling to the supermarket bring the potential for additional spending in adjacent stores and cafés.

The supermarket entrance and parking should be positioned so as to be a part of the town centre, facilitating multiple visits to stores from one trip. If the supermarket were to be separated from the remainder of the town centre it is likely to be detrimental to the health of the rest of the retail environment, rather than supporting it.

Similarly, the community centre will act as a community focus, drawing people for a variety of activities and functions. Locating it close to shops and facilities encourages 'spin-off' visits to these areas, adding to the vitality and economic prosperity of the township.

VISION

The Town Centre will be a vibrant hub and focal point of Nyora. It will contain the primary retail, service and community facilities in a compact form, to enable easy walkability. Car parking will be provided close to the town centre, to ensure ease of access, and streetscape improvements will add to the area's distinct image and attractiveness.

ISSUES AND OPPORTUNITIES

LAND USE & STRUCTURE

The town centre layout is currently fragmented and lacks the feel and focus of a commercial centre.

There will be a demand for more local retail and community infrastructure within the town as Nyora grows.

The location of future retail and community facilities is important to assist in creating a vital hub of the town. There is an opportunity

to locate future community facilities adjacent to the existing community centre, creating a community 'hub'.

The community centre could provide an additional anchor within the town, with the potential to create a small 'retail circuit' between it and the retail anchor (e.g. a supermarket).

Some large lots in the town centre are underutilised. There is an opportunity to encourage new development on these sites, including additional retail, community, or residential uses as demand increases.

Site consolidation will be required in order to create enough space to construct a supermarket and car park. Engagement with current landowners will be required to ensure that land is made available in a timely manner.

Immediately to the north of the town centre, the railway reserve acts as a significant barrier that extends through the middle of town.

VicTrack requires that the railway reserve remain available for future use, even though there are no plans to reopen the line in the foreseeable future.

Plans for the town therefore need to determine the possibilities for on-going use of this land while VicTrack maintains ownership.

Toby's Paddock is a playground and area of public open space located on leased VicTrack land. There is a need to determine how Toby's Paddock will be maintained and improved into the future.

Land at the corner of Grundy Avenue / Davis Street provides a good opportunity for development. Access is likely to be required from Grundy Avenue.

The Watts Road industrial precinct, although currently in Precinct E, may be more appropriately included within Precinct A. It has poor visual amenity, which could be improved with design guidelines and planting. Appropriate future land uses should be defined to ensure they are compatible with surrounding

residential uses and the retail core on the opposite side of the railway reserve in Mitchell Street.

BUILT FORM

Views from within the town centre to the surrounding agricultural areas and patches of bushland are a valued feature and important to maintain in future development.

The form of new buildings has potential to change or reinforce the character of the town. Guidelines for new development can define and reflect the key elements of the town character.

High quality contemporary architectural responses should be encouraged that are in keeping with the traditional style of Nyora, particularly key heritage buildings.

Shop top or two storey living could be encouraged as a way to help to differentiate the Town Centre precinct and increase interest and activity. It would also help to create a sense of enclosure around the park.

ACCESS

North-south vehicular and pedestrian connections between Watts Road and the retail area need to be improved. The next phase of this project will determine opportunities to improve connections across the VicTrack land.

Improving footpaths on roads in the Town Centre will assist in encouraging walking between shops, reducing congestion, increasing browsing and encouraging people to stop longer in the centre as retail develops.

Improvements to the Davis Street, Watts Road, Lang Lang-Poowong Road, and Forster Road intersection would provide greater safety and capacity to accommodate future growth in traffic volumes.

Improvements to the Mitchell Street, Davis Street, Grundy Avenue intersection, potentially a roundabout, would improve accessibility to Mitchell Street and Grundy Avenue from Davis Street.

It would also improve safety and control speed within the town centre.

Parking should be provided for easy access to the whole of the town centre, not solely orientated to service a supermarket as part of the long-term plan for Nyora's Town Centre.

Parking restrictions should be considered in the long-term to ensure the potential for passing trade and multi-purpose trips. Rearrangement of the current on-street parking layout may be beneficial in future.

PUBLIC INFRASTRUCTURE

Definition of the town centre is currently poor and would be improved by the use of consistent street treatments including paving, seating, and planting.

Stormwater management around the station area would potentially help improve water issues to the north of the railway line.

There may also be potential for stormwater harvesting on VicTrack

land.

Back of kerb stormwater retention ('bioretention') basins and tree pits could be utilised on Mitchell Street to treat water and improve water quality.

Currently the vacant VicTrack land presents the greatest barrier to consolidation as it physically divides the centre of town. Advice about the land suggests it is very unlikely to be sold in the short to medium term, as a way of protecting future transport options for rail.

Discussions with VicTrack have indicated that there is some scope for the potential redevelopment of this area, that could be further explored in the options stages, including:

- Redevelopment of the station building as a community hub
- A rail trail, possibly between Leongatha and Nyora
- Uses where the potential land contamination is not prohibitive
- North-south links of varying scales to cater for pedestrian/

cyclists or, possibly, an additional vehicle link

- Car parking linked to a retail focus
- Recreation uses

In any scenario, there are opportunities for the improvement of the VicTrack land, particularly the design of a higher quality landscape or landscape edges, and improved maintenance.

If the VicTrack land cannot be redeveloped then creative solutions will be required that may involve a one sided commercial strip, or may extend around the corner from Mitchell Street or along Davis Street.

In considering road upgrades, the impact of sealing roads on township character should be considered. Streetscape guidelines can determine appropriate urban design treatments that preserve and build on the rural township neighbourhood character of Nyora as development occurs, to protect the Town Centre from feeling 'urbanised'.

STRATEGIES

- Consolidate the town centre by encouraging new retail and community uses to locate in close proximity to each other and existing shops
- Provide adequate car parking to ensure ease of access for shoppers and town centre visitors
- Investigate all options to improve north - south accessibility for the town across the VicTrack land
- Develop built form guidelines for new development to define and reflect the key elements of the town character
- Investigate options for intersection improvements that will assist in better access to the town centre. (i.e. Davis Street / Watts Road / Lang Lang-Poowong Road / Forster Road and Mitchell Street / Davis Street / Grundy Avenue junctions)
- Design flood retention and management methods to enable creation of usable public spaces
- Develop a consistent suite of footpath and streetscape treatments and furniture to be implemented over time, providing a clear image and cohesive feel to the town centre, and utilising water sensitive urban design techniques where feasible
- Resolve with VicTrack the future medium-term use of vacant land, the station building, and Toby's Paddock
- Develop guidelines for the Watts Road industrial area to improve the appearance of the streetscape and define appropriate land uses
- Encourage the development of vacant and underutilised land in the town centre by landowner liaison and clear guidelines for future use

DRAFT CONCEPT PLANS

Three town centre concept plans have been presented across the following pages. The plans represent opportunities for the way Nyora's town centre could develop in the long-term, taking into consideration the broad land uses that will be needed in future.

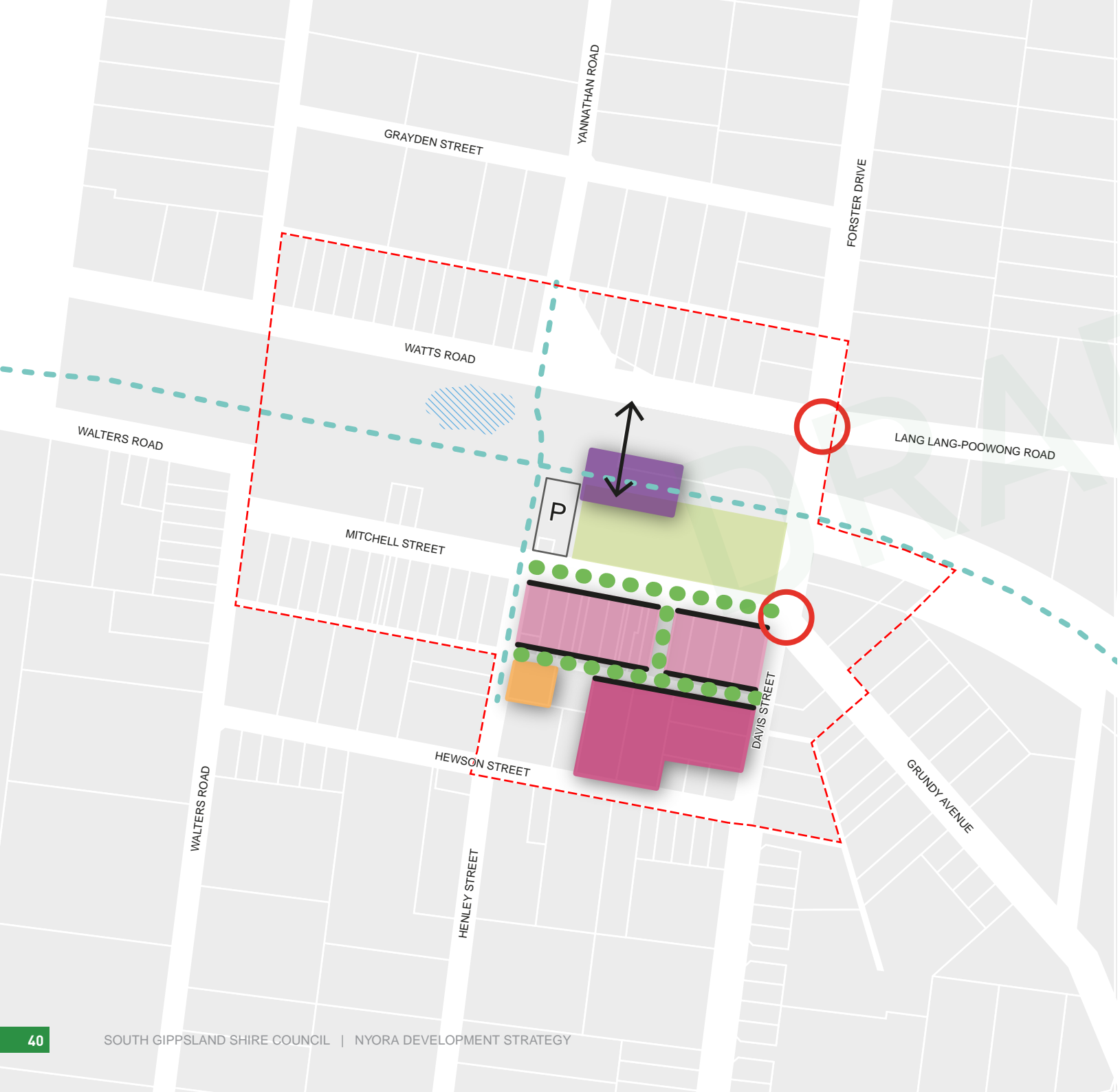
The plans each have a distinct focus:

- Concept 1: South-West focus and pedestrian links
- Concept 2: Junction Focus
- Concept 3: Henley Street Spine

The three concepts are shown and some description has been provided on the following pages.



FIGURE 13. TOWN CENTRE CONCEPT 1: PARALLEL MAIN STREETS



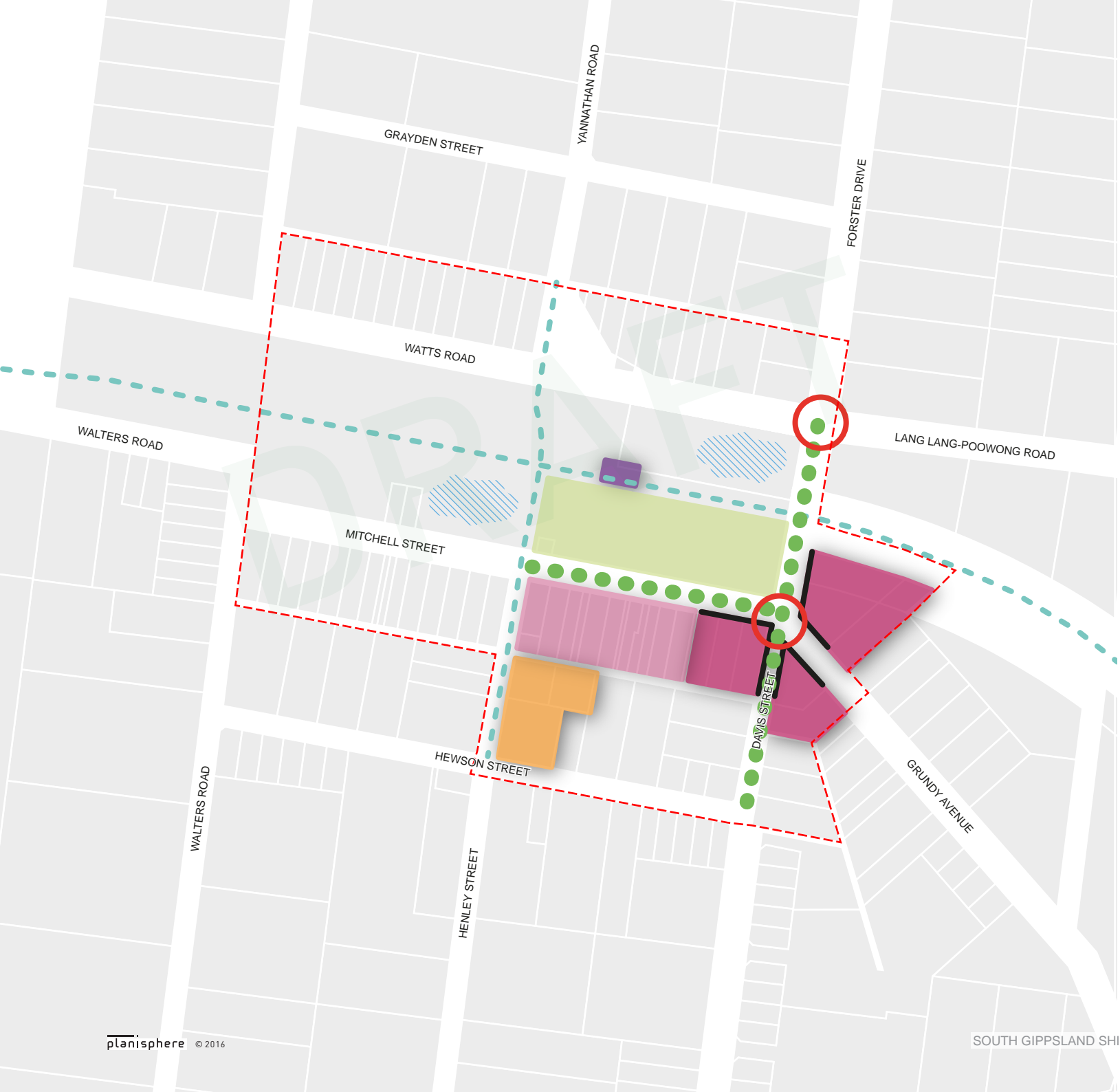
LEGEND

- - - Proposed new town centre boundary
- Streetscape improvements:
 - ● ● Pedestrian priority streets with on-street parking
 - - - New shared path links
 - ↔ Station through route
 - Improved junction/intersection layout
- Other improvements:
 - Primary street frontages
 - P Improved car parking
 - ▨ Stormwater/drainage management
- Land Uses:
 - Community
 - Formal green space
 - Retail anchor (e.g. supermarket)
 - Small scale retail space
 - Train Station reuse

In Concept 1 two main street and civic spaces create a focus on the south-central part of Precinct A. North-south pedestrian links and space for retail have been shown. The railway buildings may be considered as a focus for active reuse, potentially as community buildings.



