

**21.15****LOCAL AREAS**

23/10/2014  
 C93  
 Proposed  
 C81

This clause focuses on local area implementation of the objectives and strategies for particular townships or landscape character areas. This clause should be read in conjunction with the rest of the Municipal Strategic Statement.

This clause is organised under the following local area headings:

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**21.15-1****Leongatha**

28/08/2014  
 C95

Leongatha is the principal township of the South Gippsland Shire and a centre of State significance in the dairy milk processing and beef industries. Key issues in Leongatha include establishing a town centre heavy vehicle bypass route, the development of a bulky goods retail precinct, the provision of additional industrial land, and development of the surplus railway precinct land. Leongatha's future will depend on consolidating and growing its commercial sector, promoting residential development, and defining and building upon Leongatha's broader role within the greater West Gippsland region.

Car parking within the Leongatha Central Business District area was reviewed in the Leongatha CBD Parking Strategy 2013. As a consequence, the Parking Overlay was introduced to this precinct.

### Local area implementation

- Ensure that any proposed use and development of land in Leongatha is generally in accordance with the *Leongatha Framework Plan* and the *Leongatha Town Centre Framework Plan*
- Retain Leongatha as the major regional service centre in the Shire

### Settlement

- Ensure that sufficient areas of residential land, at a range of densities, are available to accommodate future township growth
- Achieve sequential and staged residential development that integrates with existing infrastructure networks
- Encourage the rezoning of appropriate areas identified in the *Leongatha Framework Plan* to maintain an estimated 15-year residential land supply
- Promote higher density residential development and retirement living within a 400m radius of the existing commercially zoned land in the town centre
- Require the preparation of development plans for new residential estates that: establish appropriate integration with existing residential areas and infrastructure; provide pedestrian and cyclist connectivity to the town centre and key community features; and protect the environmental values of the land

### Economy

- Maintain the primacy of the town centre as the retail and service hub of the settlement
- Discourage the development of retail uses outside of the town centre where such uses may weaken the principal role of the town centre
- Maintain a compact town centre that reduces the need for car usage, with all key features and major retail activities within comfortable walking distance of the intersection of Bair Street and McCartin Street
- Ensure that adequate land is available to accommodate new retail, social, community, commercial and entertainment facilities within the town centre
- Provide adequate areas of commercial and industrial land
- Encourage industrial development on land which is provided with town infrastructure
- Promote the establishment of a bulky goods retail precinct on the western side of the South Gippsland Highway, and commercial use precinct for uses not appropriate to a town centre location on the eastern side of the Highway, at the southern entry to the township – see Southern Leongatha Growth Area provisions below
- Focus industrial development within existing industrial areas encouraging the development of vacant or under-utilised land
- Promote the expansion of industrial uses into the land north and west of the golf course recreation reserve while integrating the potential for heavy vehicle connectivity to the South Gippsland Highway

### Landscape and built form

- Ensure a high standard of building design, layout and landscaping for all new development, and particularly at the highway entrances to the town

### Infrastructure

- Provide strong pedestrian and cycling connectivity to the town centre and key community assets
- Improve heavy vehicle and highway traffic movement through and around the township
- Ensure new development and road traffic improvements do not compromise the longer-term potential return of rail services to Melbourne
- Promote integrated storm water management on a ‘whole of catchment’ basis

### Further strategic work

- Review the existing zoning of the town centre and immediate surrounds and prepare a detailed strategic plan for the town centre which includes consideration of the areas identified as ‘Town Centre Expansion Investigation Areas’ and ‘Future Commercial Investigation Area’
- Pursue the establishment of a highway bypass of the Leongatha town centre by the diversion of South Gippsland Highway traffic along Long Street and Hughes Street in accordance with the *Leongatha Town Centre Framework Plan*
- Pursue options to improve heavy vehicle traffic movements from the South Gippsland Highway to the industrial estate
- Investigate the application of a Development Plan Overlay addressing industrial development in investigation areas

### Southern Leongatha Growth Area

The Southern Leongatha Growth Area is situated on the southern development boundary of Leongatha and is defined by Simons Lane and Boags Road to the south, the Great Southern Rail Trail to the west and Coalition Creek to the east. The area has significant opportunities for residential and highway frontage commercial development over the next 25 years and beyond.

