



## Korumburra Structure Plan

June 2014

Prepared by the South Gippsland Shire Council

**Notes:**

The Korumburra Structure Plan July 2010 version is superseded by the June 2014 version which includes the Burra Foods amenity buffer in the Structure Plan map in accordance with the recommendations of the Amendment C99 Panel. Corresponding changes have been made to the directions for Area K. The Korumburra Town Centre Framework Plan map has been updated in response to the adoption of Amendment C93. These changes were adopted by Council on 25 February 2015.

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# 1. Introduction

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This Structure Plan is designed to provide a strategic framework for the future physical development of Korumburra over the next 20 years. It also provides a broader assessment of opportunities and issues that will need to be considered for the time period beyond the 20 year horizon. The plan provides the foundation for the pursuit of more detailed statutory planning provisions, amendments to the Planning Scheme as well as design and development initiatives for specific areas and activities in the town. It will also guide Council policies, programs and initiatives relating to community, economic, social, environmental, and physical initiatives.

The Structure Plan identifies a future vision for the town that captures the community's objectives and aspirations for Korumburra. It also provides a series of planning, design or development objectives that will be upheld in order to attain the vision. The plan will identify key roles and functions for the town to fulfil in order to meet the needs of its local community and the broader population of the region.

The Structure Plan acknowledges the extent of work that the Korumburra community has already undertaken through the Community planning initiatives, identifying their future aspirations, goals and objectives and specific actions. It aims to build upon this work and contribute to the implementation of the community objectives by creating an effective, integrated and coordinated vehicle through which to pursue them.

The plan has been prepared by the South Gippsland Shire Council's Planning Department. Input has been received and provided from all other relevant Council departments, government agencies, authorities and infrastructure providers, and the Korumburra community.

The Structure Plan has also benefited from the recommendations of the Department of Planning and Community Development's Priority Development Panel (PDP) report 'Korumburra Town Centre and Structure Plan – May 2010'. The PDP report has been adopted by Council and the key recommendations of the PDP report have been incorporated into the Structure Plan. Rezoning and development applications in the Town Centre and at the site of the former Korumburra Saleyards should closely consider the PDP's recommendations.

For the purpose of this Structure Plan the PDP report 'Korumburra Town Centre and Structure Plan – May 2010' is considered a Reference document.

The Local Structure Plan identifies:

- Areas in and around Korumburra that are considered suitable for future residential, industrial and commercial development.
- Existing areas of Korumburra where opportunity exists to change or intensify development.
- Current and future pedestrian, cycle, traffic and transport links.

- Areas of environmental importance.
- Korumburra's Town Centre and the specific issues and opportunities it faces, recognising the critical and ongoing social, economic and environmental roles that the Town Centre will have in the future of Korumburra.
- Redevelopment opportunities at the former Korumburra Saleyards site.

It is important to note that the Structure Plan itself will not provide all the details of how these initiatives will be pursued. This will be the subject of future more detailed projects undertaken as part of its ongoing implementation.

## 2. Korumburra now and into the future

### 2.1 Introduction to Korumburra.

*Korumburra is a vibrant energetic prosperous town that builds on its past with a commitment to being progressive and innovative providing for its own livelihood. It will remain caring and accommodating of the diverse values and ages of its people.*

(“Vision” from Korumburra Community Action Plan June 2002.)

With a current population of 3,260 people, Korumburra is the second largest urban settlement in the South Gippsland Shire and the major service centre for the western section of the Shire, which is experiencing the fastest growth rates in the region. Korumburra is an important business, industry, education, health and community centre for the South Gippsland region. It is situated on the South Gippsland Highway surrounded by the rolling hills of South Gippsland.

Population projections for Korumburra indicate an anticipated annual population growth rate, between 2006 and 2026 varying between 0.6 % in 2006 and 1.4% in 2026. This will see the town with a population of 4,550 in 2026, an increase of 1,290 over the 2006 figure of 3,260.

This population increase will create demand, by 2026 for:

- 820 additional new dwellings (average 40 per annum).
- 0.52 Ha of additional land required for retail / commercial facilities.
- 39 Ha of additional land required for urban residential development.
- 25 Ha of land required for industrial development.

(Figures derived by Council from Essential Economics 2006)

The location of Korumburra, its character, size, composition and its relative proximity to the Melbourne Metropolitan area will undoubtedly lead to its greater recognition over the next 10 years as an attractive place to visit and live. Korumburra is a comparable distance from central Melbourne as Daylesford, Kyneton, Castlemaine and Lorne. It shares the idyllic locational attributes of these centres, and it would be unrealistic to think that just because it has not, to date, attracted equal attention, it will not do so in the future. It is considered to be a case of ‘when’, rather than ‘if’, the tourism and provincial residential markets discover Korumburra and other towns along the South Gippsland Highway. The distinct advantage that Korumburra has is the opportunity to plan how it wishes to deal with these likely future demands before they occur.

A trip to any of these other regional towns identified above, on a Saturday or Sunday afternoon reveals a thriving Town Centre with a diverse mix of retailing, tourism accommodation, markets, cafes, restaurants, galleries etc., all adding to the local economy. It can also reveal congestion in the main streets, some displacement of traditional local convenience retailing and the loss, to some degree, of the original character of the location. Through proper planning however it is considered that a town such as Korumburra can have the best of both worlds. This can be achieved

through the immediate adoption of appropriate planning, economic and community development strategies.

## ***2.2 Future Roles and Functions for Korumburra***

With an anticipated residential population of 4,550 in the year 2026, Korumburra will have the capacity to maintain its current status and extend its roles as:

- An attractive, sustainable and vibrant residential location that is easily accessible from Melbourne.
- A tourism destination.
- An agricultural and dairy industry centre.
- A retail and business centre.
- A local community services and facilities hub.
- A health, education, entertainment and recreation centre.

### *2.3 Driving Principles and Future Visions*

In order for Korumburra to fulfil these roles it will be necessary to identify a “preferred future” for the town and uphold a range of driving principles which will influence the way Korumburra develops, the style of development that is attracted, the priority in which initiatives are pursued and the strategies and policies that are developed in order to manage the future of the town.

Korumburra in the year 2026 will be defined as:

- A thriving and sustainable town, where the rural town characteristics and a relationship to the rolling agricultural hills of South Gippsland have been retained and are valued.
- Having a vibrant Town Centre as the primary location for business, retail, entertainment and community activities, providing a full range of goods, services and facilities for the local and regional population, and tourists.
- Providing its community with a comprehensive range of health, education, leisure, recreation and social facilities.
- Providing residential accommodation for all age groups, family types and lifestyles.
- Having strong transport linkages to Melbourne and Gippsland.
- Having a strong and distinctive sense of community pride that reflects the rich cultural, social and environmental heritage of the town.
- Having a road traffic network that appropriately manages heavy vehicle movements through the Town Centre.
- A community where all residents have access to a quality pedestrian and cycle network linking them to key services and facilities.
- An attractive and vibrant tourism destination.
- Having a sustainable economy providing employment for the local community and region.
- A community, which minimises energy requirements and is committed to environmentally sustainable development principles.