**FIGURE 14. TOWN CENTRE
CONCEPT 2:
JUNCTION FOCUS**



LEGEND

--- Proposed new town centre boundary

Streetscape improvements:

●●● New main street focus

--- New pedestrian/shared links

○ Improved junction/intersection layout

Other improvements:

— Building frontages

/// Stormwater/drainage management

Land Uses:

Community

Formal green space

Retail anchor (e.g. supermarket)

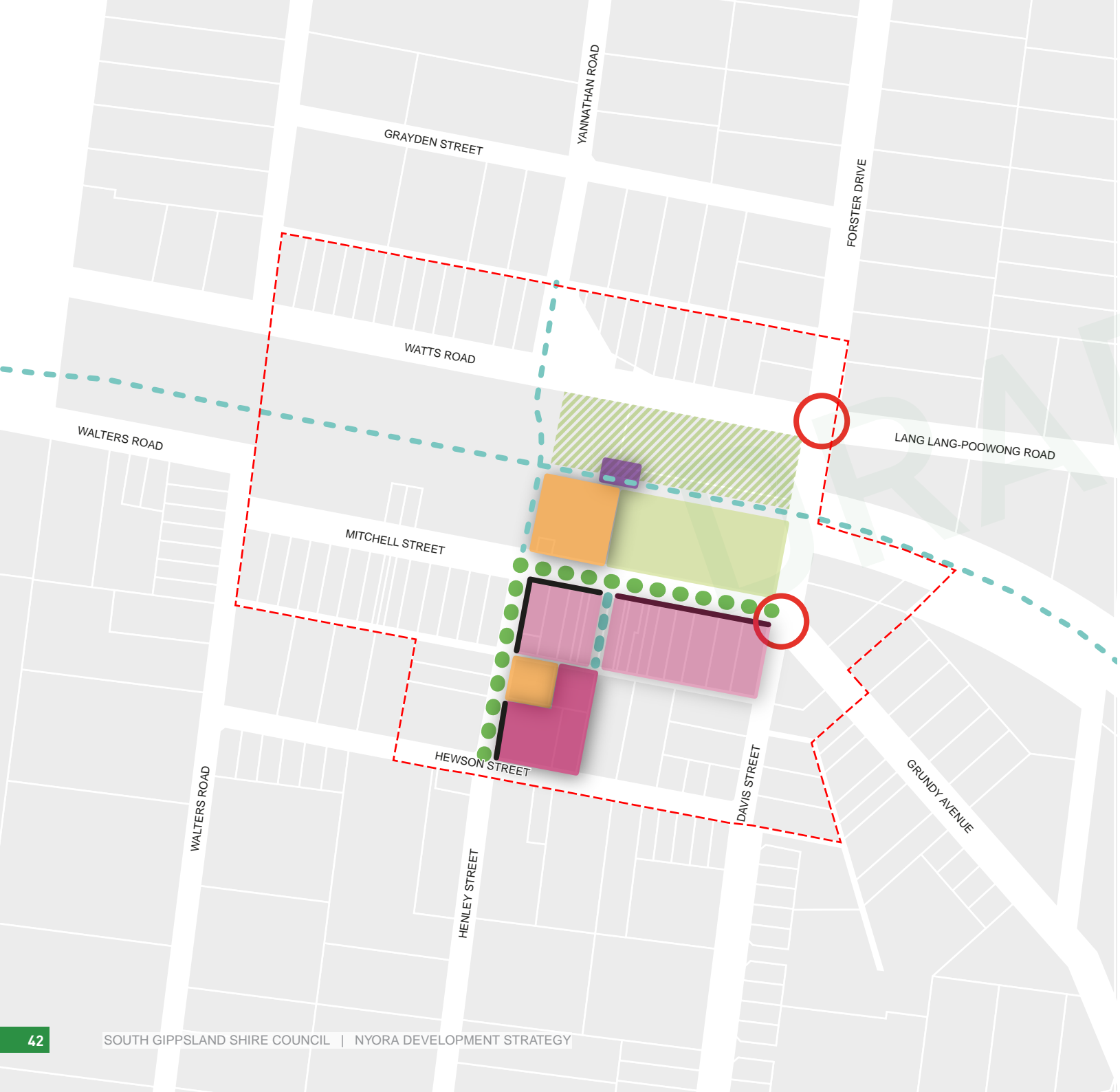
Small scale retail space

Train Station reuse

In Concept 2 the central focus is on the junction between Grundy Avenue, Mitchell Street, and Davis Street with pedestrian and shared links surrounding the park. A large community area is centred around the existing community hall.



FIGURE 15. TOWN CENTRE CONCEPT 3: HENLEY STREET SPINE



LEGEND

- - - Proposed new town centre boundary
- Streetscape improvements:
- New main street focus
- - - New pedestrian/shared links
- Improved junction/intersection layout
- Other improvements:
- Building frontages
- ▨ Green space
- Land Uses:
- Community
- Formal green space
- Retail anchor (e.g. supermarket)
- Small scale retail space

In Concept 3 the main street and civic centre are focussed on a Henley Street spine, with Mitchell Street also having an active main street feel. Community spaces could be planned on the north of Mitchell Street adjacent to Toby's Paddock park.



3.2 DENSITY TRANSITION AREA

PRECINCT B

DESCRIPTION

Precinct B has an area of 67 hectares and is located to the south of the Mitchell Street Town Centre. It contains established residential land, the Nyora Primary School and the Nyora Recreation Reserve. Urban land within the precinct was previously Township Zone (TZ) and is now zoned General Residential 1 (GRZ1).

The dispersed and lower density nature of the precinct is due to the former TZ and lack of reticulated sewer in the area. The availability of reticulated sewerage and rezoning will enable this area to be redeveloped into the future, providing additional residential opportunities in close proximity to the retail centre, public open space, and community services.

Due to the fragmented nature of the land a coordinated plan will need to be prepared to ensure that development occurs in a logical manner and that development costs are appropriately distributed.

A Development Plan Overlay applies to some of the land in Precinct B and has been included in the South Gippsland Planning Scheme for this purpose (refer to Figure 7 for the extent of this Overlay).

The NDS will address the precinct's future transition to higher density with appropriate development patterns and potential development yields. It will provide the foundation for a future Development Plan that will provide greater detail about implementation.

FUTURE DIRECTIONS

This precinct has the scope for significant change. As an area identified for greater density, it has the potential to provide additional residential opportunities in close proximity to the town centre and community services. This is likely to include smaller homes, units, and retirement villages suitable for the ageing population.

Care will need to be taken to ensure that future development

reflects the preferred future character for Nyora, maintaining the 'rural lifestyle' feel that is valued by the community.

This precinct has the scope for dramatic change and has the potential to be much more urban in character. Without careful design guidance the development of this area could conflict with the vision of retaining the rural lifestyle of Nyora. Therefore, maintaining the 'rural township' feel will be an important driver for new development in this area.

Assessments of the minimum size of residential lots that can still deliver the rural lifestyle, or character, of Nyora's existing lots are ongoing. The results of this work will provide guidance on building siting (e.g. setbacks from front and side property boundaries), minimum areas of secluded private open space, landscape/vegetation requirements, and other factors that influence lot size and contribute to rural township neighbourhood character. These elements may be included in a

Development Plan Overlay and design guidelines relating to new development in the area.

Alternative funding mechanisms and approaches to preparing a development plan for the area need to be considered in future.

VISION

The traditional residential area of Nyora, immediately to the south of the town centre, will provide a variety of housing types that are in close walking distance to a range of businesses and services

The area will be ideally suited for families seeking a low-maintenance property, first home buyers and older people looking to stay in town.

Design guidelines and streetscape treatments will ensure that the precinct retains a 'rural township' feel.

A key feature of the area will be access to a 'green corridor' that will provide opportunities for access to the wider open space network.

ISSUES & OPPORTUNITIES

LAND USE & STRUCTURE

Precinct B currently has a highly fragmented land ownership pattern, with smaller lots to the north and larger low-density lots to the south. This is a legacy of lack of sewerage in the past and low development demand.

The provision of sewerage and close proximity to the town centre create potential for further subdivision and development. Additional population in this locality is needed to support the viability of retail and service activities in the town centre.

Redeveloping the precinct will be challenging due to the number of land owners. The Development Strategy will need to demonstrate how development can be achieved in an equitable way that is logically staged.

The Development Strategy will enable the discussion with land owners to commence and set the

foundation for the preparation of the detailed Development Plan in future (see Appendix B for further discussion). Preparation of a Development Plan for the DPO areas (shown on Figure 7) in this Precinct is beyond the scope of the current project. However, the following options suggest various approaches that could be taken by landowners seeking to facilitate subdivision or development on their properties in the future:

- Land owners collaborate to prepare the Development Plan
- One or more landowners takes a lead on preparing the plan in consultation with other land owners
- Council coordinates preparation of the Development Plan

In all three scenarios land owners would need to fund preparation of the Development Plan either directly or through a contribution scheme. Alternative funding models could be explored with Council's assistance at this stage.

BUILT FORM

Further subdivision and development of the precinct will change its character. Care will need to be taken to ensure that new development supports the preferred future character of Nyora. This can be achieved through careful design of public infrastructure and the introduction of subdivision and built form guidelines.

Protection of significant vegetation and remnant trees can be achieved through careful siting of open space areas, lot boundaries and building envelopes. This will not only maintain an open 'rural lifestyle' character but provide important habitat for native fauna.

ACCESS

The southern two-thirds of the precinct lacks east-west connections. In addition, significant portions of the north-south roads are unsealed.

The lack of east-west connections has implications for access, safety,

and achievement of appropriate development. In their absence there is potential for the creation of battle-axe blocks and ad hoc cul-de-sac subdivisions that will result in poor development outcomes.

Fortunately, there are a number of larger allotments through the centre of the precinct that create the potential for logical east-west connections. These should be aligned to reinforce the 'green corridor' discussed below.

Other priorities will include the sealing of north-south roads and the provision of a long-term connection into Precinct C to the west. An additional connection would provide an alternative access onto Walters Road.

The completion of the unmade portion of Cornishes Road between Davis Street and Henry Road should also be explored to improve connectivity.

Funding opportunities for

infrastructure and decisions about 'who pays' are beyond the scope of this study. However, the following options may be considered in future:

- Special Charge Schemes
- Development Contributions Plan
- General Rates

A Development Contributions Plan is likely to be the most equitable approach, and the State Government is currently working on a streamlined approach to developer contributions.

PUBLIC INFRASTRUCTURE

Population growth and increased residential density in the precinct will create the need for additional areas of public open space. At present open space is limited to the central areas of town.

Low lying land that extends in an east-west direction through the precinct creates the opportunity for a 'green and blue corridor'

that serves as both an open space linkage and a stormwater management mechanism. The corridor would link the existing recreation reserve to the east with the long-term growth corridor in the west.

Ideally, a wetland and retarding basin would be provided in Precinct C. However, the long-term nature of this development front will require interim water quality and flow control measures within Precinct B.

Additional channels or pipes would convey stormwater to the green corridor to manage inundation in low-lying areas. This would be the preferred strategy compared to a fragmented site by site strategy of detention.

DESIGN RESPONSES

- Create a new green and blue corridor (see explanation)
- Ensure rural character is retained despite reduced lot sizes, sealing of roads, and new dwellings
- Identify improved east west and north south linkages to surrounding precincts, possibly using drainage corridors as pathways
- Create new linear parks along drainage corridors providing improved active transport links
- Consider design solutions that maintain the visual primacy of vegetation in this area by keeping building heights below the high canopy level
- In new subdivisions and development, maintain generous front setbacks and support single driveways to allow maximum areas for vegetation to support the bushland character
- Ensure new linking east-west roads through Precinct B are designed to eventually link to a logical location in Precinct C.



Mitchell Street Uniting Church

STRATEGIES

Develop a Concept Plan to establish a framework for future development and the preparation of a detailed Development Plan for Precinct B. A draft Concept Plan (see Figure 7) has been prepared as an example and will be revised and updated for inclusion in the final Nyora Development Strategy.