The Leongatha Framework Plan shows four precincts in the Southern Leongatha Growth Area. The precincts comprise:

- The *Bulky Goods Retail Area* on the west side of the South Gippsland Highway north of Simons Lane
- The *Highway Frontage Commercial Area* on the east side of the South Gippsland Highway north of Boags Road
- *Urban Expansion Areas* on both sides of the South Gippsland Highway south of the existing urban development
- *Low Density Residential Zone* on both sides of the South Gippsland Highway located south of the Urban Expansion Areas

The following provisions for the Southern Leongatha Growth Area should be considered in addition to the other ‘Leongatha’ provisions in this clause.

### Local area implementation

- Ensure that any proposed use and development of land in the Leongatha Growth Area is generally in accordance with the Southern Leongatha Growth Area policies.
- Achieve high quality residential and commercial development that responds to the landform, amenity, and development and community infrastructure requirements of the subject land and its surrounds in an equitable long-term manner.

### **Bulky Goods Retail Area**

- Promote application of a Special Use Zone Zone in the Bulky Goods Retail Area identified on the Leongatha Framework Plan.
- Direct large floor-plate developments/uses defined as ‘Restricted retail premises’ to the ‘Bulky Goods Area’ identified on the Leongatha Framework Plan.
- Discourage Accommodation (excepting Hotel and Motel) Food and drink premises, Office, Place of assembly (excluding Conference / Function centre and Place of worship), Retail premises (excluding Restricted retail premises) and Warehouse.
- Strongly discourage commercial or community uses that may weaken the primacy of the Town Centre.
- Strongly discourage the establishment of industrial uses, or other discretionary uses, that may detrimentally affect the amenity of surrounding sensitive land uses.

### **Highway Frontage Commercial Area**

- Promote application of a Special Use Zone Zone in the Highway Frontage Commercial Area identified on the Leongatha Framework Plan.
- Direct uses that benefit from highway exposure, that are not suited to a Town Centre location and that will have visitation patterns that do not encourage cross-highway vehicle and pedestrian traffic movements to the ‘Highway Frontage Commercial Area’ identified on the Leongatha Framework Plan. Such uses may include (but are not restricted to) Car wash, Conference/Function centre, Emergency services facility, Hotel, Landscape gardening supplies, Motel, Motor vehicle boat or caravan sales, Place of worship, Service station, Trade supplies, and Veterinary centre.
- Discourage Accommodation (excepting Hotel and Motel) Food and drink premises, Office, Place of assembly (excluding Conference / Function centre and Place of worship), Retail premises (excluding Restricted retail premises) and Warehouse.
- Strongly discourage commercial or community uses that may weaken the primacy of the Town Centre.
- Strongly discourage the establishment of industrial uses, or other discretionary uses, that may detrimentally affect the amenity of surrounding sensitive land uses.

### **Urban Expansion Areas**

- Promote the application of the General Residential Zone in the Urban Expansion Areas identified on the Leongatha Framework Plan.
- Promote the subdivision of land to maximize the efficient use of land across a range of lot sizes
- Promote the staged and sequential rezoning and subdivision of General Residential zoned land that integrates with the existing road network and infrastructure to the north, and avoids the creation of development that is isolated or has poor connectivity to the north.
- Avoid the creation of residential lots in the Coalition Creek flood plain, except where the potential exists for dwellings to be located within lots above the flood level and associated access to and within the lot is above the flood level.
- Minimise the number of residential lots with boundaries adjoining the highway frontage commercial uses.
- Encourage the creation of wide, landscaped road reserves that create a residential sense of place in residential areas accessed through commercial areas.

### **Low Density Residential Zone**

- Promote the retention and application of the Low Density Residential Zone to the land immediately north of Simons Lane and Boags Road, and the land south of the proposed commercial area on the eastern side of the Highway as identified on the Leongatha Framework Plan.
- Encourage connectivity with the land to the north

### **Landscape and built form**

- Minimise the number of highway entry points through subdivision, building layout and access design that avoids the requirement to create new highway access points.
- Promote high quality urban design, site layout, building and landscape design suitable to a township entry point that includes:
  - Generally consistent building setback lines with buildings of not more than 10 metres height above ground level.
  - Building layout that considers the long term potential for widening of the highway.
  - Ample onsite car parking, without visually dominating front setbacks.
  - Building siting and design which makes efficient use of land with specific regard to minimizing unused areas of land (not including landscaping) to the side and rear of development.
- Encourage appropriate buffers to adjoining sensitive land uses
- Provide sufficient size and depth to residential lots adjoining commercial uses so that screening landscaping can be applied to soften the potential visual and amenity impact.