It is also important to acknowledge that Korumburra, or indeed any other urban centre, will never be “completed”. Its location and environmental attributes will make it an attractive urban settlement far beyond 2026. With this in mind it is essential that opportunities for further, long term development, investment and activity are provided for in the Structure Plan.

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## 2.4 *Issues and Opportunities*

Key issues identified by the community and other agencies during the preparation of this plan were:

- To facilitate the appropriate redevelopment of the Saleyards, given its high profile location at the western entry to the town, its capacity to accommodate large scale development and ensure that any redevelopment of the saleyards complements rather than competes with the existing Korumburra Town Centre. In accordance with the recommendations of the Priority Development Panel, the Structure Plan recommends the former Saleyards be identified as 'Future light industry and highway business' incorporating buildings and works controls to achieve high quality building design and layout suitable to the township's main entry point.
- To immediately improve the convenience retail offer for the community through the provision of additional supermarket floor space in the Town Centre Retail Core (see Town Centre Framework Plan map).
- To build upon the Town Centre Framework Plan to provide additional guidance to the development of the Town Centre Retail Core in relation to the matters identified by the Priority Development Panel report of May 2010.
- To acknowledge the increasing attraction of Korumburra as a place to live and visit given its proximity to Melbourne, the coast, its environment and its infrastructure and that such factors may lead to the growth of the town outstripping the population projections.
- To ensure that adequate, appropriately located and zoned land is available to accommodate the future population growth of the town.
- To improve traffic management in the Town Centre.
- To improve pedestrian safety and access and the physical environment and attractiveness of the Town Centre.
- To improve the efficiency, management and number of car parking spaces in the Town Centre.
- To improve the pedestrian and cycle linkages throughout the town, connecting residential areas with major facilities especially local schools.
- To recognise Coal Creek Community Park as a significant tourism, community recreation and heritage site.
- The impact of the Victorian Coastal Strategy 2008, which nominates Korumburra as a centre for future regional growth.



## 3. Structure Plan Themes

### 3.1 Future Development and Activity in the town

#### 3.1.1 Residential

##### Relevant issues and information

*Korumburra has some very attractive residential areas, with a mixture of character and period dwellings located on attractive residential streets. They provide Korumburra with a clear point of difference as a residential location and a marketing advantage over other residential locations within similar distance from Metropolitan Melbourne.*

*Essential Economics' assessment of residential land supply in Korumburra indicates that:*

- There are currently 290 vacant residential lots in Residential 1 Zone (R1Z) available for future development and an area of 8.1Ha of un-subdivided R1Z land equating to an additional 81 allotments.*
- There are 15 vacant lots in a Low Density Residential Zone (LDRZ). A further 12 Ha (approximately) of un-subdivided LDRZ land exists to the north of the town (accessed via Stuart Street and Bridge Road). This land may have future subdivision potential.*
- There is 70.4Ha of vacant, un-subdivided Rural Living Zone (RLZ) land and a further 25 (approximately) vacant lots to the east of the township, equating to 95 - 100 potential rural living allotments.*

*Based on Essential Economics "moderate population growth" scenario, there is currently an adequate supply of R1Z land to meet the needs up until 2016. Between 2016 and 2026 it is estimated that there will be a demand for an additional 33 Ha of R1Z land.*

*In regards to Lower Density Residential Zone (LDRZ) demand, Essential Economics advises that the current supply will satisfy the demand for the next 5 years. Additional growth through to 2021 will require an additional 12 Ha of land.*

*In regards to RLZ land, the existing 70 Ha and 25 vacant allotments to the east of the town has the potential to provide approximately 95 allotments, which is considered to meet the demand for the next 30 years.*

*Opportunities for urban consolidation and higher density development (more than two dwellings on one allotment) should be considered for sites within easy walking distance of the Town Centre.*

*The Victorian Coastal Strategy released by the State Government in November 2007 identifies Korumburra as a major regional growth area. This may produce additional demand for residential accommodation and raise the current population projections. It is considered that sufficient land has been identified in the Structure Plan to accommodate this eventuality and it may result in the earlier rezoning of future residential areas than previously forecast.*

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## Objectives

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- To ensure that there is sufficient amount of appropriately located land identified for future rezoning to meet the expectations of current and future residents of Korumburra. This includes those who wish to live close to the Town Centre and those who wish to live in a lower residential density development further from the Town Centre by providing a range of allotment sizes.
- To ensure that all future residential development is well connected to existing residential areas, the Town Centre and other key facilities and services in the town.

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## Strategies

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1. Monitor development and the availability of residential land and rezone appropriate areas identified in the Structure Plan to maintain a supply to meet 10 years of anticipated residential demand at all times, catering both for residents seeking urban or sustainable rural residential lifestyles.
2. Prefer higher density residential development with two or more dwellings on an urban residential site, on sites within a 400m radius of the town centre.
3. Require the preparation of a Development Plans for all residential subdivisions to ensure that the design of new estates relate to the existing access and infrastructure systems, and will enable future development stages to occur in a logical and efficient manner.
4. Require the preparation of an Outline Development Plan for the south western residential growth area to coordinate the long term integrated development of the precinct, having close regard to the provision of public infrastructure required to facilitate private development.
5. Give preference to development of existing R1Z areas prior to the rezoning of rural land for residential purposes.
6. Ensure that rural residential subdivisions are environmentally sustainable, self sufficient in regards to infrastructure, services, drainage and waste disposal.
7. Ensure that rural residential development and subdivisions will not disrupt or restrict existing agricultural and rural activities from operating and legitimately expanding.
8. Ensure that the staging of future residential subdivision proceeds in an efficient and logical manner. Rezoning and subdivision proposals have regard to the locations relative proximity to, and linkages with, the Town Centre and its capacity to integrate with existing services, facilities and established residential areas, road infrastructure services, pedestrian and cycle access ways.
9. Ensure that residential subdivision proceeds in a fashion that recognises and protects existing topography, environmental features, large stands of trees, native vegetation areas, native animal habitats and movement corridors,

water courses and drainage areas and provides appropriate interfaces with public land and rural activities.