Define a linear park corridor along sections of a main east-west connector street as a key strategic element of Nyora's future development. The corridor would eventually link the long-term western growth area right through to the proposed development

front to the north of the Lang Lang-Poowong Road.

Design the linear corridor to serve multiple purposes: stormwater management; recreation; habitat retention; and movement.

Provide east-west connections through Precinct B to support efficient and equitable subdivision and development across multiple land holdings.

Identify long-term street connections to Precinct C to the west.

Ensure that the design of open space, road alignments, new lots and building envelopes protects significant vegetation, large

canopy trees and Giant Gippsland Earthworm habitat.

Identify funding mechanisms to ensure that the costs of infrastructure improvements (e.g. road sealing) are apportioned in an equitable and transparent manner.

Encourage medium density and aged care development in close proximity to the town centre where commercial and community services are readily accessible.

Prepare design and development guidelines to ensure that future development achieves population growth without undermining the valued rural lifestyle character of Nyora.

New linear park*

A multifunctional linear park, which not only provides wildlife habitat and recreation opportunities for the town, but also manages the stormwater and flooding issues within Precincts B and C.

*Scale of linear park shown below is indicative only

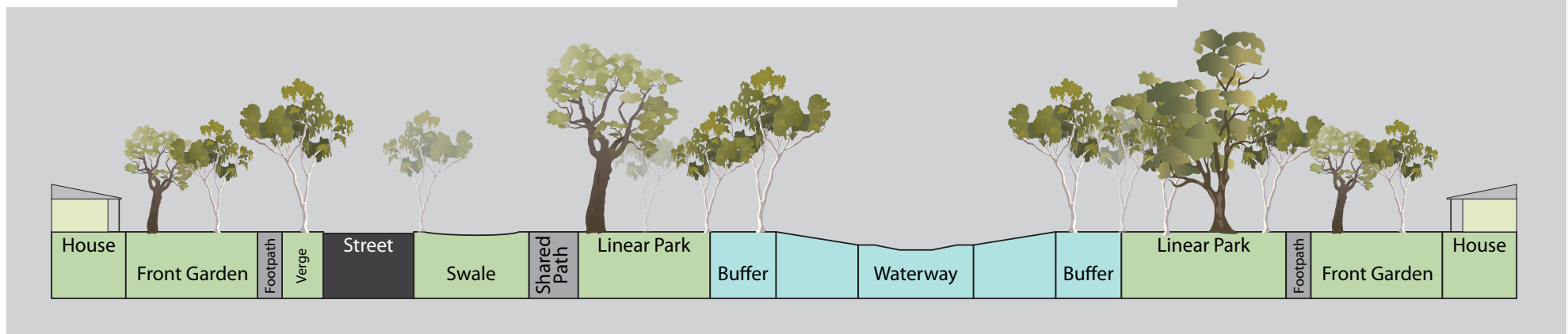
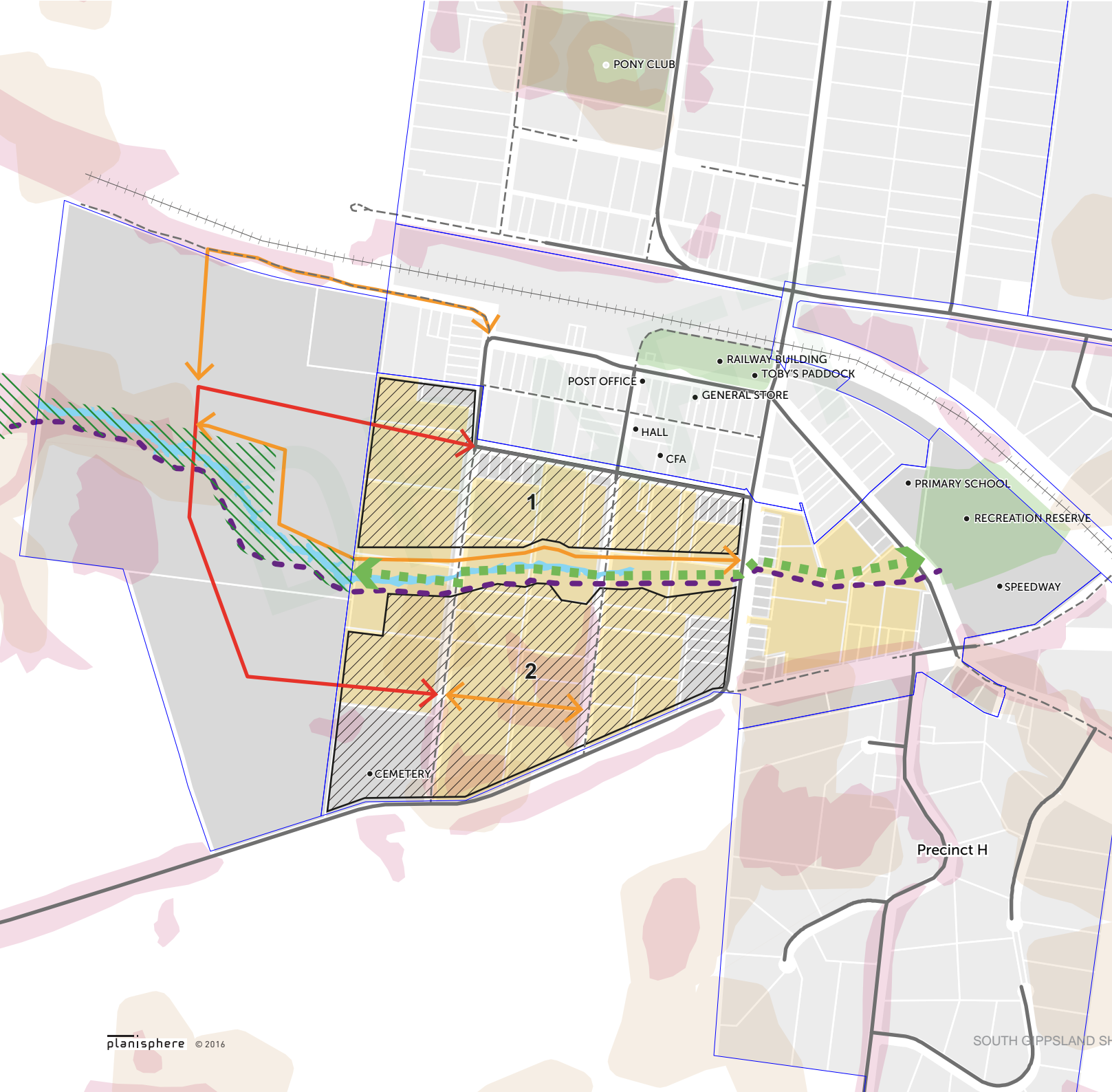


FIGURE 16. PRECINCTS B & C CONCEPT PLAN



LEGEND

- Precinct Boundary
- Land covered by an existing Development Plan Overlay (DPO5)
- Precincts B and C
- Other precincts
- Existing roads (sealed)
- Existing roads (unsealed)
- Key Service/Building
- New connections:
 - ↔ Main connector street
 - ↔ New local street
 - - - New shared path along linear park
- Local Features:
 - Vegetation
 - Giant Gippsland Earthworm habitat
- Parks and waterways:
 - Existing parks
 - - - New linear park and constructed waterway
- Possible future residential development approach:
 - / / / / Township density transition area
 - - - - Lower density transition area



3.3 SHORT TO MEDIUM TERM GROWTH AREA

PRECINCT F

DESCRIPTION

Precinct F is an area of 103 hectares, located in the north-east of the township. It is bounded by Glovers Road to the north-east, Yannathan Road to the west and Nyora-Poowong Road to the south. The precinct is designated as an urban development area and is currently used for a range of agricultural purposes.

Land within Precinct F is presently included in the Farming Zone, providing for agricultural uses. This land is subject to a development proposal currently under consideration by the State Government under Planning Scheme Amendment C97 to the South Gippsland Planning Scheme.

The proposed rezoning to (predominantly) General Residential Zone is anticipated to provide for approximately 700 residential lots, which will contribute to the population thresholds needed to support additional retail and community services within the township.

FUTURE DIRECTIONS

An indicative layout for the future development of the land has been circulated with Amendment C97, however at present there is no final plan for this area. If the rezoning is approved, a Development Plan will need to be prepared, as well as detailed site investigations, which should take into consideration any design principles for adjacent precincts and ensure the new area provides a seamless integration with the rest of the town.

VISION

The short-to-medium term development of Nyora's north-eastern precinct will transform Nyora, stimulating the property market and bringing new residents to the township.

A feature of the development will be the creation of new linkages and open space areas that will eventually connect to the established areas of the township.

ISSUES & OPPORTUNITIES

LAND USE & STRUCTURE

The proposed rezoning as shown on the Indicative Development Plan (see plan on p. 33, opposite) includes a range of lot sizes and has potential to accommodate 700 dwellings.

Due to the availability of sewerage, the majority of lots are smaller than those in the adjoining low density residential areas of Nyora.

The staged development of the land is likely to stimulate broader interest in Nyora, introducing new residents to the township and providing some additional funding for infrastructure improvements.

BUILT FORM

As new development will be at a higher density than other parts of town, design guidelines will be appropriate in order to achieve a rural township character.

ACCESS

The Development Plan Overlay requires the long-term protection for road connections to Hatchs and Forster Roads from the new residential areas in Precinct F. In response to community concerns, the indicative plan provides these connections as shared paths only. Upgrades to these roads to facilitate the development in Precinct F are not currently proposed.

PUBLIC INFRASTRUCTURE

The proposed development features a network of open spaces, including the potential for a new oval.

Stormwater management within the precinct will address additional flows arising from development and assist in alleviating downstream flooding issues.

There is potential to link the proposed linear park along the Little Lang Lang Creek tributary to other linear parks throughout Nyora.

STRATEGIES

As part of the Development Plan preparation process, discuss the potential to enlarge the wetland and retarding basin, to cater for fully developed flows and treatment requirements from Precinct G.

This could be undertaken in combination with an upgrade of the culvert capacity under the Lang Lang – Poowong Road to alleviate flooding and increase the developable land in this location.

Work with the developer to address design issues, particularly to improve connections to established areas and better manage stormwater flows.

Design open spaces and waterway treatments so that they integrate seamlessly with the adjoining precincts and create access and biodiversity corridors across the town (see also proposals for Precincts B and C).

Ensure that the development of the precinct is staged and coordinated to coincide with

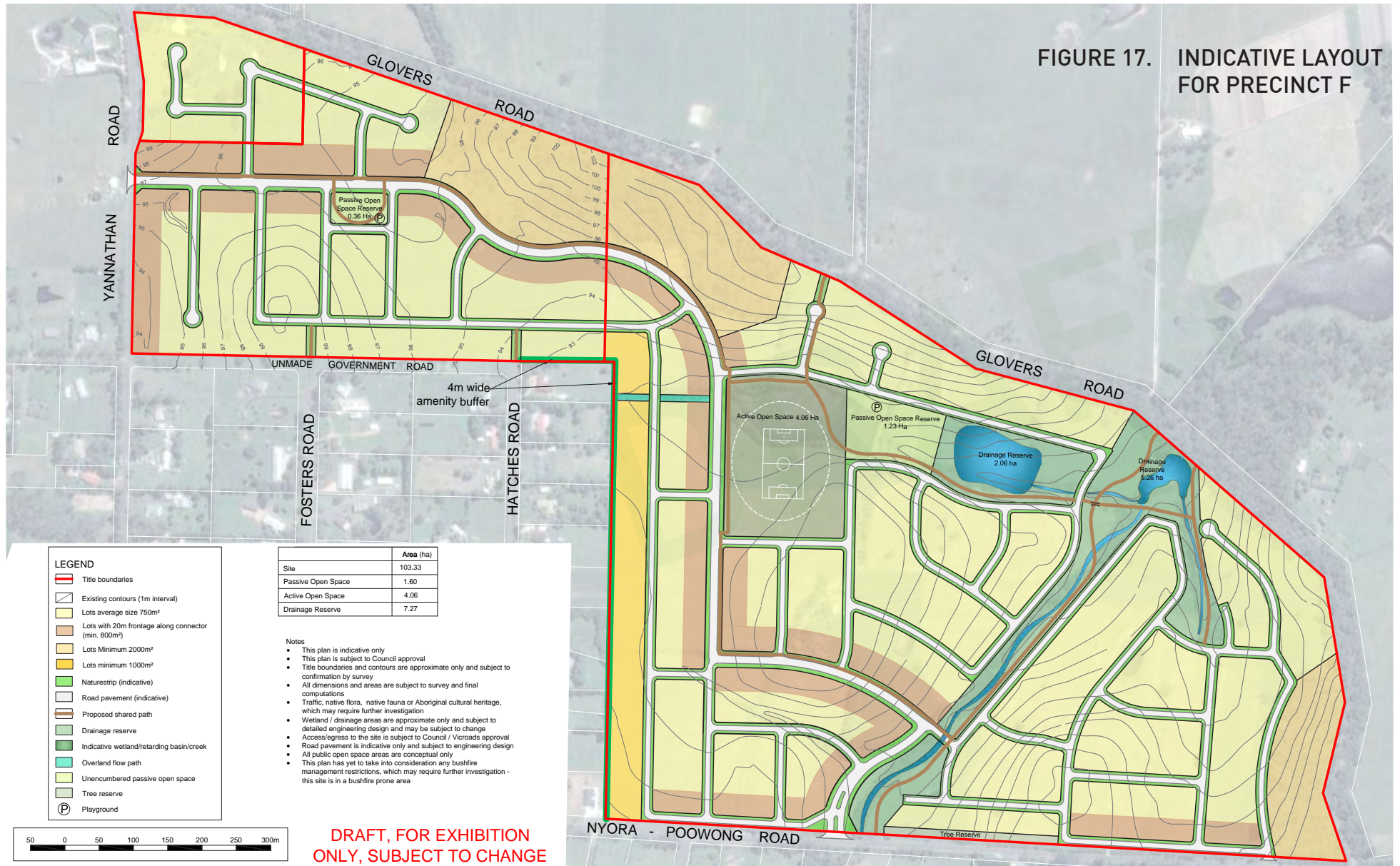
the provision of new community services and physical infrastructure improvements.