### **Infrastructure**

- Encourage the location and design of new highway intersection treatments that facilitate development on both sides of the highway.
- Create an internal road network that considers the future requirements of adjoining undeveloped land and the potential for cumulative increased usage over time.
- Encourage creation of a new connector road between Parr Street and Nerrena Road.
- Consider the requirement for road and pathway infrastructure upgrading and funding at locations separated from development sites.
- Avoid location of roads in flood prone areas of the Coalition Creek flood plain.
- Create a shared pathway network around the boundaries of the Growth Area and along both sides of the highway.
- Promote integrated storm water management on a 'whole of catchment' basis.
- Avoid the duplication of drainage assets or reliance on overland flows outside of drainage easements and declared waterways.
- Encourage the provision of reticulated sewage assets that consider the development requirements of surrounding land and avoid asset duplication and the need for incremental asset upgrading.
- Provide and/or reserve an open space reserve of approximately four hectares on the flatter sections of the residential area west of the highway. If this cannot be achieved, additional open space should also be provided at a location adjoining the rail trail.
- Provide and/or reserve a one-hectare (minimum) land parcel west of the highway for future community development infrastructure.

- Provide continuous linear open space connectivity between the eastern end of Parkside Close and the wetland area adjoining the Boags Road / Tarwin Ridge Boulevard.
- Encourage provision of a local park adjoining Coalition Creek.

### **Implementation**

Strategies relating to the Leongatha Growth Area will be implemented by:

### **Policy guidelines**

Requiring the following information (as appropriate) to be supplied to accompany an application to rezone land in the Bulky Goods Retail Area and the Highway Frontage Commercial Area:

- A detailed assessment of the appropriate zone provisions to accord with zoning for commercial use to maintain the primacy of the Leongatha Town Centre and with the Leongatha and Southern Leongatha policy provisions.

Requiring the following information (as appropriate) to be supplied to accompany an application to rezone land and/or to develop land:

- A detailed Development Plan that includes but is not limited to:
  - A site analysis and design response.
  - Building / subdivision plans that display the proposed outcomes on the land.
  - An assessment of traffic generated by the proposed building/subdivision.
  - The scenario of a logical development unit that is bounded by main roads, natural features or the boundaries of the Development Plan Overlay map area, including consideration of linkages with and impacts on the broader area surrounding the development.
- A detailed Development Infrastructure Plan (that addresses the requirements of Council's Infrastructure Design Manual) that will form the basis for a developer contributions scheme to be implemented through a Development Contributions Plan Overlay or section 173.
- Clear demonstration that the requirements of the Leongatha Outline Development Plan can be satisfied, where residential rezoning and Development Plan applications are submitted for individual small lots on the eastern side of the highway.
- Agreements instigated when land is rezoned or developed are to address, but not be limited to:
  - The full development scenario, including consideration to linkages with and impacts on, the broader area surrounding the development.
  - The full construction of the whole length of Simons Lane; upgrading the Boags Road / Simons Lane highway intersection.
  - Improvements to the Simons Lane / Bass Highway intersection including its potential relocation further north.
  - Improvements to the South Gippsland Highway intersections with Parr Street and Greenwood Parade.
- The provision of shared pathways, open space drainage and community infrastructure.
- The timing, staging and trigger points for infrastructure provision.

### **Further strategic work**

- Investigate the application of a Special Use Zone to the ‘Bulky Goods Retail Area’ and the ‘Highway Frontage Commercial Area’ to guide the use of the precinct in a manner that responds to the amenity interface issues of the proposed residential areas, does not weaken the established commercial role of the Town Centre, and minimises the ‘cross Highway’ commercial interrelationships of the land uses.
- Investigate the implementation of a Design & Development Overlay, or design guidelines, over the land adjoining the highway frontage that will promote urban design outcomes suitable to a township entry point.
- Investigate the relocation of the Simons Lane /Bass Highway intersection to a safer location further north of the existing intersection.
- Investigate the potential to locate a small neighbourhood retail service centre (adjoining an open space reserve) in the residential area west of the highway.