10. Consider specific initiatives that accord with the strategies for the following areas (see Structure Plan map):

Plan ref	Description	Comments
D	Farming zoned land to the west of current Residential zoned area, north of Bena Road	Rezone to facilitate future urban residential development when required.
E	Farming zoned land to the west of current Residential zoned area, south of Bena Road	Rezone to facilitate future urban residential development when required.
F	Farming zoned land to the west of current Residential zoned area, south of Korumburra Wonthaggi Road	Rezone to facilitate future urban residential development when required.
G	Farming zoned land to the south of current Low Density Residential zoned area, north of Clancys Road.	Rezone to facilitate future rural residential development when required.
H	Farming zoned land south east of town.	Rezone to facilitate rural residential development when required, having close regard to the topographical constraints of the land.
K	Low Density Residential land to north of existing residential areas.	Rezone to facilitate urban residential development on land outside the ESO8. For land within the ESO8, discourage the rezoning of land that could facilitate the establishment of more intensive forms of sensitive land use near the manufacture of milk products facility.
M	Farming zoned land to the north of railway reservation, east of boundary Road.	Rezone to facilitate rural residential development when required.
N	Farming zoned land to south of town.	Rezone to facilitate rural residential development when required, having close regard to the topographical constraints of the land and its past mining activities.
P	Farming zoned land to the south of town containing old and inappropriate subdivision.	Pursue a restructuring of the area to facilitate more appropriate subdivision pattern.
Q	Farming zoned land south east of town.	Rezone to facilitate rural residential development when required, having close regard to the topographical constraints of the land.
R	Farming zoned land adjoining the northwest boundary of the town.	Rezone to facilitate future urban residential development when required, having close regard to issues of pedestrian connectivity to the existing Town Centre.

### 3.1.2 Commercial and Retail development

#### Relevant issues and information

*Tim Nott, Economic Analysis and Strategy, undertook an assessment of business and commercial land requirements for Korumburra for the Shire in December 2006. Additional work has been commissioned by the Council from Bernard McNamara Development Advisors (BMDA) in regard to Korumburra Town Centre retail opportunities.*

*Retail activities in Korumburra have a catchment of 8,000 people and the town accommodates 87% of all retail sales in its catchment, hence it has a retail role beyond simply the local Korumburra community. Korumburra does, however have a relatively high level of escape expenditure in regard to both comparison goods and food and groceries. This indicates that the Korumburra Town Centre is not completely fulfilling its role as a weekly convenience goods centre for its catchment. As a main street centre, it has the advantage of possessing over 8,600 m<sup>2</sup> of retail floor space and up to 15,000m<sup>2</sup> of other commercial buildings. In a business assessment, this is a major strength in that it can provide immediate opportunities for new businesses to locate in Korumburra, provided that there is a base level of business and social activity.*

*The key issue identified is that the town does not have what the community sees as a necessary element; that is, a good-sized supermarket flanked by shops for everyday needs. The existing small supermarket store is about 1,800 m<sup>2</sup> and isolated from other convenience uses. Economic analysis indicates the opportunity for supermarket floor space to be expanded immediately to a total of 2600 sqm. In present retailing competition, a medium large-scale national-brand supermarket is seen as essential to a retail centre. The location of the supermarket sets the pattern for most other convenience based speciality shops in an area. Trips to the supermarket generate custom for many other retail, personal and professional businesses in the Town Centre as well as social and community activities.*

*It follows that wherever the supermarket is located, the specialty shops will follow. Hence if the Town Centre business and social environment is seen as a priority for the future structure of Korumburra, then the location of the supermarket will be pivotal.*

*An assessment of land and premises in the Town Centre indicates potential to accommodate an expanded supermarket facility and additional commercial development through more efficient use of parking areas, intensification of existing development, re-development of under-utilised commercial premises in the centre and redevelopment of residential properties currently within the B1 Zone. (Refer also to discussion of Korumburra Town Centre)*

*The alternative is that the supermarket and the associated shops depart the Town Centre and set up in a fringe, or separate location. This outcome has occurred at other towns with the consequent major downturn in the business basis of the Town Centre. In these situations, it can take decades for the old Town Centre and the businesses and employment it provides, to return to viability in alternative roles.*

Relevant issues and information (continued)

*The economic analysis indicates that Korumburra will require an additional 1,900 sqm of retail floor space for the period 2006 to 2011 and a further 1,700 sqm in order to meet its floor space requirements for 2011 through 2021. Taking into consideration associated car parking demand for this additional retail area, a total area of some 8,000 sqm will be required by 2021.*

*It is also necessary to identify the most suitable locations for large floor-space, non-convenience retail or trade supply activities that cannot be accommodated within the Town Centre. The most appropriate location for the future accommodation of these facilities appears to be on the South Gippsland Highway frontage of the former saleyards and potentially in the Mixed Use Zone south of the Town Centre. These areas have good exposure, access to major traffic network, and the capacity to accommodate large floor space premises and are adjacent to existing service business areas of the town. The only area currently zoned and having potential to accommodate such activities (subject to a permit) is the Mixed Use Zone, on the south side of the South Gippsland Highway. The Structure Plan identifies the need to review the continuing application of the MUZ. The southern areas of the MUZ comprise a number of large (generally flat) lots with good Highway frontage and access. While immediately adjoining residential areas, the review of the MUZ's application will have to determine if the zone should be retained and the extent of the land that should in a zone capable of promoting non Town Centre and non industrial commercial activity.*

*In addition to retail facilities an estimate for the demand for floor-space has been made for non retail demand (professional and community services) of 500 sqm satisfying demand up to 2011 and a further 1600 sqm required to meet demand from 2011 through 2021. It is considered that ample capacity exists to accommodate such development within the Town Centre.*

*The former Korumburra Saleyards was the subject of a proposal to develop a supermarket based shopping complex in 2009. The rezoning required to facilitate this development failed to address the State Planning Policy Framework and was not authorised to proceed. Subsequent reporting by the Priority Development Panel supported this decision and concluded that a strong emphasis should be placed on consolidating the existing Town Centre Retail Core as the location for traditional town centre retail uses. The planning principles established in the Priority Development Panel report must be closely considered in rezoning and development applications involving the establishment of commercial uses in Korumburra. These matters are discussed in further detail in Section 3.5.1 of the Structure Plan.*

## Objectives

- To provide as broad a range of commercial and retail goods, services and facilities for the Korumburra community and visitors in easily accessible and sustainable locations.
- To maintain the primacy of the wider Korumburra Town Centre as the preferred location for all retail activities.
- To facilitate the development of a full line supermarket within the Town Centre Retail Core.
- To provide opportunities for large format, bulky goods retail to occur in high profile locations adjacent to the major road network.

## Strategies

1. Ensure that adequate and appropriately zoned land is available to accommodate additional retail development within the wider Town Centre.
2. Support the development of non Town Centre retail uses such as trade supplies, hardware and timber, agricultural and machinery sales and service businesses adjoining the South Gippsland Highway, within the Mixed Use Zone and at the former Saleyards site, provided that:
  - All proposed retail premises have a minimum floor space (including outdoor display areas) of 1000m<sup>2</sup>.
  - That no food retailing, cinemas or other activities that could be accommodated within the wider Town Centre are permitted.
3. Consider specific initiatives that accord with these strategies in the following locations (see Structure Plan map):

Plan ref	Description	Comments
A	Former Korumburra saleyards and denoted in the Structure Plan Map as 'Future light industry and highway business'. (see additional comments in Section 3.1.3 below)	Rezone to Industrial 3 Zone (IN3Z) and support the establishment of retail uses within this area (especially adjoining the Highway) in accordance with the above Strategies, while providing a strong emphasis on protecting the retail primacy of the Town Centre. Highway frontage development must accord with the requirements of the Design and Development Overlay that is to be established to protect the visual amenity of the western township entry point.
J	Mixed Use Zone on south side of South Gippsland Highway.	Review the zoning of this land and investigate opportunities for either Bulky Goods Retail, having regard to its access and exposure from the South Gippsland Highway, or potentially residential development, in line with areas immediately to the south and west.