Carefully target the expenditure of developer contributions in Nyora to achieve the timely provision of infrastructure improvements and augmentation.

Encourage the developer to communicate with local residents as part of the land-sales process.



FIGURE 17. INDICATIVE LAYOUT FOR PRECINCT F



LEGEND

- Title boundaries
- Existing contours (1m interval)
- Lots average size 750m²
- Lots with 20m frontage along connector (min. 800m²)
- Lots Minimum 2000m²
- Lots minimum 1000m²
- Naturestrip (indicative)
- Road pavement (indicative)
- Proposed shared path
- Drainage reserve
- Indicative wetland/retarding basin/creek
- Overland flow path
- Unencumbered passive open space
- Tree reserve
- Playground

	Area (ha)
Site	103.33
Passive Open Space	1.60
Active Open Space	4.06
Drainage Reserve	7.27

Notes

- This plan is indicative only
- This plan is subject to Council approval
- Title boundaries and contours are approximate only and subject to confirmation by survey
- All dimensions and areas are subject to survey and final computations
- Traffic, native flora, native fauna or Aboriginal cultural heritage, which may require further investigation
- Wetland / drainage areas are approximate only and subject to detailed engineering design and may be subject to change
- Access/egress to the site is subject to Council / Vicroads approval
- Road pavement is indicative only and subject to engineering design
- All public open space areas are conceptual only
- This plan has yet to take into consideration any bushfire management restrictions, which may require further investigation - this site is in a bushfire prone area

DRAFT, FOR EXHIBITION ONLY, SUBJECT TO CHANGE

Indicative Development Plan

Nyora-Poowong Road, Nyora

Mack Properties Pty Ltd & Wallis Watson Nyora Pty Ltd

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Version	Date	Description
07	24.11.14	Response to Council comment
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		Version

Drafted By: L. NICKELS
Checked By: H. VALENTE
Drawing Ref: 0900659
Version No: 07
Date: 24.11.2014
Initial Issue: -
Scale (A1): 1:2500
(A3): 1:5000



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3.4 LONG-TERM GROWTH AREAS

PRECINCT C

DESCRIPTION

Precinct C, 'Nyora West', is an area of 53 hectares located in the west of the township. The precinct is an 'urban investigation area' and is currently used for grazing. Land within Precinct C is currently included in the Farming Zone, providing for agricultural uses.

FUTURE DIRECTIONS

This precinct is likely to be a very long term growth proposition. It is imperative that development within Precinct B enables expansion into this area; it should provide for a seamless transition between the two precincts with multiple opportunities for east west links from Walters Road.

The watercourses and integrated WSUD will provide the spine for this area, with wildlife corridors, and opportunities for passive recreation.

PRECINCT D

DESCRIPTION

Precinct D, 'Nyora North', is an area of 15 hectares located to the north-western extremity of the township. The precinct is an 'urban investigation area' and is bound by Yannathan Road to the north and east. Precinct D is currently utilised for grazing. Land within Precinct D is included in the Farming Zone, providing for agricultural uses.

FUTURE DIRECTIONS

This precinct is a long term growth proposition, most likely occurring after development in Precinct F has been completed.

The focus of development should be connections across Yannathan Road to Precinct F and linking through to Precinct E on Hogans road. Opportunities to provide open views to the surrounding countryside should be taken to maintain the country town feel of the precinct.

VISION

The areas to the north-west and west of Nyora will provide long-term residential development opportunities with strong linkages to the established areas of the township.

Delineation of these areas will provide certainty for community members and landowners. This will assist in protecting productive agriculture, residential amenity, and habitat.

The Nyora Development Strategy will include precinct plans that will provide a foundation for further detailed investigations and design work that will be required when existing development precincts are nearing completion.

ISSUES & OPPORTUNITIES

LAND USE & STRUCTURE

The long-term growth precincts are both located on the fringe of the township and lack connectivity with established precincts.

Current agricultural activities will need to be maintained and protected until the precincts are required for residential development.

Rezoning and/or subdivision into smaller lots should not be permitted so as to avoid fragmentation of ownership.

Further investigation will be required to verify Aboriginal cultural heritage, environmental, and resource management design influences.

Subdivision layouts should ensure connectivity with established areas and avoid the establishment of cul-de-sac style development.

Careful treatment of urban/rural interfaces will be required.

BUILT FORM

Development should be orientated to activate open space areas (e.g. avoiding tall, solid, back fences abutting open space areas).

Larger lots may be appropriate on the fringe of the development in order to establish a transition to surrounding agricultural uses and habitat corridors, however application of the Low Density Residential Zone at the rural interface should not be supported.

ACCESS

Precinct C has a direct frontage to Walters Road to the north. New connections will need to be established to the east through existing properties in order to provide improved connectivity.

The consolidation of Precinct B will create the opportunity to seal the majority of Walters Road. This is likely to occur in advance of the need to develop Precinct C. Alternatively, this infrastructure improvement could be achieved through development contributions as Precinct C develops.

Yannathan Road separates Precinct D from the open space network and infrastructure assets to be established in Precinct F.

PUBLIC INFRASTRUCTURE

Precincts C and D will require the establishment of drainage systems to service future development.

Precinct C presents an opportunity to establish a waterway corridor that will extend throughout the southern precincts of Nyora. The corridor would buffer the existing low-lying areas prone to flooding and provide opportunities for public open space, shared paths, and stormwater management.

Precinct C has the potential to include an end of line wetland that could be used to treat flows from upstream precincts.

Precinct D has an isolated water catchment that can be constructed independently to other precincts.

STRATEGIES

Design precincts around creek line linear parks/streets that link into the wider town network.

Identify strong connections points to established precincts utilising both street and open space networks.

Ensure that planning for adjoining precincts includes the creation of access and open spaces linkages to long-term growth areas.

Provide for a variety of lot sizes and housing types. Density should be greatest adjacent to the town centre with a gradual transition to larger properties at rural interfaces.

Provide 'very long-term' road connection points at the rural interface to land outside the township boundary in the design of new subdivisions.

Design subdivision layouts and lots to take advantage of expansive views to the surrounding countryside.

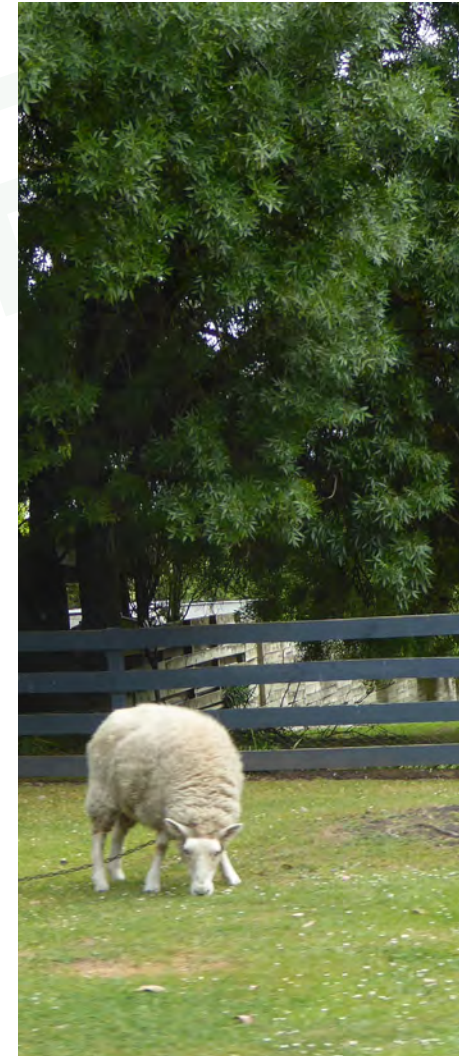
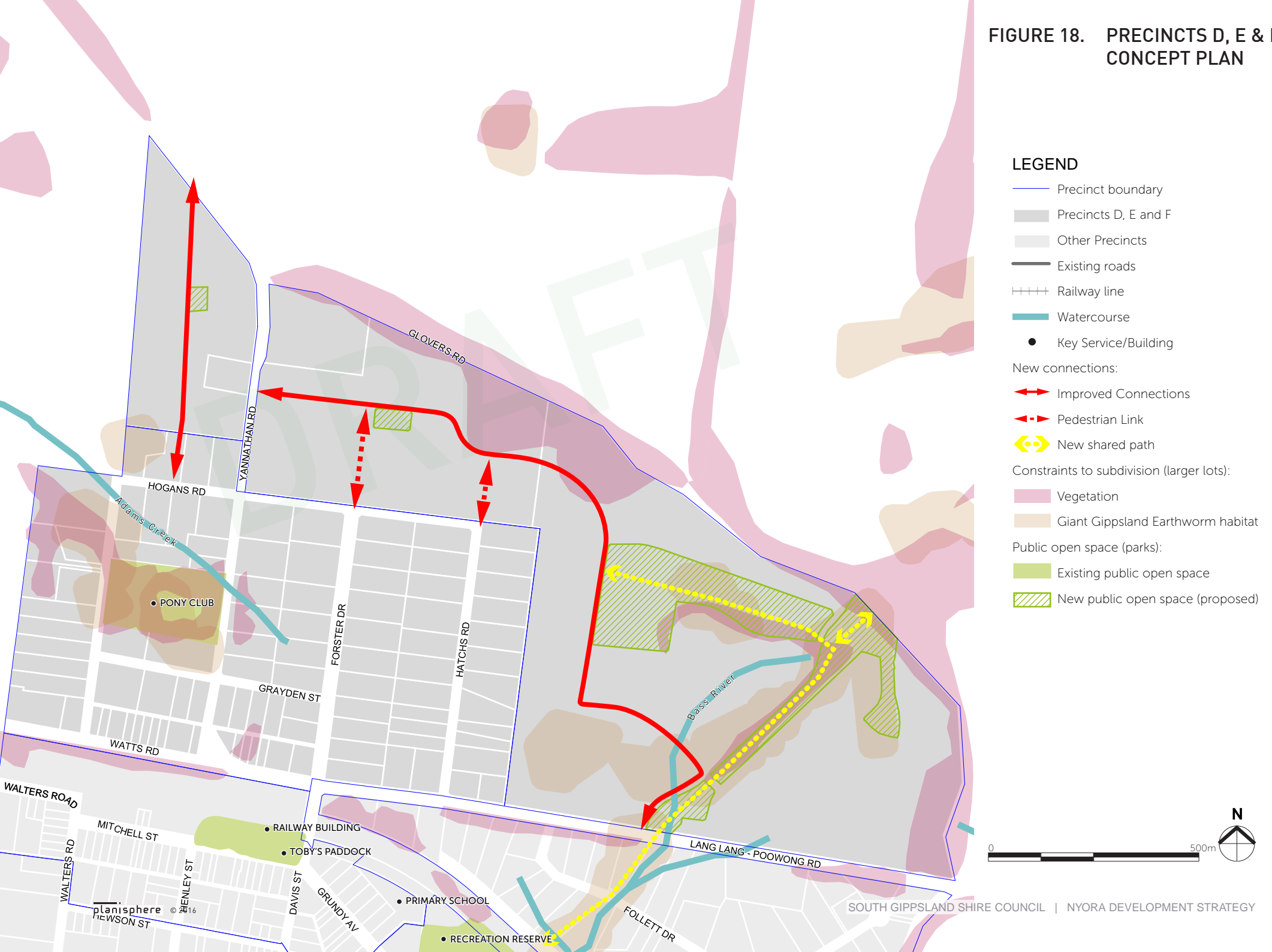


FIGURE 18. PRECINCTS D, E & F CONCEPT PLAN



3.5 LOW DENSITY & RURAL LIFESTYLE AREAS

PRECINCT E

DESCRIPTION

Precinct E is an area of 82 hectares located centrally within the township. The precinct supports a range of land uses including: low density residential, the Nyora Pony Club, and the Watts Road industrial corridor.

The availability of sewerage creates the potential to further subdivide existing low density residential lots. It may also enable a wider range of activities in the industrial area.

Where sewerage is available, the Low Density Residential Zone will allow creation of 0.2 hectare lots, enabling a large number of existing lots to be further subdivided. The NDS will investigate how subdivision in the area may impact on the form and operation of the precinct.

The NDS will consider how the Watts Road industrial corridor can be integrated into or interface with the town centre in future.

FUTURE DIRECTION

Development here will increase relative density considerably, however with the lot size minimum of 2,000 m² it will still provide for a rural character.

Due to significant growth and improved services expected in Precinct F (to the east and north) it is important to improve connectivity and walkability throughout the precinct to facilitate access by new and existing residents.

The Watts Road industrial area is an important element of local employment provision and should be protected as an asset to the town. Care will need to be taken to manage amenity impacts in adjoining residential areas.

The industrial areas also forms one of the first impressions of Nyora when arriving from the north west. Consideration must be given as to how to best support its role within Nyora, ensuring an attractive town entrance is achieved and avoiding negative impacts on the amenity of the adjoining properties.

PRECINCT G

DESCRIPTION

Precinct G is a relatively new low density residential development with a total area of 44 hectares. It is located in the east of the township.