### **Reference documents**

*Leongatha Structure Plan, 2008*

*Southern Leongatha Outline Development Plan July 2011 (as amended)*

*South Gippsland Paths and Trails Strategy 2010 (as amended)*

*Infrastructure Design Manual (version 4, March 2013) (as amended)*

*Leongatha CBD Parking Strategy 2013 (as amended)*

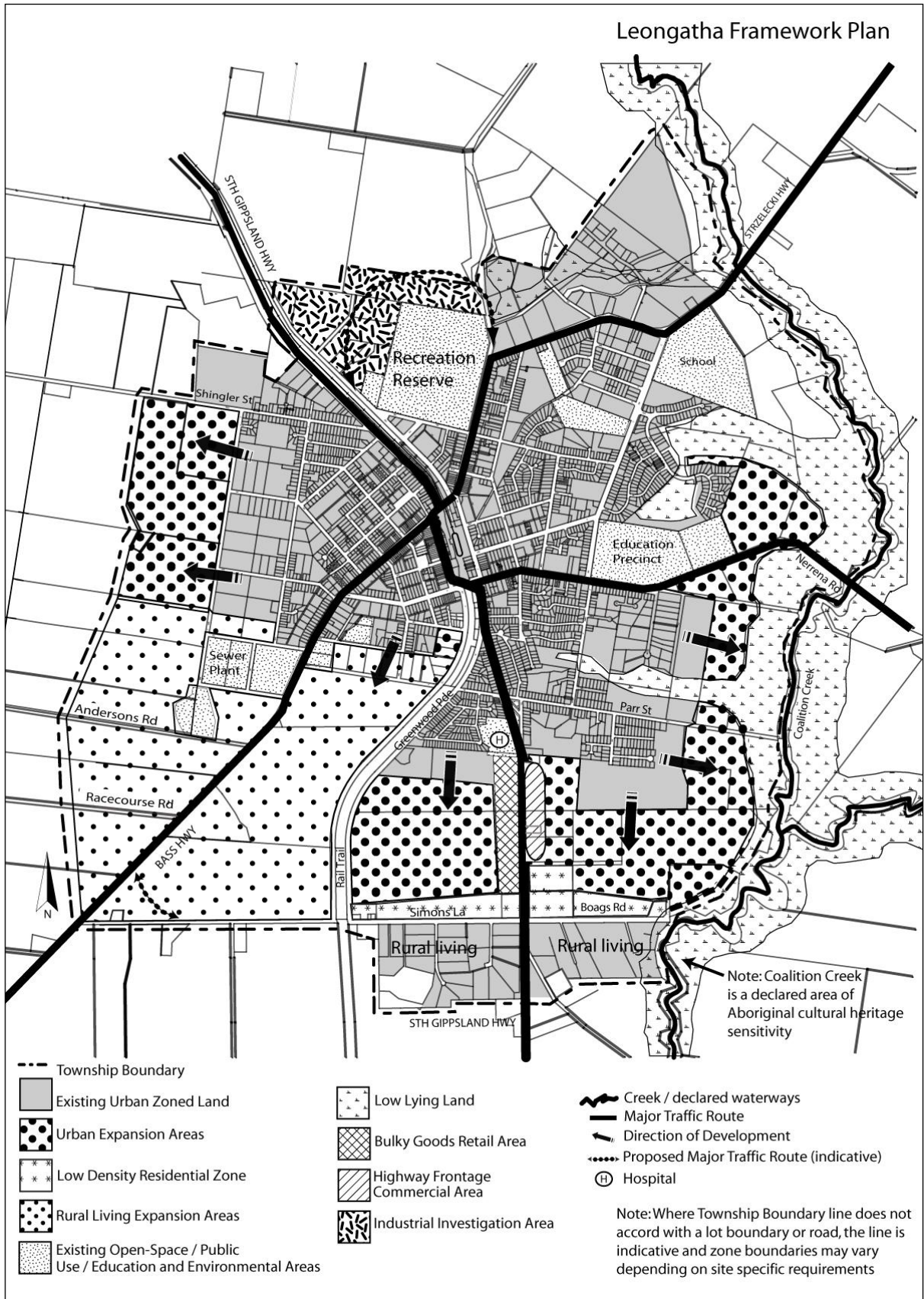
*Leongatha Industrial Land Supply Study 2013 (as amended)*