### 3.1.3 Industrial Development

#### Relevant issues and information

*Korumburra is a major industrial location in South Gippsland with approximately 60.6 Ha of gross industrially zoned land. The majority of Korumburra's industrial activities occur within the Industrial Estate adjacent to the South Gippsland Highway at the western approach to the town. Additional industrial locations exist to the north of the railway, accommodating Burra Foods, (recently having completed a significant redevelopment), and a range of rural produce and sand / soil supplies in the Mixed-Use Zone on the South Gippsland Highway on the eastern approaches to the town.*

*Essential Economics' report indicates that there is likely to be a demand for an additional 25 Ha of industrial land through until 2026. The report indicates that there is presently some 33.3 Ha of vacant industrially zoned land in Korumburra. Although this 33.3 Ha is appropriately zoned and vacant, the assessment has not taken into account the factors such as environmental constraints, topography, infrastructure accessibility, flooding and drainage issues, etc, which could significantly reduce the extent of land that may actually be developed.*

*Future industrial development should remain focused to the north west of Korumburra in the vicinity of the existing industrial estate. This will consolidate industrial activity and make effective use of heavy vehicle transport routes and industrial infrastructure. The former saleyards site provides an excellent opportunity to accommodate the future industrial requirements of Korumburra as a natural expansion of existing industrial estate on flat land with access to existing infrastructure. The former Saleyards immediately adjoins residential developments and the Showgrounds. Application of the Industrial 3 Zone is recommended to assist controlling the amenity interface of industrial uses with these more sensitive land uses. The Highway frontage is considered appropriate for retail uses as discussed in Section 3.1.2 above.*

*Access through the industrial area would be improved through the completion of the Sanders Road "loop" through to Alp Street.*

#### **Objective**

To ensure that there is adequate, appropriately located and zoned land available, adjoining the existing industrial precinct to accommodate the industrial and allied activities required to support the Korumburra community and economy into the future.

## Strategies

1. Facilitate and direct future industrial and allied development to the existing industrial precinct to the north of the town (south of the South Gippsland Highway) by completing the loop road and integrating future industrial developments on the vacant industrial land with the established industrial area.
2. Apply the Industrial 3 Zone to the entire area of the former Saleyards and apply a Design and Development Overlay to the Highway frontage to require high quality building development at the key township entry point.
3. ~~Investigate the suitability of land currently zoned for industrial purposes to the east of the Burra Foods complex, north of the South Gippsland Highway.~~
4. Require outline development plans to be prepared for future industrial subdivisions to ensure their integration with existing industrial areas, that a range of appropriately sized industrial allotments are created and that efficient use is made of existing infrastructure.
4. Consider specific initiatives that accord with the strategies, in the following locations (see Structure Plan map):

Plan ref	Description	Comments
A	Former Korumburra Saleyards site (entire site) denoted in the Structure Plan Map as 'Future light industry and highway business'.	Rezone Industrial 3 and apply a Design and Development Overlay to the Highway frontage to promote high quality building development suitable to the key township entry point. Development applications adjoining residential developments and the Showgrounds must have close regard to the sensitive amenity interface with these uses.
B	Existing Industrial 1 Zone land adjoining the South Gippsland Highway at the western gateway to Korumburra.	Encourage industrial development within the existing Industrial 1 zoned land. Development must have regard to the site topography and waterways as well as the approved Development Plan affecting the site.



### 3.1.4 Recreation and Open space.

#### Relevant issues and information

The recently completed South Gippsland Open Space Strategy identified the following initiatives for Korumburra:

- Address residential areas currently underserved by open space for social / family recreation and off-road trails.
- Continue to develop Coal Creek Community Park and Museum as a social / family recreation area.
- Plan to provide for prospective residential development north west of Korumburra-Wonthaggi Road with a social / family recreation space and off road trail access to the Korumburra Sports precinct and CBD.
- Plan to create additional social / family recreation space and an off walking / cycling trail in the southwest sector.
- Add an open space connection along the waterway (at Willow Court) to connect in the north-east with William Street and the recreation reserve / tennis courts and then south east to Whitelaw Road.
- If additional development occurs around the Secondary College, plan to expand the second oval to full size and build a community pavilion to support community use, and develop trail access to the school especially from the south.
- Provide a network of off-road trails and local walking circuits across town.
- Provide a link from the town to Coal Creek Community Park and Museum, and support and extend the Lions Club trail to Ritchies Reserve.
- Seek to create a walkable connection back into town from the Caravan Park and Korumburra Botanic Park.
- Assist with the review of the future uses of the Recreation Reserve including hockey, soccer athletics or as a social family park with some other sport such as petanque, croquet etc.
- Plan for the upgrade/ redevelopment of the Korumburra swimming pool as the facility ages.
- Investigate the requirement for dog on and off-leash walking areas in Korumburra.

#### **Objective**

To ensure that the Korumburra community has adequate access to appropriately located range of recreation and open space facilities and that the public land in and around the town is maintained and protected.

#### **Strategies**

1. Implement the initiatives identified in the South Gippsland Open Space Strategy and Recreation Strategy 2007.
2. Ensure that the preparation of development plans for future residential development provides appropriately for recreation and open space provision.

3. Improve the connections, access and awareness of the Korumburra Botanical Park as a major open space resource for the town.

### 3.1.5 Health and Education

#### Relevant issues and information

*Korumburra is fortunate to have existing public education and hospital services that are appropriately located and sufficiently established to service the township and its surrounding catchment. While resourcing and service provision are matters that are generally beyond the control of Council, it is appropriate that Council's long term planning for Korumburra recognise the important role played by these key community assets in the future growth of the township.*

*In relation to education, the town centre location of the heritage significant primary school (see 'I' on the Structure Plan Map) provides good pedestrian connectivity to much of the township, while the location of the Secondary College on the town's south-western outskirts (with bicycle and pedestrian connectivity) is located in a highly picturesque environment, with opportunities for potential future expansion in an area that will become the residential growth focus for Korumburra (see 'S' on Structure Plan Map).*

*In relation to health, the Korumburra Hospital (see 'C' on Structure Plan Map) is centrally located and has benefited in recent years from capital improvements that establish the hospital as a key regional health care provider. Unlike the other hospitals in the municipality, the Korumburra Hospital is largely surrounded by residential development and constrained topography that limits the easy identification of long-term expansion options for this use. Any long-term expansion of the use will require careful planning.*

#### **Objectives**

To support and promote public education and health care services in the township and ensure that future township growth does not adversely effect the ongoing provision of these services.