The precinct is generally bounded by the Nyora-Poowong Road to the north and the Nyora-Leongatha rail corridor to the south. Precinct G contains established low density residential development and a conservation reserve that runs north-south through the centre of the precinct.

FUTURE DIRECTION

Minimal growth is expected within this precinct. Improved stormwater and drainage works and built form controls should all be considered as a whole to support the liveability of the area.

Consider constructing a retarding basin to reduce the impact of future development stormwater flows upstream of the Lang Lang-Poowong Road if the opportunity to utilise capacity within Precinct F is not possible.

PRECINCT H

DESCRIPTION

Precinct H is a rural lifestyle area zoned for Rural Living (RLZ). It is an area of 71 hectares and is located to the south of the township. The precinct includes established residential and rural living land.

The NDS will not have significant impact on the nature of Precinct H; the land is designated to continue as a lifestyle area.

FUTURE DIRECTION

No growth is anticipated to occur within this precinct. Due to the undulating topography and vegetated nature of the area, it is unlikely that additional subdivision could contribute to improved pedestrian connectivity to the rest of the town.

SOUTH GIPPSLAND HOUSING AND SETTLEMENT STRATEGY

The South Gippsland Housing and Settlement Strategy (HSS) (2013) is anticipated to be advertised in the first quarter of 2016 under Planning Scheme Amendment C90 for inclusion in the South Gippsland Planning Scheme.

The HSS identified Rural Living Zone (RLZ) investigation areas adjoining Henrys Road and Berrys Creek Road to the south of Precinct H.

As part of the HSS implementation process that is currently underway, the merits of including these new RLZ areas in the Nyora Framework Plan will be considered. Should these areas be rezoned RLZ, the resulting low lot development yield is anticipated to have little impact on the objectives and recommendations of the NDS.

VISION

The established low density and rural lifestyle areas of Nyora will continue to provide a high level of amenity characterised by larger lot sizes.

The availability of sewerage will create some limited opportunities for further subdivision and development. These opportunities are likely to be taken up incrementally, meaning that change will be relatively modest.

Development guidelines will ensure that new development avoids the creation of battleaxe blocks and complicated access arrangements.

Over time improved linkages to adjoining developments will be implemented to provide access to retail, community and recreational areas.

Drainage improvements will be prioritised to address localised flooding issues.

ISSUES & OPPORTUNITIES

LAND USE & STRUCTURE

The availability of sewerage will create opportunities to subdivide land to a minimum of 2,000 m² in the Low Density Residential Zone. This is most likely to have implications in Precinct E due to its zoning and configuration.

Design guidance will be required to avoid the creation of battleaxe blocks and cul-de-sac style development, which would diminish local character and reduce accessibility.

Coordination between landowners should be encouraged to optimise subdivision layouts and access arrangements.

The interface between the residential and industrial areas will require attention to avoid land use conflicts.

BUILT FORM

The industrial area and adjoining railway reserve present a poor first impression of Nyora when travelling from the north or east. This could be addressed through gateway treatments, street tree planting, and design guidelines.

ACCESS

The proposed development plan for Precinct F includes limited access to Precinct E. This should be reviewed in order to improve accessibility and township integration.

Sealing of the unmade road reserve as an extension of Hogans Road through to Hatches Road could be considered, however the impact on existing residents must be considered.

Additionally an extension of Glovers Road from Lang Lang-Poowong Road to Cornishs Road could be considered as an additional rail crossing point.

Follett Drive should be extended to meet this new road, providing additional connections through Precinct G.

Additional unmade road reserves present opportunities for future vehicle or pedestrian linkages:

- Grayden Street - to the east and west of Yannathan Road (a possible long-term consideration if land adjacent is developed to a higher density)
- Watts Road - to the west along railway line (a possible long-term consideration if land in this vicinity is developed or subdivided for more intensive purposes)

All of these options should consider and evaluate their impact on native vegetation.

PUBLIC INFRASTRUCTURE

No end of line option for stormwater is available within Precinct E. Treatment will need to be provided in vegetated roadside swales and bioretention basins.

Stormwater harvesting/detention

storage should be considered on the Pony Club site as an alternative to mandating on-site detention.

A drainage easement will be required to convey flows from Precinct E into Precinct F at the north east corner of Hatchs Road.

A Land Subject to Inundation Overlay may be required along Adams Creek to protect the waterway and avoid property damage in future.

The potential for a linear park along Adams Creek should be investigated, providing a landscaped link to the town centre.

An opportunity exists to mitigate flooding in Precinct G and harvest stormwater for use on the Nyora Primary School by converting the existing storage located north of the railway and formalising the upstream flowpath. Modification to this storage could be undertaken to provide at least a partial offset of the increased inflows resulting from future infill development.

Additional attenuation of

development flows could be undertaken by formalising the de facto storage upstream of the Lang-Lang Poowong Road. However it is noted that this may impact the habitat of the Giant Gippsland Earthworm and may require the procurement of private property.

Construction of a drainage easement containing a shallow open channel on the east side of Ian Court should be considered in order to intercept upstream catchment flows causing flooding to existing properties.

Depending on resolution regarding Precinct F water quality treatment, bioretention basins and vegetated swales could be adopted to provide water quality treatment in Precinct G.

STRATEGIES

Set clear principles for subdivision resulting in high quality linked streets, avoiding battleaxe or cul-de-sac style development (refer to Appendix A).

Encourage subdivision design that respects the habitat of the Great Gippsland Earthworm, low-lying flood-prone areas and areas of significant native vegetation. This could be achieved by including sensitive areas in public open space or by specifying lot sizes that address water management and ecological issues/features.

Encourage coordination of subdivision proposals between land owners in order to optimise access and layout arrangements.

Maintain the 'country town' character by developing guidelines that encourage the planting of indigenous trees within nature strips and on private property.

Ensure that land uses within the industrial precinct are compatible

with adjoining low density residential development.

Implement public realm improvements and private property design guidelines to improve the appearance of the industrial area and manage the interface with the low density residential area.

Identify opportunities to improve vehicular and pedestrian accessibility between precincts, particularly to the town centre. Investigate the construction of unmade road reserves for this purpose.

Work with the developer of Precinct F to manage stormwater flows within the boundaries of the precinct to avoid exacerbating downstream flood events.

Investigate opportunities to address existing localised flooding issues, improve stormwater quality, and enhance recreation corridors.



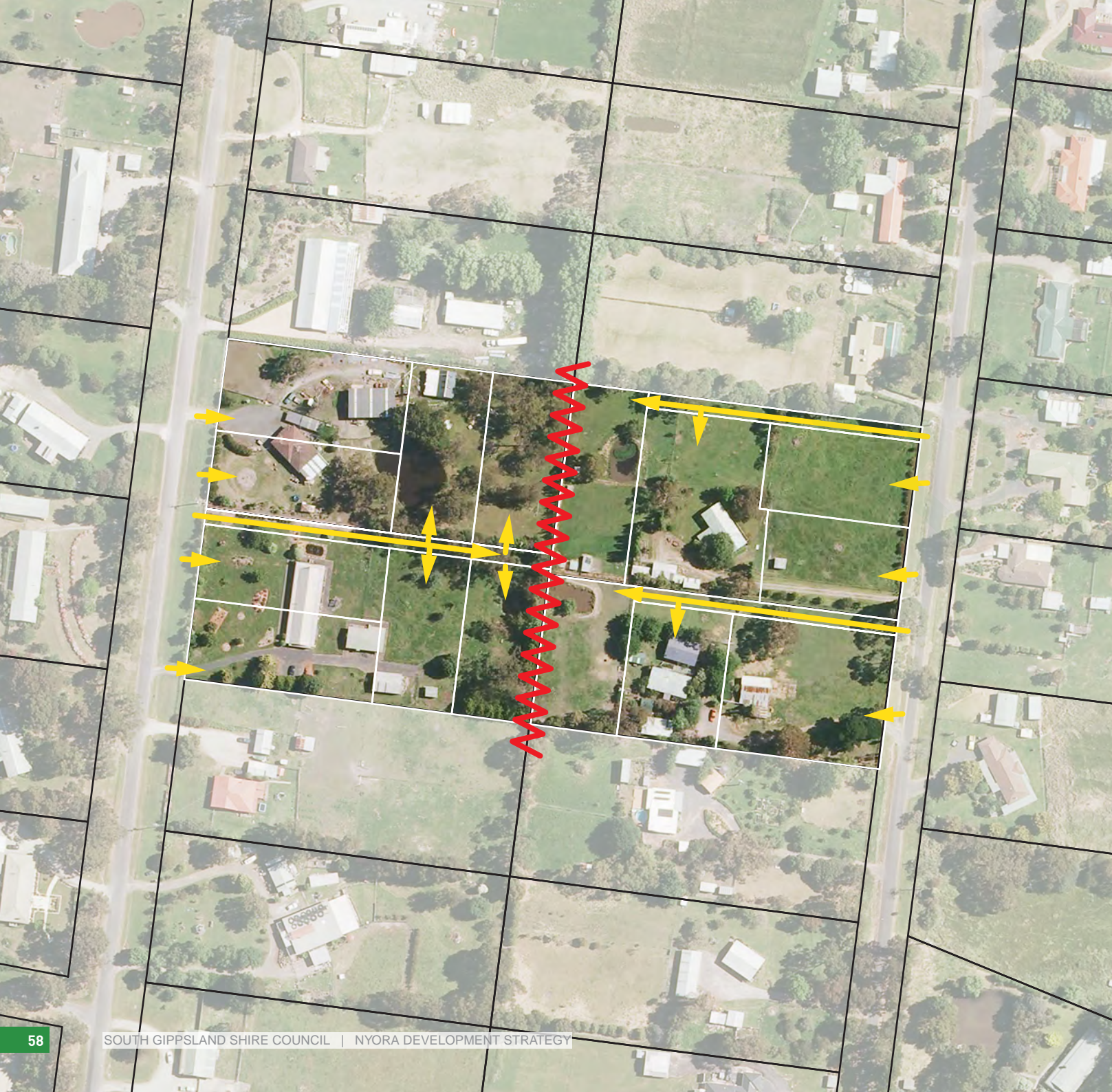


FIGURE 19. POTENTIAL POOR QUALITY SUBDIVISION OF PRECINCT E

LEGEND

- Existing subdivisions
- New subdivisions
- ← Access to lot
- ⚡ Barrier to movement

This image is an example of how subdivision can often be carried out within Victoria, known as 'Battleaxe' development. Four existing lots have been subdivided with new housing provided to the rear of existing lots and access via long driveways, which may serve one or more new subdivisions.

Lots at the rear of these subdivisions do not face the street and are traditionally worth less than similar properties which face the street. In addition other negative impacts are creating mini cul-de-sacs, making pedestrian movement difficult and promoting travel by car.

This plan seeks to address this by providing design guidance which will create better subdivision, providing all new dwellings with a street frontage and increasing connectivity across the town.



FIGURE 20. DESIRED SUBDIVISION OF PRECINCT E

LEGEND

- Existing subdivisions
- New subdivisions
- ← Access to lot

This image shows an example of the same four existing large lots, which individually could not all be subdivided to their maximum potential. By creating a holistic development it achieves additional lots, with two large lots remaining on the western side, which could both be further subdivided in the future, for example, if the existing buildings reach the end of their useful life.

The central road provides access to the majority of the lots, creating a new street, helping to improve linkages across Nyora and providing everyone with frontage to a street. Lots adjacent to existing streets should continue to front those, as they are of greater importance, compared to the newly created one.

This is the desired style of subdivision within Nyora, which this document seeks to promote.







4

NEXT STEPS

4.1 THE NYORA DEVELOPMENT STRATEGY

OBJECTIVES

The Nyora Structure Plan (NSP) (2013) sets out a number of important objectives that are to be implemented through the preparation of the Nyora Development Strategy:

- To strengthen Nyora as a sustainable community through the promotion of economic growth and the provision of a high quality lifestyle
- To support staged residential growth commensurate to the need for additional residential land and the improvement of development and community infrastructure in the township
- To promote residential development that complements the small rural township character of the area
- To encourage infill development in the residential zoned land adjoining the Town Centre in a coordinated and integrated manner
- To ensure development contributes to provision of

community services and facilities

- To develop the town centre, in the vicinity of Mitchell and Davis Streets, to become the focus for business, community, and tourist services and facilities
- To enable increased density residential in the town centre, where appropriate.
- To improve the retail offer of the town centre
- To protect the natural environmental qualities and landscape values of the township.

THIS REPORT

The issues, opportunities and preliminary concepts presented in Chapters 2-4 of this report build upon the NSP to provide additional analysis and discussion that is necessary in order to prepare a comprehensive Development Strategy for the township.

Community feedback is being sought to check that the analysis and suggested responses

appropriately meet the needs of Nyora now and into the future.

A Framework Plan provides an overview of the key issues and directions that will be discussed.

This is supported by more detailed plans, discussions and strategies for each of the key areas of the township.

KEY QUESTIONS

Given the issues and opportunities for Nyora's future identified in this report so far, some key questions for discussion with local residents have emerged. These are:

PRECINCT A

- Where should new development be located in the town centre?
- What would you like to see happen with the railway land and station building (managed by State government)?

PRECINCT B

- How should stormwater issues

be dealt with?

- Where should new road connections go?

PRECINCTS C & D

- How should these long-term growth areas be connected to town?

PRECINCT E

- Now that sewer is connected which means that further subdivision can occur – should subdivision be promoted or should controls be put in place so things stay the same in the short-term?

PRECINCT F

- This land is currently proposed for rezoning and is with the State government for authorisation.

PRECINCT G

- This land has been recently subdivided and while some further subdivision may be able

to occur, minimal change is expected in this precinct.

PRECINCT H

- This land is zoned Rural Living, almost no subdivision is possible so minimal change is expected in this precinct.