#### **Strategies**

1. Consult the Department of Education and the Secondary College regarding the establishment of new residential developments adjoining the school that may inhibit the future expansion of the school site.
2. Support the consolidation of the Korumburra Primary School around its existing Town Centre location.
3. Support the consolidation of health service provision at the Korumburra hospital precinct.

### 3.2 *Water, Sewerage, Gas and Electricity services.*

#### Relevant issues and information

##### **Water Supply**

*Water availability and consumption are and will remain to be major factors in the future development of Korumburra. The Shire of South Gippsland is committed to being a “water wise” municipality and establishing sustainable communities throughout the municipality. Water is identified as a key strategic agenda item in the South Gippsland Economic Development Strategy.*

*South Gippsland Water (SGW) has advised that the recent shortages of water should not be used as a primary determinant of population growth. The water authority indicates that there is opportunity for Korumburra to continue to grow in line with existing growth rates.*

*The reticulated water system in Korumburra is considered adequate and there are no plans for an upgrade of the facilities in the short-term. Currently there is no significant water recycling programs associated with SGW operations due to cost implications.*

##### **Gas and Electricity Provisions**

*Reticulated natural gas has recently been provided to Korumburra. This is a major step forward for the town. Information provided from the regional gas provider indicates that capacity exists for all new residential and industrial areas to be serviced with natural gas as they are developed.*

*Current electricity supply is sufficient for the current population, however future expansion will require incremental increases to supply infrastructure. No major problems are anticipated with this expected supply expansion.*

##### **Sewerage**

*South Gippsland Water have advised that the current sewerage infrastructure is adequate and opportunity exists for the system to be extended to service the areas identified for future urban development in the current Structure Plan and planning scheme.*

#### **Objective**

To ensure that Korumburra develops in a sustainable fashion that will make the most efficient use of available infrastructure and minimise requirements for additional water, sewerage, power or drainage resources and infrastructure, in line with the South Gippsland Shire “water wise” and sustainable communities initiatives.

## **Strategies**

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1. Require that environmentally sustainable development (ESD) principles be achieved in all subdivision and development.
2. Prefer residential development that can be developed using existing infrastructure.
3. Ensure that development occurs in a logical and incremental fashion to prevent infrastructure services having to cross undeveloped areas in order to reach isolated pockets of development.
4. Encourage the appropriate use of grey water, the installation of water tanks and the use of drought tolerant plants and landscapes throughout the town.

### 3.3 Access and Movement

#### 3.3.1 Vehicular Traffic

##### Relevant issues and information

##### **Traffic Management at the “Top of the Town”**

The incline of the South Gippsland Highway coupled with the intersection and the dogleg at the “top of the town” (the high point of the town) creates traffic management and pedestrian safety issues in the Town Centre. Opportunities to improve traffic management and pedestrian safety in this area requires careful consideration. A future (long-term) bypass of Korumburra will address many of the current problems, however, until such time as a bypass is developed, alternative arrangements to address the established problems should be promoted.

##### **Proposed South Gippsland Highway Realignment**

The proposed realignment of the South Gippsland Highway at the eastern approaches to Korumburra will have a significant impact on the land use opportunities for land that straddles the realignments. Areas of the town that are remote and hidden may well become visible. The future development of these areas will need to be carefully considered in order to ensure that an appropriate entrance image for Korumburra is maintained.

##### **Future Bypass of Korumburra?**

It is acknowledged that heavy vehicle traffic movements would benefit from being removed from the town centre via the creation of a township bypass for the South Gippsland Highway. In response to this, Council (with funding assistance from VicRoads) engaged O’Brien Traffic (traffic engineering consultancy) to investigate options to address Korumburra’s traffic management challenges along the alignment of the South Gippsland Highway.

A potential Highway bypass route has been identified south of Korumburra which runs through land the majority of which is in the Farming Zone and is outside of the main urban residential growth areas identified in this Structure Plan. See ‘Korumburra and Leongatha Traffic Study - O’Brien Traffic, March 2008. The route identified is highly indicative and may be subject to change depending on the outcomes of the highly detailed site investigations required to support the development of major road engineering works of this nature.

Development of a bypass would largely address the current traffic problems experienced in the Town Centre (especially in relation to heavy vehicle movements) however VicRoads (who would be responsible for securing the bypass route and undertakings its construction) currently does not have development of the bypass in its long term capital works program. Consequently, it is not feasible, or appropriate, to seek to formally reserve a future bypass route in the Structure Plan, or the Planning Scheme at this time.

*While it remains unlikely that a bypass will be developed in the short or medium term future, it remains the view of Council that in the long term a Highway bypass of Korumburra may be justified at State level and warrant construction. Until this occurs, Council should seek to work in cooperation with future residential developers in the general vicinity of the indicative bypass route to provide subdivision and development layouts that may assist the long term development of the bypass. Council should also seek to engage VicRoads in the preparation and implementation of Highway works to address the current Town Centre traffic problems as detailed in the Priority Development Panel report.*

## **Objectives**

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To ensure appropriate and safe vehicular access is provided to, and through, Korumburra catering for the needs of the local community, visitors, travellers, freight and heavy vehicles.

## **Strategies**

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1. Pursue the investigation of opportunities to improve traffic management and pedestrian safety within the wider Town Centre in consultation with VicRoads.
2. Carefully consider the future development of land uses adjacent to the proposed realignment of the South Gippsland Highway at the eastern approach to the town in order to ensure that an appropriate entrance image for Korumburra is maintained.

### 3.3.2 Pedestrian and cyclists

#### Relevant issues and information

*A town the size of Korumburra should provide safe and secure opportunities for all forms of non-motorised transport. Korumburra is currently not an easy town for pedestrians and cyclists to access. Recent residential development patterns have created numerous isolated residential communities that, whilst being physically close to the Town Centre, are very difficult and circuitous to access from the Town Centre by foot or bicycle. Central Korumburra has an existing network of lanes and rear right of ways. These can greatly assist in facilitating access, movement and linkages and should be maintained wherever possible.*

*It is important to note that the proposed 'Future Walking / Cycling Connections' routes identified on the Structure Plan map are indicative in their depiction of how areas should be connected. They are not designed to indicate precise locations and do not identify land to be acquired by Council for this purpose.*

#### **Objective**

To establish Korumburra as a “walkable community” with all key activities being accessible from all residential areas by foot or non motorised transport by providing safe secure and attractive walking and cycling paths that link all parts of the town and will enable and encourage walking and cycling as an alternative to motor vehicles.

#### **Strategies**

1. Identify locations for safe, secure and attractive pedestrian and cycle paths through the town that will link key features, facilities, schools, sporting and recreation facilities and the Town Centre with all residential areas, hence establishing a Pedestrian and Cycle network for the town.
2. Require all new residential subdivisions to be connected to the pedestrian and cycling network.
3. Provide facilities to secure bicycles at key locations and require bicycle parking to be provided in all new developments.



### 3.3.3 Car parking provision in the Town Centre

#### Relevant issues and information

*The availability of car parking in suitable locations within the Town Centre to meet the needs of customers, staff and visitors is critical. The most efficient method of providing car parking for the Korumburra Town Centre is through the provision of large shared car parking areas that can be used to meet the needs of a range of activities over a range of operating hours. O'Brien Traffic Engineers have advised that such large scale shared car parking should be provided at a rate between 2.0 and 3.0 car parking spaces per 100sqm of floorspace.*

*O'Brien Traffic has reviewed the existing off street parking areas in the Korumburra Town Centre (see Structure Plan Town Centre map) and has identified major opportunities for improved capacity and efficiency of the areas. Railway land to the north of Commercial Street has also been identified as having potential to accommodate all day parking suited to the needs of business operators, employees and staff. This initiative would provide additional short-term car parking for customers in the car parks closer to the retail areas.*

*The Priority Development Plan identify Council's existing car parking assets as a significant strategic benefit that may be used to assist in facilitating the establishment of a supermarket in the Town Centre Retail Core. The PDP specifically recommend that Council "Retain and encourage common car parking areas that are unattached to specific businesses".*

*Public Acquisition Overlays are applied to private land in the Retail Core for the purpose of securing additional car parking. Implementation of the PDP's Town Centre recommendations should include a review of the overlay with the aim to retain, expand or reduce its current extent.*

#### **Objective**

To ensure that there is adequate, appropriately located, car parking in the Town Centre for shoppers, tourists, employees and business operators.

#### **Strategies**

1. Prepare a Parking Management Plan for the Town Centre (as part of the ongoing development of the Town Centre Framework Plan) to enable car parking to be facilitated in a coordinated fashion, promote the provision of large shared parking facilities (rather than each business providing individual and isolated car parking areas) and identify appropriate parking rates for the Town Centre.

2. Review the line marking of parking spaces in the public shared parking areas to the south of Commercial Road to increase efficiency and number of spaces available in the areas.

### 3.3.4 Railway Connections

#### Relevant issues and information

*Korumburra has been fortunate to have, until recently, a passenger rail connection to Melbourne. The existence of the railway reservation and supporting infrastructure represents a significant strategic advantage for Korumburra given energy, sustainability and climate change issues.*

*The fact that the railway connection has currently been replaced by a bus service, and that the State Government has recently withdrawn its commitment to the return of the passenger rail service, should not be seen as an opportunity to remove the railway line, its supporting infrastructure or the railway reservation itself. The opportunity for the resumption of a passenger and/or freight railway connection to Melbourne in the future must be retained.*

#### **Objective**

Continue to provide opportunities for the eventual return of rail services linking Korumburra to Leongatha and Melbourne.

#### **Strategies**

1. To ensure that the necessary infrastructure and reservations to enable the passenger rail services to return to Korumburra are retained.
2. To ensure that future planning and development proposals do not jeopardise the reestablishment of rail services to the town.

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### 3.4 *Natural Environment*

#### Relevant issues and information

*A major aspect of Korumburra that makes it attractive as a place to visit or to live is its natural environment. The major natural environmental features of the town are Coal Creek Community Park and its surroundings, the Korumburra Botanical Gardens and the hills and valleys that dissect the urban area, providing natural breaks in the urban form and opportunities for open spaces. The topography of the surrounding areas dictates the future opportunities for urban growth, providing Korumburra with natural development boundaries to the north and the east.*

#### **Objective**

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To protect and enhance the natural environment of Korumburra and to ensure that future development does not jeopardise the town's character and natural environment.

#### **Strategies**

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1. Ensure that future urban development does not encroach into or impact on the natural environment of the Botanic Park or Coal Creek Community Park and its environs.
2. To maintain existing stands of natural vegetation and the natural form of the low lying areas in order to retain and enhance the character of the town and provide open spaces through the urban area.

### 3.5 *Specific locations and features*

#### 3.5.1 Korumburra Town Centre

##### Relevant issues and information

*The Town Centre of Korumburra is located on the South Gippsland Highway, (Commercial Street, Bridge Street and Mine Road) principally between King Street in the west and John Street in the east. This area provides accommodation for in excess of 70 business and community activities. The Town Centre Retail Core, which houses the majority of retail activities, is bounded by Commercial Street, Victoria Street, King Street and Bridge Road. See the Korumburra Town Centre Framework Plan map.*

*The Town Centre of Korumburra represents the focal point for all urban activities, services and facilities. The town exhibits all the characteristics of a vintage town main street except that it lacks a basic underlying commercial strength. Without this, it is difficult to see how it will become more active. The short to medium term outlook is for low business viability and a very limited tourism role. There are significant risks to the overall sustainability of the Korumburra community from a social, environmental and economic perspective. To ensure its ongoing viability and sustainability the Town Centre should be considered as the primary location for retail, business, community services, entertainment and tourist services and facilities.*

*The Korumburra Town Centre appears, from the Tim Nott Economic Analysis and Strategy, to be operating poorly. This is evidenced by the level of escape expenditure, the relatively high vacancy rates and the limited mix of businesses within the centre. It is essential for the overall wellbeing of the Korumburra community that the viability of the centre be improved.*

*The most significant element of the Korumburra Town Centre is the supermarket. Supermarkets are the main draw card and attractor for a centre such as Korumburra. Other businesses, such as the chemist, newsagency, video, post office, bakery, butcher, fruit and veg, gift shops will tend to make their locational decisions based on the location of the supermarket. It is therefore vital that a supermarket facility is located within the Town Centre Retail Core.*

*The current small supermarket is on the eastern edge of the Town Centre in an isolated site. Its location does not allow for many complementary businesses to locate near it, nor does it have the strength to attract these. The current retail function consists of the isolated, small supermarket and the separate and limited number of specialty shops in Commercial Street. In combination, these businesses operate at a basic level because of the lack of strength of any one individual business. Were the supermarket to be doubled in size on a specific site in the Town Centre (theoretically) then it could be expected that the wider retail function would re-locate to this site as the store captured a larger market share. Accordingly, the siting of a 2,000-3,000 m<sup>2</sup> supermarket will have significant implications on the operation of, the activity levels and property values in the Commercial Street area.*

*Preliminary investigations undertaken in conjunction with the preparation of this Structure Plan by Bernard McNamara Development Advisory (BMDA) indicates that potential exist to accommodate additional supermarket floor space (in line with the Tim Nott demand estimates) within the core of the Town Centre Retail Core. In accordance with the principles established in the Priority Development Panel report, facilitation the establishment of a full line supermarket in the Retail Core is a priority issue for Council.*

*Another important component of the Town Centre is the community and civic services and facilities that are available in the centre. Currently the Korumburra Town Centre and environs contain a number of community facilities that are accommodated in separate buildings, some of which are aging. Opportunity to improve and consolidate community services and facilities in the Korumburra Town Centre should be pursued.*

### **Objective**

To maintain the primacy of the Korumburra Town Centre as the location for retail, business, leisure, entertainment, community, civic, cultural activities, services and facilities.