COMMUNITY CONSULTATION

A community workshop to present and discuss the 'issues and opportunities' concepts from this report with Nyora residents was held on 16 March 2016. Workshops with individual landowners in Precincts B and E were also held in April 2016. The workshops helped the project team to:

- Answer the key questions outlined above
- Discuss the issues and opportunities raised in this report with local experts - the local community in Nyora

- Find out whether there are any issues and opportunities that have been overlooked
- Better understand the community's vision for Nyora in future
- Address concerns the community may have moving forward

The community workshop discussion, as well as any online feedback received on the project's Facebook page, 'Future Nyora', will inform the next stage of the project, which is to prepare the draft Nyora Development Strategy.

An online survey, launched in March 2016 after the community workshop, is also live and the project team is seeking ongoing feedback to the questions presented above.

CONTACT DETAILS

Those unable to attend the community workshop can still provide feedback by contacting Council, by 'liking' and

commenting on the Future Nyora Facebook page and completing the survey. The details are:

Key South Gippsland Shire Council contact person: Chantal Lenthall, Senior Strategic Planner.

Phone: (03) 5662 9200

Email: FutureNyora@southgippsland.vic.gov.au

Website: www.southgippsland.vic.gov.au/FutureNyora

Facebook: www.facebook.com/FutureNyora

Survey: <https://www.surveymonkey.com/r/FutureNyora>

NEXT STEPS

Following this stage of community engagement, the following work needs to be done:

- Prepare draft Nyora Development Strategy
- Public exhibition and engagement process (including drop-in sessions with the project team) for the draft Strategy

- Changes to the draft Strategy based on Council's and community feedback
- Final Nyora Development Strategy released.

The Nyora Development Strategy, when completed, will present short, medium, and long-term priorities for managing development as Nyora grows into the future. It will include a Town Centre Masterplan with visual elements to show how the main street should develop and will have precinct-plans for each area to guide specific development aims and protect the rural township character in residential areas across Nyora.

The Strategy will also include some discussion about how to pay and who could pay for infrastructure across the township, as well as how infrastructure delivery should be staged.

All of the above elements will be part of the draft Nyora Development Strategy that people will be able to comment on prior to final decisions being made.





A

APPENDIX A PLANNING POLICY REVIEW

PLANNING POLICY REVIEW

INTRODUCTION

This section provides a detailed review of the planning policy frameworks relevant to inform the creation of a development strategy for Nyora in the next stage of the project. The following information has been considered as part of the review:

- The *South Gippsland Planning Scheme* (SGPS), including the State and Local Planning Policy Frameworks (SPPF and LPPF) and the Municipal Strategic Statement (MSS)
- Recent and current Planning Scheme Amendments
- South Gippsland Shire Council strategic documents, Council plans and land management strategies
- State Government documents including regional plans and land management strategies.

This section provides a full policy picture, demonstrating the existing policy context against which the Nyora Development Strategy will be prepared.

SOUTH GIPPSLAND PLANNING SCHEME

STATE PLANNING POLICY FRAMEWORK

The State Planning Policy Framework (SPPF) sets out a number of key policies to address residential growth and economic development in rural townships. Central to the notion of growth embedded in the SPPF for rural areas is the need to ensure residential expansion in regional areas does not detrimentally impact the productivity of agricultural land in those areas. The key policies relevant to preparation of the Nyora Development Strategy are:

- Clause 11 Settlement
- Clause 12 Environment and Landscape Values
- Clause 13 Environmental Risk
- Clause 15 Built Environment and Heritage
- Clause 16 Housing
- Clause 17 Economic Development

- Clause 18 Transport
- Clause 19 Infrastructure.

Many policies and strategies outlined within the SPPF have been reflected in greater detail within the South Gippsland Municipal Strategic Statement. The SPPF provides broad guidance for logical development and land use practices that in particular consider the following:

- The need to manage supply of urban land in regional areas in a manner that won't prejudice increased densities into the future
- Management of development in regional areas that respects visual amenity and aesthetic landscape values
- Provision of a diverse range of housing typologies
- Consideration of sustainable development practices in new and infill development
- Provision of social and physical infrastructure to support growing populations
- Encouragement for creation

of rural townships that are well serviced and can be supported to grow local jobs

- Consideration of the importance of agriculture in regional areas not to be undermined by urban commercial and residential development.

Following preparation of the Gippsland Regional Development Plan for Gippsland in 2014, Clause 11.08 specifically addresses Gippsland regional growth. This Clause contemplates the need for:

- Diversified local economies
- Growth in a considered context of agricultural, heritage and landscape values
- Minimisation of risk for local hazards such as bushfire
- Delivery of community and physical infrastructure
- Creation of a hierarchy of settlements across Gippsland that have unique and shared services as relevant.

MUNICIPAL STRATEGIC STATEMENT (MSS)

The following Municipal Strategic Statement (MSS) policies are relevant to preparation of the Nyora Development Strategy and address the provision and management of land use and development including residential, commercial and industrial development, visual amenity and environmental management specifically for the South Gippsland region and in some cases for Nyora in particular. The relevant policies are:

- 21 MSS
- 21.05 Settlement
- 21.06 Environmental and Landscape Values
- 21.09 Built Environment and Heritage
- 21.10 Housing
- 21.11 Economic Development
- 21.12 Transport
- 21.13 Infrastructure
- 21.14 Community Services

- 21.15 Local Areas (21.15-5 Nyora).

A summary of each Clause has been set out below:

Clause 21.05 (Settlement) applies to towns in the South Gippsland Shire and aims to ensure that the growth of towns occurs in accordance with their role and function. The clause identifies Nyora as a low density community with potential for significant growth with the provision of reticulated sewerage.

Clause 21.06 (Environmental and Landscape Values) aims to achieve a measurable net gain in the extent and quality of the biodiversity in South Gippsland Shire. The clause encourages private landowners to protect remnant vegetation on their land.

Clause 21.09 (Built and Environment and Heritage) aims to ensure that heritage places in South Gippsland are developed in a way that conserves and reveals their heritage significance. To continuously improve all aspects of the urban environment.

Clause 21.10 (Housing) aims to provide diversity in housing types in the South Gippsland Shire to meet the changing needs of the population. Dwelling size and type, encourage the development of retirement villages and medium density housing for older persons in appropriate locations.

Clause 21.11 (Economic Development) aims to attract and develop value adding opportunities to diversify and maximise employment opportunities. This policy seeks to ensure that industries in rural areas specifically support the agriculture sector. Well designed, sustainable industrial development that does not detract from the visual amenity of the neighbourhood is encouraged. The policy also supports location of service industries in towns to benefit local populations and provide employment opportunities. Clause 21.11 encourages development of a range of tourism opportunities, with an emphasis on eco- and agri-tourism.

Clause 21.12 (Transport) seeks to maintain a safe and efficient road network across South Gippsland Shire, ensure that the development of land doesn't prejudice the safety and efficiency of roads. The policy encourages sustainable public transport, pedestrian and car parking facilities across the Shire and supports creation of interconnected pedestrian, bicycle and bike paths through the shire.

Clause 21.13 (Infrastructure) aims to provide efficient and effective wastewater management systems to all towns in South Gippsland. The Clause implements stormwater and drainage standards that minimise the impact on the environment by establishing artificial wetlands, retention basins and stormwater pollution traps.

Clause 21.14 (Community Services) encourages provision of a range of services and facilities (including social, health, education and recreation facilities) that meet the needs diverse communities across South Gippsland, including youth and elderly people. The

policy creates a framework through which the provision of family and childcare services should be facilitated across the Shire. This Clause emphasises the importance of programs that support older people maintain their independence.

Clause 21.15 (Local Areas) provides local policy for specific areas in the Shire namely townships and landscape character areas.

Clause 21.15-5 (Nyora) provides a framework plan and policy for Nyora. The policy gives effect to recommendations from the Nyora Structure Plan (20143).

According to the MSS, support for residential development should be given to approaches that respond to and complement the small rural township character of the area. Remnant vegetation should be protected and enhanced as the dominant landscape feature. The policy highlights the need for residential land release to occur in a staged, contiguous and integrated manner with subdivisions that respond to

the topographic landscape and environmental constraints of the land.

LOCAL PLANNING POLICY FRAMEWORK (LPPF)

The following local planning policies are provided in the South Gippsland planning scheme and have relevance to the preparation of the Nyora Development Strategy:

- 22.02 Industrial Development
- 22.04 Heritage
- 22.06 Rural Subdivision

Clause 22.02 (Industrial Development) aims to encourage well designed industrial development which is safe and functional in its layout. It seeks to ensure that industrial development doesn't detract from the amenity of the surrounding area.

Clause 22.04 (Heritage) aims to ensure that the cultural significance of heritage places is protected. It provides guidelines for Council to help reduce the loss of any identified heritage

fabric which contributes to the significance of the heritage place. The policy also provides guidance for dealing with inappropriate new development.

Clause 22.06 (Rural Subdivision) This policy is relevant to Precinct F as it applies to subdivision of land in the Farming, Rural Conservation and Rural Activity Zones and highlights the importance of viable and sustainable agriculture in the context of removing lots from the FZ/productive agricultural land supply.

CURRENT & RECENT PLANNING SCHEME AMENDMENTS

There are two current planning scheme amendments (PSAs) directly relevant to preparation of the Nyora Development Strategy:

- PSA C72 (recently completed)
- PSA C97 (current)

Amendment C97 (current, 2015) applies to Precinct F of the study area, comprising three parcels of land with a total area of 104 hectares (see "Regional Context" on page 5). The land is currently zoned Farming Zone (FZ). The amendment proposes to rezone Precinct F to General Residential Zone 1 (GRZ1) and apply a Development Plan Overlay Schedule 10 (DPO10) to the whole area. Current estimations suggest the rezoning has the potential to yield 700 residential lots.

Amendment C72 (2013) rezoned the Township Zone (TZ) to Residential 1 Zone (now, General Residential Zone) and some

Business 1 Areas in the town centre (now, Commercial 1 Zone). The amendment applied a Development Plan Overlay to some precincts within the township to coordinate future development.

The Panel Report supported strategic direction to locate commercial development in the town centre and noted that moves to provide out of centre commercial development on Greenfield sites should be resisted.

Findings from the Panel hearing considered modest population growth had occurred in Nyora but it anticipated that future population growth will create the need for additional dwellings. Growth in regional townships such as Nyora will occur as a result of regional market forces on a State-wide level, and will be dependent on the provision of sewerage at a local level.

Expansion of Industrial 3 Zone land in Nyora was removed from consideration in amendment C72 however the report notes that light

industrial uses are an important part of the town's economy. The report notes that additional Industrial 3 Zone land is likely to be required into the future and should be considered as part of a concept plan of the Nyora town centre.

The report notes that the land within Precinct F is not in close proximity to the town centre around Mitchell Street. The recommendations include that a future development plan should investigate land suitable for development. In addition to this it notes that development should occur in a logical and staged manner close to existing land use and development that moves from the east and north from the south west corner of the site.

SECTION 173 AGREEMENTS

Three Section 173 agreements for land within Precinct F exist. The agreements between land owners in Precinct F and Council address the residential subdivision of the subject land. They require developer contributions to improve infrastructure in Nyora's township.

The agreement has been made in response to the owners intention to develop the subject land in accordance with a future Development Plan and Subdivision Plan.

The owner will pay \$9,000 for each new lot created from the Subject Land. Further to this, the owner will construct all local infrastructure in accordance with an approved Development Plan and any Planning Permit at the Owner's cost.

Works in lieu of development contributions may be made subject to the condition that Council agrees in writing

consistent with its absolute discretion. Similarly, Council may determine how and to which infrastructure projects it directs the application of contributions.

ZONES & OVERLAYS

EXISTING ZONES

Zones within the Nyora township:

- 32.03 Low Density Residential Zone (LDRZ)
- 32.08 General Residential Zone, schedule 1 (GRZ1)
- 33.03 Industrial 3 Zone (IN3Z)
- 34.01 Commercial 1 Zone (C1Z)
- 35.03 Rural Living Zone (RLZ)
- 35.07 Farming Zone (FZ)
- 36.01 Public Use Zone (PUZ2, PUZ3, PUZ4, PUZ5, PUZ6)
- 36.02 Public Park and Recreation Zone (PPRZ)
- 36.04 Road Zone (RDZ1, RDZ2)

LOW DENSITY RESIDENTIAL ZONE

The Low Density Residential Zone (LDRZ) enables low density housing. Its purpose is to provide for low-density residential development on lots which, in the absence of reticulated sewerage, can treat and retain all wastewater. The LDRZ is usually applied on

the fringe of urban areas and townships where sewerage may not be available.

For use of land for a dwelling that can't be connected to sewer, wastewater must be treated on site. Where reticulated potable water and electricity are unavailable alternative sources must also be provided. A schedule to the LDRZ may specify minimum lot sizes for subdivision; as this is not scheduled for South Gippsland, the minimum lot sizes are:

- 0.4 hectare for each lot where the lot can't be connected to sewer. If no area is specified each lot must be at least 0.4 hectare
- 0.2 hectare for each lot connected to sewer. If no area is specified each lot must be at least 0.2 hectare.

Similar to the other residential zones, the number of land uses not requiring a permit in the LDRZ largely relate to dwelling and home occupation subject to conditions (service connection

or alternatives). A medical centre may be permitted subject to floor area and location requirements, and animal keeping must be no more than two animals. Some retail and food and drink land uses are permissible in the LDRZ subject to Council's consideration. Industrial and warehouse land uses are prohibited in the residential zones, with the exclusion of a store; which is permissible subject to conditions. A service station or convenience restaurant requires planning permission provided its location adjoins a main road.

GENERAL RESIDENTIAL ZONE

The General Residential Zone (GRZ) enables moderate housing growth and diversity while respecting urban character. Its purpose is also to:

- Implement neighbourhood character policy and adopted neighbourhood character guidelines
- Provide a diversity of housing types and moderate housing growth in locations offering

good access to services and transport

- Allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.

With respect for subdivision in the GRZ, land must be connected to reticulated services in accordance with the Residential Design Standards ('ResCode') for subdivision at Clause 56 of the South Gippsland Planning Scheme. For dwelling development, no variations to the standard ResCode requirements for dwelling (Clause 54 or 55) have been scheduled. The maximum building height in the GRZ1 is 9 metres, and the minimum lot size for which no permit is required to develop land for a single dwelling is 300 square metres.

In the GRZ1, Section 1 (permit not required) land uses comprise residential land uses and home occupation (subject to the relevant conditions), place of worship

and medical centre subject to its location on a main road and floor area requirements and animal keeping (no more than 2 animals). Proposals not meeting the relevant land use or locational conditions require planning permission.

Certain accommodation and agriculture uses may be permitted subject to Council approval in the GRZ1. As with the LDRZ, a permit is required for certain retail and food and drink premises, car parks, service stations, car washes, convenience restaurants and a store subject to conditions. Industry, animal boarding or training, intensive animal husbandry, warehouses, transport terminals, offices and certain entertainment facilities are prohibited in the GRZ1.

INDUSTRIAL 3 ZONE

The purpose of the Industrial 3 Zone (IN3Z) is to:

- Provide for industries and associated uses in specific areas where special consideration of the nature and impacts of

industrial uses is required or to avoid inter-industry conflict

- Provide a buffer between the Industrial 1 Zone or Industrial 2 Zone and local communities, which allows for industries and associated uses compatible with the nearby community
- Allow limited retail opportunities including convenience shops, small scale supermarkets and associated shops in appropriate locations
- Ensure that uses do not affect the safety and amenity of adjacent, more sensitive land uses.

Flexibility for land uses in the IN3Z land in Nyora is constrained by its location adjacent to LDRZ land, where land uses must consider impact on sensitive residential uses. In the IN3Z, a permit is not required for convenience shops, crop raising, extensive animal husbandry, home occupation and some other uses. A permit is not required to use land for a shop, service station or supermarket provided it meets certain floor

area and location requirements (for a supermarket, the leasable floor area must not exceed 1800 square metres and the site must adjoin or be within 30 metres of a main road). A permit is required for agriculture, education centre, industry, office, place of assembly, restricted retail and warehouses in the IN3Z. Accommodation, hospitals, intensive animal husbandry and some shops are prohibited in the IN3Z.

COMMERCIAL 1 ZONE

The purpose of the Commercial 1 Zone (C1Z) is to:

- Implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies
- Create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses
- Provide for residential uses at densities complementary to the role and scale of the

commercial centre.

The C1Z facilitates retail and commercial land use and development. A permit is not required to use land for a cinema, education centre, exhibition centre, food and drink premises, home occupation, office, place of worship (floor area no greater than 250 square metres), retail premises and shop. Accommodation (including dwellings) may require a permit where the ground level frontage exceeds 2 metres (other than a bed and breakfast). There are no floor area restrictions for retail uses in the schedule to the C1Z for South Gippsland. Planning permission is required for some place of assembly land uses, agriculture, industry, leisure and recreation facilities and warehouses in the C1Z.

Development in the C1Z will usually require planning permission (excluding minor works as listed in the zone) and new land uses and development must respond to design and operational considerations as listed in the zone, such as:

- Interface with and impact on surrounding non-commercial zones
- Hours of operation
- Maintenance
- Loading and unloading
- Car parking and traffic impacts as well as pedestrian and bicycle movement.

RURAL LIVING ZONE

The Rural Living Zone (RLZ) caters for residential use in a rural setting. Its purpose is to:

- Provide for residential use in a rural environment
- Provide for agricultural uses which do not adversely affect the amenity of surrounding land uses
- Protect and enhance the natural resources, biodiversity and landscape and heritage values of the area
- Encourage use and development of land based on comprehensive and sustainable land management practices

and infrastructure provision.

This zone provides for residential use in a rural environment. It is designed to cater for lots in a rural setting that are large enough to accommodate a dwelling and a farming use. The farming use is likely to be carried on for reasons other than the need to provide a significant source of household income. In this zone:

- it is not essential that a dwelling be genuinely associated with a farming use of the land
- some farming may take place on the land, however this will not always be the case
- residents have a reasonable expectation that their amenity will be protected
- a wider range of tourism, commercial and retail uses may be considered in the zone.

Although the Rural Living Zone is catering primarily for residential use, the allotment size and subdivision layout may provide the opportunity for farming activities to occur, without adversely

affecting the natural environment or the amenity of surrounding land uses. In Nyora, the zone provides a minimum lot size of the following:

- 1 hectare, or
- 2 hectares for lots identified in the zone schedule for Lesley Close and Henrys Road.

The creation of smaller lots is prohibited unless the subdivision is the re-subdivision of existing lots, creating lot sizes consistent with the schedule or the creation of a smaller lot for a utility installation. In the Rural Living Zone, development must be provided with certain community infrastructure and services normally expected for residential areas. This is why land uses that are normally located in urban areas (such as accommodation, community markets, leisure and recreation, medical centres, restaurants, service station and a store) may be considered in the zone. These uses need to be considered carefully, to ensure that the zone does not become an unplanned urban area and

farming on adjacent land is not compromised.

FARMING ZONE

The Farming Zone (FZ) is strongly focussed on protecting and promoting farming and agriculture. Its purpose is to:

- Provide for the use of land for agriculture
- Encourage the retention of productive agricultural land
- Ensure that non-agricultural uses, including dwellings, do not adversely affect the use of land for agriculture
- Encourage the retention of employment and population to support rural communities
- Encourage use and development of land based on comprehensive and sustainable land management practices and infrastructure provision.

There are currently parcels of FZ land in the Nyora township boundary as it applies to the Nyora Development Strategy project.

Land in Precinct F is currently subject to a planning scheme amendment process (PSA C97) to be considered for rezoning to residential land.

Other FZ precincts were identified in the Nyora Structure Plan (2013) for further investigation or future growth areas. However, this project will not revisit those growth areas proposed in the Structure Plan.

In the Nyora FZ, the minimum lot size that can be created through subdivision is 80 hectares (e.g. you must have at least 160 hectares to be able to subdivide). The minimum lot size for which no permit is required to use land for a dwelling is 40 hectares. Dwellings must be set back 100 metres from a VicRoads managed main road, and 40 metres from a Council main road. For smaller roads dwellings should be set back a minimum of 20 metres.

In the FZ, non-agricultural land uses such as certain types of accommodation, market, residential hotel, primary school,

manufacturing sales, restaurant, trade supplies and warehouse (other than rural store) require planning permission. Certain intensive animal uses such as broiler farm, cattle feedlot and intensive animal husbandry also require planning permission. Certain retail and accommodation uses and some types of education centres are prohibited in the FZ. Non-agricultural land use permit applications must demonstrate that the proposed use will not adversely affect the agricultural productivity of the land or adjoining land uses to ensure primacy for agriculture is maintained in accordance with the purpose of the zone.

PUBLIC USE ZONE

The purpose of the Public Use Zone (PUZ2, PUZ3, PUZ4, PUZ5 and PUZ6) is to:

- Recognise public land use for public utility and community services and facilities
- Provide for associated uses that are consistent with the intent of

the public land reservation or purpose.

In Nyora, the following PUZ are applied:

- Education (PUZ2) – Nyora Primary School site
- Health and Community (PUZ3) – CFA and Community Hall site
- Transport (PUZ4) – Railway reserve
- Local Government (PUZ5) – Pony club
- Cemetery/Crematorium (PUZ6) – Cemetery site.

In the PUZ a permit is required to construct a building or carry out works associated with any use other than a railway, railway station (subject to conditions) or tramway. A permit is also required to subdivide land. Applications must be made by or on behalf of the public land manager and decisions may require involvement of the public land manager or Minister relevant to that land use or an adjoining public land use.

PUBLIC PARK AND RECREATION ZONE

The purpose of the Public Park and Recreation Zone (PPRZ) is to:

- Recognise areas for public recreation and open space
- Protect and conserve areas of significance where appropriate
- Provide for commercial uses where appropriate.

Land uses not requiring planning permission in the PPRZ relate to 'sports ground' and public open spaces, such as open sports ground, retail premises (managed by public land manager), store, office and informal outdoor recreation. Where certain conditions regarding ownership and management are not met, these uses may require planning permission. Industrial and warehouse land uses are prohibited in the PPRZ. For buildings and works, no permit is required to construct pathways, trails, seating, picnic tables, taps, shelters, barbecues, rubbish bins, security lighting, irrigation,

playground or sporting equipment and other works associated with parkland such as landscaping and planting. Planning permission is required for subdivision.

ROAD ZONE

The purpose of the Road Zone (RDZ1 and RDZ2):

- Identify significant existing roads
- Identify land which has been acquired for a significant proposed road.

In Nyora, Davis Street, the Nyora-Poowong and Lang Lang-Poowong Roads are managed by VicRoads. Yannathan Road and Pattersons Road are main roads managed by Council and other roads are local, Council-managed roads. Planning permission is required to alter or create access to a VicRoads-managed road, and to intensify land use adjacent to a RDZ1 through subdivision, for example.

EXISTING OVERLAYS

The following overlays apply to land in Nyora:

- Heritage Overlay (HO103)
- Development Plan Overlay (DPO5)
- Road Closure Overlay (RXO)

HERITAGE OVERLAY

The purpose of the Heritage Overlay (HO) is to:

- Conserve and enhance heritage places of natural or cultural significance
- Conserve and enhance those elements which contribute to the significance of heritage places
- Ensure that development does not adversely affect the significance of heritage places
- Conserve specifically identified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance

of the heritage place.

HO103 applies to the Nyora Railway Station. External paint controls and internal alteration controls apply. Any planned alterations, buildings and works to the railway station buildings require planning permission.

DEVELOPMENT PLAN OVERLAY

The purpose of the Development Plan Overlay (DPO) is to:

- Identify areas which require the form and conditions of future use and development to be shown on a development plan before a permit can be granted to use or develop the land
- Exempt an application from notice and review if it is generally in accordance with a development plan.

The DPO5 applies to the Nyora Residential Development Transition Area. The overlay is used to consider areas of GRZ1 rezoned under Amendment C72 and provides for the provision of

reticulated sewerage to create opportunities for the large residential lots north of Lang Lang-Poowong Road and Cornishes Road to be subdivided into smaller urban sized residential lots.

The Nyora Development Strategy will in part address the fragmented ownership and development pattern in this area by way of considering logical ways for development to occur into the future. The DPO5 considers that subdivision of the area "must plan for and contribute towards improved road, pedestrian and drainage infrastructure and avoid isolated, internally-focused developments, especially on larger lots." A development plan will guide the area's transition to higher density development over an extended period of time.

Applications for buildings and works under the DPO5 are exempt from the public notification requirements under any provision of the scheme. This provision in the DPO considers that development in accordance with a development plan prepared for

an area does not require further public notification given the process required to incorporate a Development Plan in its first instance. This provision is relevant to newly seweraged land in the DPO5/GRZ1 area which will not require public notification for subdivision or development.

ROAD CLOSURE OVERLAY

The purpose of the Road Closure Overlay (RXO) is to identify a road that is closed by an amendment to this planning scheme. Any planning permit application in this overlay requires verification that the road has been closed via Government Gazette prior to granting the permit under any other planning control triggered in the South Gippsland Planning Scheme.



View north from Watts Road

PLANNING STRATEGIES

LOCAL STRATEGIES

A large number of documents from 2005 to 2015 have been assessed in order to consider implications of past work on the preparation of the Nyora Development Strategy. Of particular importance to the current project is a list of services and aspirations that can be compiled from reports such as:

- Economic Development Forecasts for Nyora (2010)
- South Gippsland Paths and Trails Strategy (2010)
- Nyora Community Plan (2010)
- Nyora Structure Plan (2013)
- South Gippsland Shire Council Strategy and Audit for Community Infrastructure (2014)
- Nyora Community and Social Infrastructure Plan (2014).

For Nyora, the key infrastructure and service considerations needed to support a growing population have been identified as (not in order of priority):

- A community hub and kindergarten
- Public transport links
- Improved pedestrian paths and equestrian trails including links between existing networks and to key existing community services (e.g. Nyora Primary School)
- Reticulated sewerage (completed 2015 in all General Residential and Commercial 1 Zone areas, GRZ and C1Z)
- Expansion of the primary school (to accommodate future populations)
- Improved storm water and drainage management and infrastructure
- Increased retail opportunities including core retail such as a supermarket
- Attractors for a diversified workforce branching more strongly into health care and community service industries
- Sports facilities such as a tennis court, netball court and passive open spaces (contingent on certain population thresholds)

- Increased consideration of visual amenity in the Watts Road industrial precinct
- Road network maintenance, consideration for sealing central unsealed roads and management of vehicle movement in the context of a growing population
- Consideration of future planting and revegetation in certain areas.

The implications of this list for the Nyora Development Strategy are discussed in the following review of these documents.