Note: The geographic boundaries of the Town Centre and the Town Centre Retail Core are detailed in the Korumburra Town Centre Framework Plan map.

### **Strategies**

1. Ensure that the Planning Scheme directs and facilitates the Town Centre as the preferred location for all appropriate retail, social, community, commercial and entertainment facilities.
2. Identify the area bounded by Commercial Street, Victorian Street, Bridge Street and Mine Road as the Town Centre Retail Core and seek to strengthen the retail offer in this area by requiring active, accessible retail frontages and ensuring that all new development is built to the Commercial Street footpath creating a continuous retail edge.
3. Immediately seek to expand the supermarket floor space in the Town Centre Retail Core either through relocation and extension of the existing supermarket operation or by attracting an additional supermarket facility into the Retail Core.
4. Develop a detailed Town Centre Framework Plan (continuing upon the principles established in the Framework Plan in this Structure Plan) to establish future directions for the centre as a business, social, civic, cultural and transport centre in collaboration with the businesses, property owners and community representatives. The Framework Plan should establish an inclusive and integrated approach to the future design, development, operation and management of the centre.

5. Pursue an integrated approach to the management of the Town Centre as an entity and recognise that the centre will require ongoing support and direction.
6. Prepare, in collaboration with the Town Centre business community and property owners a “business plan” for the centre that identifies business roles, functions and the ideal business and activity mix for the centre and opportunities to market and manage the centre in a coordinated fashion.
7. Council will use its role as a planning authority, its land holdings and the location of community services and facilities to encourage and support future development and activity in the Town Centre.
8. Maintain a compact Town Centre with all key features and major retail activities within easy walking distance of the intersection of Commercial Street and Radovick Street.
9. Prepare a “development and investment” prospectus for the Town Centre that identifies key sites, and development opportunities and provides the investment and development community with essential information they require to develop and invest in the Korumburra Town Centre.
10. Pursue opportunities to improve the streetscape of the Town Centre.
11. Review the location and operation and adequacy of community services and facilities in the Korumburra Town Centre and pursue opportunities to improve and potentially consolidate the range of services and facilities available to the community.

### 3.5.2 Entry Points

*Relevant issues and information*

*The highway entry points to Korumburra are important “image and perception” forming locations providing views and vistas to the rolling hills and reflecting the rural character of the town. As the town expands the impact of development on the appearance of the entry points will need to be carefully considered.*

#### **Objective**

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To ensure that the entry points to Korumburra create a welcoming and attractive impression of the town that reflects the character, heritage and future aspirations of the Korumburra community.

#### **Strategy**

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1. Prepare planning and design guidelines for development at the entry points to the town.
2. Apply a Design and Development Overlay to the Highway frontage of the former Korumburra Saleyards site (extending 100m into the site) to achieve high quality building design and layout that enhances the township’s critical western entry point.



## 4. Implementation of the plan

### 4.1 *Incorporation of the Structure Plan into the Planning Scheme*

The Structure Plan will be incorporated into the Planning Scheme in the Municipal Strategic Statement through the preparation of a Planning Scheme amendment that will introduce a summary page, identifying the key aspects of the plan and provides reference to the Structure Plan documents and physical Framework Plan which captures the essential elements of the Structure Plan. Council will produce the Planning Scheme amendment following the adoption of the Structure Plan.

### 4.2 *Further Strategic work.*

Ref	Description
KFS 1	Complete detailed investigation of traffic management and heavy vehicle improvement opportunities in the Town Centre. This should occur in consultation with VicRoads.
KFS 2	Prepare a detailed Town Centre Framework Plan (in accordance with the recommendations of the Priority Development Panel) and parking precinct plan and for the Korumburra Town Centre, with a specific focus on the Town Centre Retail Core.
KFS 3	Strategic investigation of specific sites and precincts identified in the Structure Plan.
KFS 4	Review of the Mixed Use Zone on the south side of the South Gippsland Highway.
KFS 5	Prepare a pedestrian and cycle access strategy for Korumburra in accordance with the Open Space Strategy and Recreation Strategy.
KFS 6	Review the status of the old and inappropriate subdivision south of the South Gippsland Highway.

### 4.3 *Actions.*

Ref	Description
K 1	Prepare a Planning Scheme amendment to introduce the driving principles of the Structure Plan into the South Gippsland Planning Scheme.
K2	Prepare Physical Framework, business plan, parking management plan and development prospectus for the Korumburra Town Centre to attract and facilitate additional appropriate development in the Town Centre.

## Structure Plan Attached Maps

1. Korumburra Local Level Structure Plan map [12/06/14](#)
2. Korumburra Town Centre Framework Plan map ([Amendment C93 Version](#))

# Korumburra Local Level Structure Plan

12/06/2014



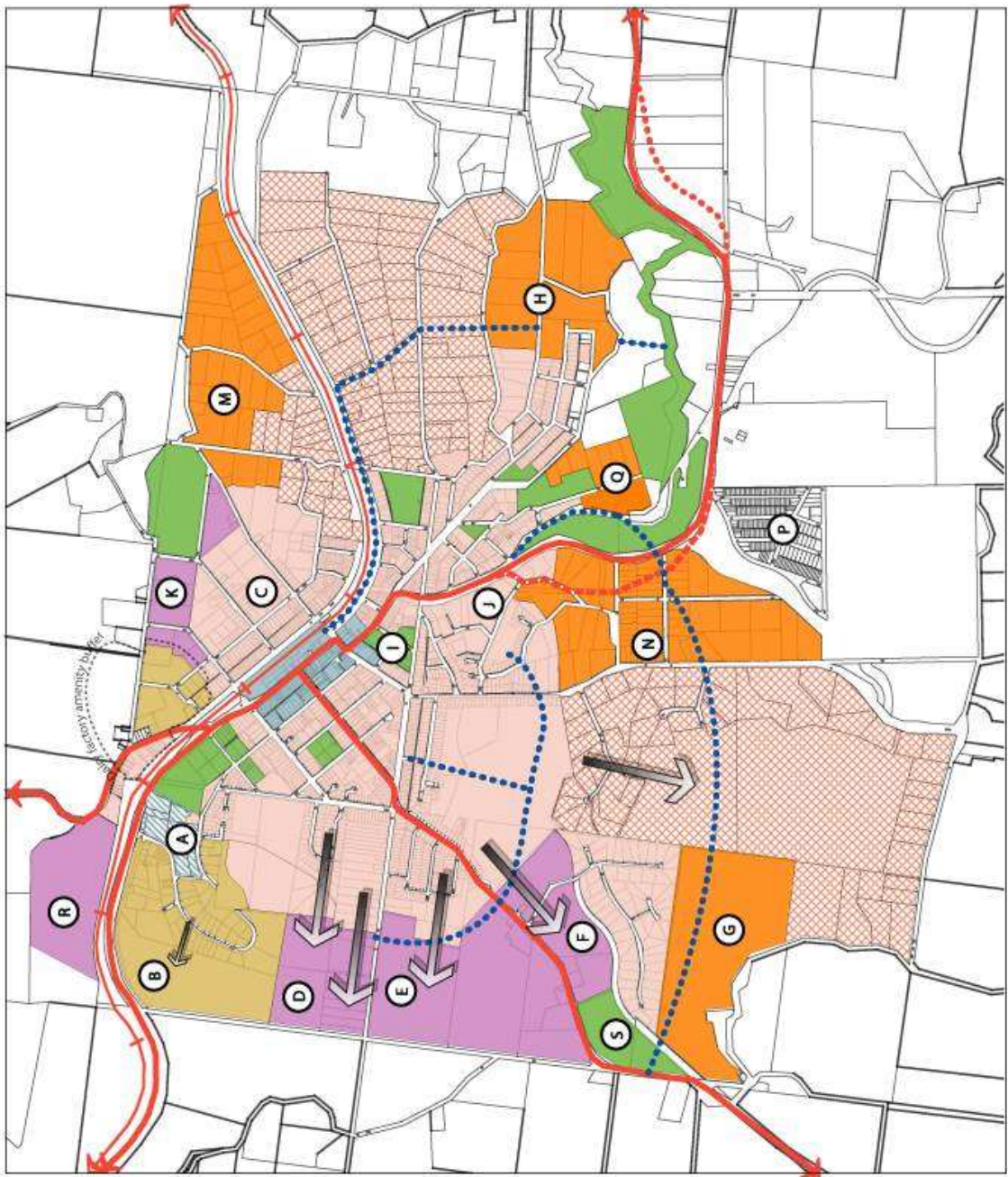
## Legend

### LAND USE

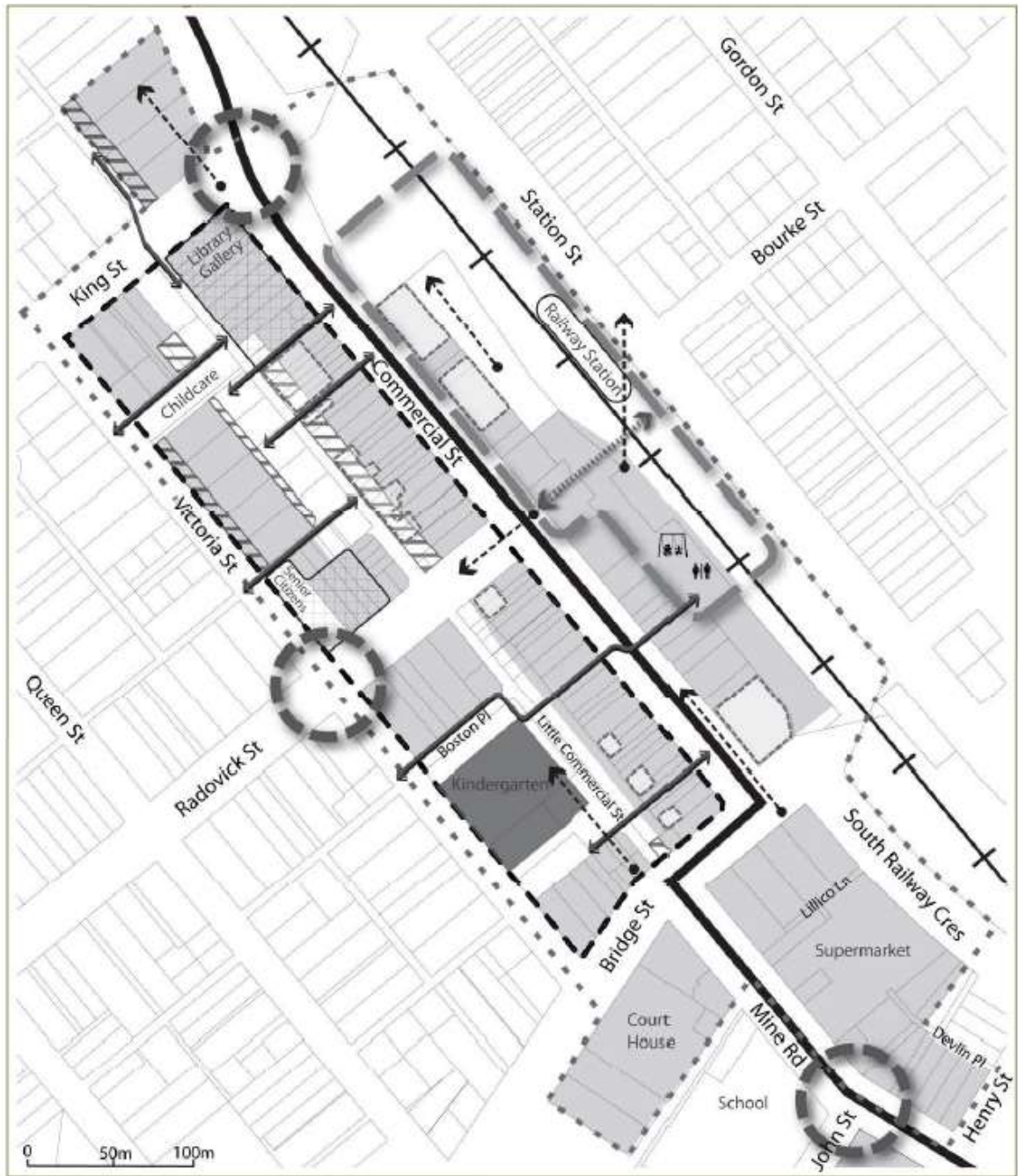
- Existing Urban
- Existing Rural Residential
- Future Urban Residential
- Future Rural Residential
- Town Centre
- Future light industry & Highway business
- Existing Industrial
- Existing Open-Space / Public Use / Education and Environmental Areas

### ACCESS AND MOVEMENT

- Existing Major Traffic Route
- Proposed VicRoads Highway Realignment
- Future Walking / Cycling Connections (indicative)
- Dairy factory amenity buffer area
- Railway Line
- Waterway
- Direction of growth



### Korumburra Town Centre Framework Plan



- |  |   |                                  |
|--|---|----------------------------------|
| Existing Commercially Zoned Land         | Preferred Tourism Precinct                        | Town Centre Boundary             |
| Town Centre Gateways                     | Public Acquisition Overlay (privately owned land) | Town Centre Retail Core Boundary |
| Preferred Major Retail Use               | Strategic View Lines                              | Major Traffic Route              |
| Preferred Community Hub                  | Preferred Pedestrian Connections                  | Railway Line                     |
| Preferred Commercial Redevelopment Sites | Pedestrian Rail Underpass                         |                                  |