NYORA URBAN DESIGN FRAMEWORK (2005)

The Nyora Urban Design Framework (NUDF) addresses rural residential subdivision and physical design considerations needed to improve the town centre of Nyora. The NUDF emphasises maintenance of a 'rural atmosphere' in future design

and development, considering physical improvements needed to support a growing population. While it is an important strategic policy document historically, the considerations in the plan have largely been superseded by preparation of the Nyora Structure Plan (NPS, 2013) and incorporation of the NPS

The NUDF sets out the following key considerations based on improving pedestrian and vehicle movement, planning to incorporate the popularity of horses in Nyora, maintaining rural character and accommodating a growing population in the township:

- Improve visual links between the town centre and major road networks
- Rationalise activities on the village green and create a strategic plan for its use including for consistent development
- Improve access to and use of existing recreational and sporting facilities

- Consider the future of the Speedway and its relocation or improvement to provide greater value to the community
- Create links between the newer residential areas, existing facilities and older township
- Introduce improved directional signage to the town, especially in the main street and commercial area
- Consider footpath improvements that link the central township area to facilities (including the primary school) as well as the need to provide for a separation between pedestrian/horse and vehicle movement as traffic increases with population growth in the town
- Enhance development and community areas by planting of native flora and the linkage of native remnant bush/park areas through native habitat corridors
- Recognise and support the high concentration of horse usage and ownership in the area and

consider promotion of the town as a centre for horse and equine activities

- Plan for future expansion of Nyora Primary School and create a central, safe bus stop for V/Line and school buses
- Focus on town centre improvements including remodelling the Mitchell/Grundy Street intersection and consolidate commercial activities in the centre while improving the physical appearance of the Watts Road industrial precinct
- Consider opportunities to link Nyora to surrounding townships through pedestrian, cycling and horse trails.

NYORA ECONOMIC DEVELOPMENT FORECASTS (2010)

This strategy considers the implications of population growth on Nyora's character, patterns of movement and local jobs through an economic lens as Melbourne's south-east continues to grow. The

forecasts were prepared before the most recent population data was released in 2011 (ABS Census Data).

The strategy notes the importance of connecting reticulated sewerage to residential areas as a means to accommodate more urban development with smaller lots.

Although the documents notes a locally uncertain market demand for urban-density living, predominantly as a result of there being little current supply, the strategy suggests there is interest in housing development from local landowners.

In the context of a growing population, the strategy considers increased demand for infrastructure, commercial and community services. Extensions to reticulated water, stormwater, roads, energy and telecommunications services will be required. Recommendations include that services are best clustered in an activity centre, there may be pressure to create a

new focus for service activity away from the existing loose cluster of services on Mitchell Street.

Assessment of current facilities highlights a maximum of 120 square metres of retail space (existing post office and general store). In response, the economic development forecast calls for diversification of the local workforce to include health practitioners, veterinarians and professional services, with development of a small neighbourhood centre to accommodate a small supermarket (up to 1,000 sq m) newsagent, chemist, cafés, take-away food stores, and potentially a rural supplies store.

SOUTH GIPPSLAND PATHS AND TRAILS STRATEGY (2010)

The strategy recommends the development of a number of trail and path initiatives within in the Nyora Township. It proposes a network of paths and trails throughout Nyora connecting residential areas with employment, open space, services

and community facilities. The strategy highlights the need to provide bicycle parking at key trip generators such as town centres, community facilities and bus stops. It recognises the need to provide for the large equestrian community in Nyora. A priority of the strategy is to provide a safe path linking the Pony Club to the Nyora Common and the proposed recreation reserve.

NYORA COMMUNITY PLAN (2010)

This plan details a set of priority projects for the Nyora community, including:

- A network of local walking and cycling paths by implementing the Nyora Paths and Trails Strategy.
- Nyora Public Hall redevelopment
- Recreation reserve and associated club room upgrades
- Farming and residential land buffers to protect rural land and productive farms

- Local shopping precinct development
- Village green and park in central Nyora improvements and protection.

NYORA STRUCTURE PLAN (2013)

The structure plan provides direction for the future growth and development of Nyora to 2025 and beyond. Findings and recommendations from the Nyora Structure Plan (NSP) have been used as a basis for preparation of the current Nyora Development Strategy. However, not all recommendations from the NSP will be revisited as part of the Development Strategy. The plan sets directives to:

- Develop a town centre in the vicinity of Mitchell and David Streets, the triangle site on the corner of Grundy Avenue, former hotel
- Discourage out-of-centre development
- Protect the natural environment

qualities and landscape values of the township

- Encourage higher density in and around town centres by discouraging low density and rural residential uses near town centres
- Facilitate residential development in a logical and staged manner
- Ensure the provision of reticulated sewerage as a prerequisite to development.

NYORA COMMUNITY INFRASTRUCTURE PLAN (2014)

This plan notes the limited range of existing commercial and retail, health, early childhood and education, and other community facilities currently available in Nyora.

The plan suggests that as Nyora's population grows it will have the potential to support a permanent library, supermarket, pharmacy and petrol station. In addition, it notes the likely need for a larger

multi-purpose community centre in the next ten years or beyond.

The plan recommends that all new residential areas are within 400 metres of a park and playground. It recommends the extension of youth-specific outdoor recreation facilities in Nyora.

With regard to the provision of new facilities, the plan sets a directive encouraging the co-location of education and children's services. As in a number of strategic documents prepared for Nyora since 2005, the plan notes a lack of a network of footpaths and shared trails. It identifies 4 hectares of active open space to the east of Hatchs Road.

SOUTH GIPPSLAND SOCIAL COMMUNITY INFRASTRUCTURE PLAN STRATEGY AND AUDIT (2014)

This document identifies the need for a community hub and combined community facilities in Nyora, particularly in the context of a growing population. The strategy and audit recommends

a co-located facility as part of a 'community hub, connected to open space, pedestrian and cycle paths. The purpose of a combined strategy and audit is to address local community needs and promote social outcomes for current and future residents of Nyora. Existing facilities identified in Nyora are an early years playgroup, primary school, specialist housing (aged care) and community hall.

The facilities recommended in the strategy and audit should be implemented to simultaneously contribute to the public domain and sense of place. According to the strategy, the following facilities are needed at incremental thresholds for population growth:

- 1 tennis court per 2,500 people
- 1 outdoor netball court per 3,500 people
- 0.7 ha to 1.0 ha of passive open space per 1,000 people.

In addition to the recreation facilities outlined above, the strategy identifies the need for

a kindergarten in any proposed Nyora community hub, plus the potential development of early education and care services in. It encourages inclusion of a private consulting area for visiting medical practitioners and discusses the possibility of including a library at the Nyora community hub, to service Nyora, Loch and Poowong. This strategy is incredibly useful in foreshadowing the types of facilities needed for consideration as part of the Nyora Development Strategy and feasibility study for community land uses needed in the town centre.

SOUTH GIPPSLAND COMMUNITY INFRASTRUCTURE BLUEPRINT (2014)

The Community Infrastructure Blueprint complements the South Gippsland Community Infrastructure Strategy and Audit in recommending a 'Multi-purpose District Community Hub'.

LEONGATHA RAIL LINE STRATEGIC RAIL CORRIDOR PLAN (2009) (VICTRACK)

A large area of land in the centre of Nyora is currently owned by VicTrack. This land constitutes Toby's Paddock and the railway reserve, which is currently not being used. The plan identifies various land parcels along the corridor that are considered as surplus and have potential to be sold or consolidated:

- Segment 6 – Samuels Lane to Berry's Road
- Continue leases with existing leaseholders, including farmers and tourist railway.
- Residential (or other) development on Mitchell Street.
- Continue lease of Council Park and Skate Park.

The strategy considers development of a rail trail between Cranbourne East and Nyora and proposes that this trail continues east to Leongatha to Become the 'Greater Southern Rail Trail'. However, it is unclear whether this

report and its recommendations continue to be supported by current VicTrack Policy.

SOUTH GIPPSLAND HOUSING & SETTLEMENT STRATEGY (2015)

The strategy supports growth within Nyora, subject to the provision of services and utilities. The strategy reiterates findings from previous work to highlight that Nyora doesn't contain sufficient community infrastructure to support large scale growth at present. It identifies a need to monitor the demand for children's and family services associated with population growth. Family and healthcare services may be a strong emerging employment sector as population grows into the future.

The Housing and Settlement Strategy recommends that transport connections to Korumburra be enhanced for access to higher level services and facilities that are not intended to be duplicated in Nyora into the

future. The strategy also explores options to address demand for community facilities by strengthening connections within the Nyora-Poowong-Loch cluster.

Nyora currently has reticulated water, electricity, without gas, and sewerage in the General Residential Zoned (GRZ) land at its town centre. This provides an opportunity to build on and implement recommendations from the strategy not previously possible due to the infrastructure gaps in year prior.

OTHER STRATEGIES CONSULTED

- South Gippsland Shire Council, Population and Household Forecasts 2011-2036 (2015, in partnership with .id Population Experts)
- South Gippsland Open Space Strategy (2007)
- South Gippsland Heritage Study (Vol. 1) (2004).



Signage and the former railway station buildings from Nyora Common / Toby's Paddock

STATE STRATEGIES

The key State Government policies relevant to preparation of the Nyora Development Strategy are:

- Plan Melbourne (2013)
- Gippsland Regional Growth Plan (2014)
- Plan Melbourne Refresh (future release).

With regard for both stages of Plan Melbourne, while policy evolution is currently underway with the 'Refresh' stage of the document, there are a key set of principles (also echoed in the Gippsland Regional Growth Plan) that will underpin and support preparation of the Nyora Development Strategy. In summary, these concepts are:

- Identify a new pipeline of new rural village-style developments to attract growth out of Melbourne and into peri-urban and regional Victoria
- Provide a broad range of housing typologies and settlement options, including in

regional and peri-urban areas

- Link Melbourne to its peri-urban and regional areas
- Create meaningful links and opportunities in peri-urban and regional settlements to enable local job creation and support for community services
- Maintain and support strong rural identities in regional areas, including from a visual amenity perspective
- Reinforce the existing urban growth boundary and articulate the values of the peri-urban and regional areas as a valuable resource and from a visual amenity perspective.

In addition to the strategies listed above, the Urban Development Program (UDP, 2012) Report identifies 3.5 hectares of industrial land in Nyora, with 1.2 hectares available (at the time of writing in 2012). According to the UDP Report, given the land vacancy rates and total available area, a future shortfall of industrial land in Nyora was not forecast.

This assumption will be further assessed as part of the Issues and Opportunities report in the next stage of this project.

It is important to note that the industrial land area identified in the UDP report does not include land used for industrial purposes outside the IN3Z on Watts Road.

PLAN MELBOURNE (2013)

Plan Melbourne is the key strategic document intended to steward development and land use direction in Melbourne and its peri-urban surrounds towards 2050. The plan does not refer Nyora, which lies just outside the borders of metropolitan Melbourne. It may be considered a peri-urban town, though it is not listed as a peri-urban town with growth potential like Leongatha, Wonthaggi, Drouin and Warragul (refer to map 29 of the plan).

The following points have general relevance to preparation of the Nyora Development Strategy:

- Victoria's economy and liveability are based on

strong connections between Melbourne, its peri-urban and green-wedge areas, and the state's regional and rural population centres

- Identify a pipeline of new rural village-style developments to attract growth out of Melbourne and into the peri-urban area and regional Victoria
- Continue to provide road and rail upgrades between Melbourne, the peri-urban areas and regional cities
- Provide settlement options in a broad range of peri-urban and regional towns, to attract population growth away from Melbourne, and ensure that this growth is in an appropriate form that is different from Melbourne's growth areas
- Audit land in regional cities and centres to identify land suitable for urban renewal and strategic redevelopment (including surplus government land) and barriers to redevelopment
- Link Melbourne to its peri-urban

regions and regional areas, and optimise the potential of regional areas to attract new investment and population growth

- Define land areas within the peri-urban regions that are strategically important to the metropolitan area, and the state, for agriculture, natural resources, housing growth and recreation
- Coordinate planning across the peri-urban regions, and between local governments
- Safeguard the interests of the state in the development and conservation of local resources
- Assist in implementing the directions of Plan Melbourne, and regional growth plans.

GIPPSLAND REGIONAL GROWTH PLAN (2014)

The Gippsland Regional Growth Plan establishes a strategic framework for land use planning and settlement planning in the Gippsland Region. The plan

aims to develop sustainable communities that ensures residents have convenient access to jobs, services, infrastructure and community facilities.

The Gippsland Regional Growth Plan aims to develop settlements that have a strong identity, value their cultural heritage and prosperous and environmentally sustainable. It aims to facilitate the timely and accessible provision of infrastructure to meet community needs for transport, utilities and community facilities.

PLAN MELBOURNE REFRESH (2015)

The State Government is currently undertaking a review of Plan Melbourne. This review has the potential to impact the Nyora Development Strategy insofar as a renewed importance is to be placed on the significance of peri-urban and regional townships to support metropolitan Melbourne and for their intrinsic value. According to the review, the existing urban growth boundary will be locked down and the

values of the green wedge and peri-urban areas should be better articulated.

Plan Melbourne's refresh suggests rural and regional townships need to be identified as a valuable resource, from their aesthetic appeal, their ability to provide jobs and their agricultural and horticultural industries as well as important extractive industries required for building Victorian communities. The dialogue surrounding the Plan Melbourne Refresh emphasises a shift away from viewing regional or peri-urban townships as 'vacant land awaiting urban development' or 'dormitory suburbs'.

According to the plan, 'ensuring settlement planning in growth and peri-urban areas responds to natural hazards' is an important feature of the refresh. From an environment perspective, the document aims to strengthen high-priority habitat corridors throughout Melbourne and its peri-urban areas to improve long-term health of key flora and fauna habitats.'

Importantly for preparation of the Nyora Development Strategy, the plan is to 'investigate opportunities in the land use planning system, such as strong supporting planning policy, to facilitate the increased uptake of renewable and low-emission energy in Melbourne and its peri-urban areas.' Future development in Nyora will rely on the strength of strategic directions and work contained within the Nyora Development Strategy

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