*Healthy by Design 2012 (as amended)*

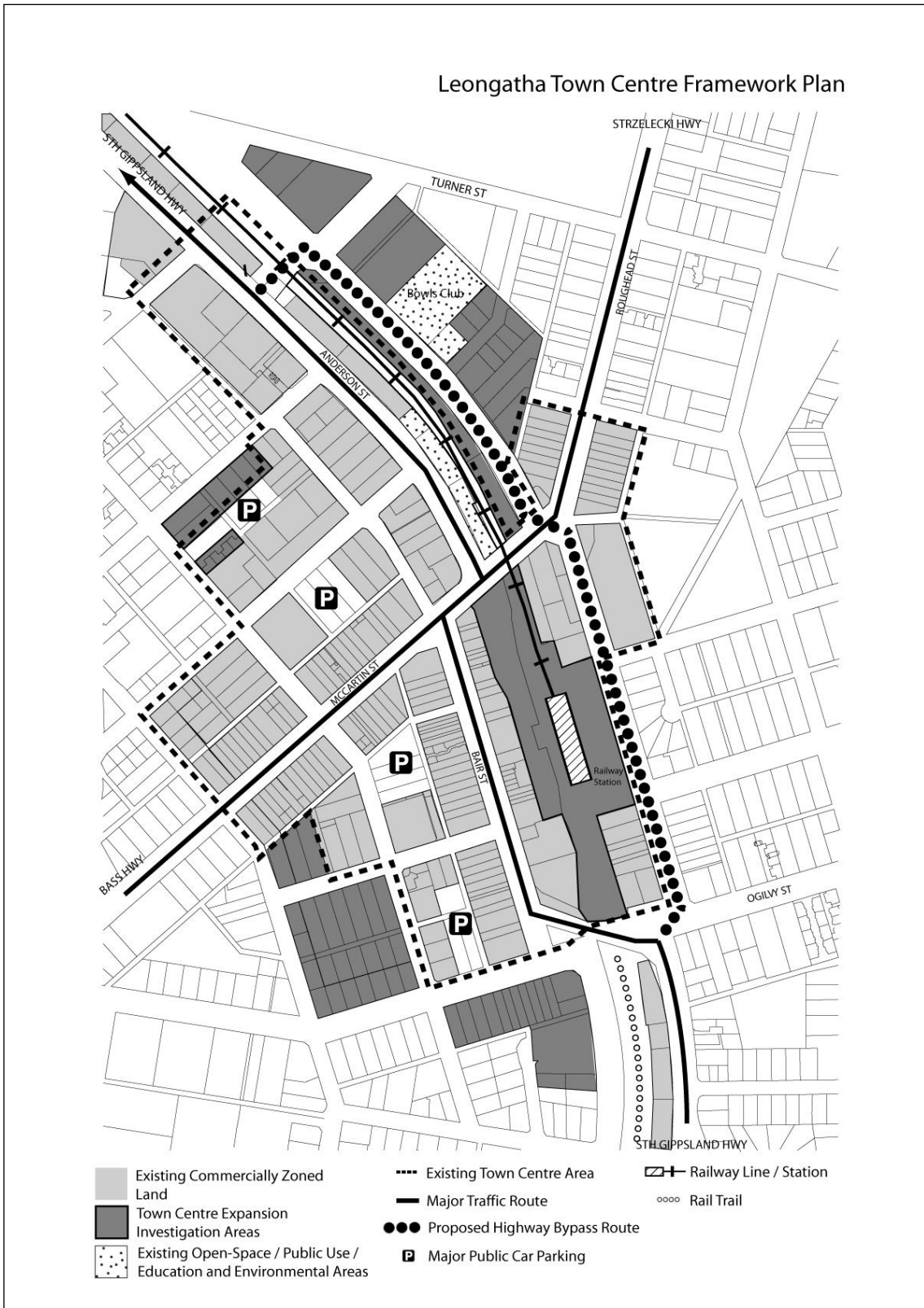
*South Gippsland Open Space Strategy 2007(as amended)*

*South Gippsland Recreation Plan 2007 (as amended)*

*The South Gippsland Housing and Settlement Strategy, 2013*







**21.15-2 Korumburra**

23/10/2014  
C93

Situated on the South Gippsland Highway in a picturesque landscape of rolling hills, Korumburra is the second largest town in the municipality and a key service provider to the smaller towns and communities in the Shire’s western region. Ongoing improvements to the highway and the development of the Pakenham Bypass make Korumburra increasingly

accessible to metropolitan Melbourne and help underpin population and economic growth that will contribute to securing the town's growth into the future.

Challenges for Korumburra include improving the retail offer, function and appearance of the Town Centre; responding to the existing highway traffic management problems; achieving appropriate redevelopment of the former Korumburra Saleyards site; planning new residential growth areas; and, continuing to define a role and character for Korumburra that distinguishes its place in the Shire's western region.

### **Local area implementation**

- Maintain and promote Korumburra as a significant industrial, retail, service, residential and tourism centre in the Shire.
- Ensure the use and development of land in accordance with the strategic directions in the Korumburra Framework Plan and the Korumburra Town Centre Framework Plan.

### **Settlement**

- Provide sufficient residential land, at a range of densities, available to accommodate future township growth.
- Plan for sequential and staged residential development that integrates with existing infrastructure networks.
- Monitor the availability and development of residential land and encourage the rezoning of appropriate areas identified in the Korumburra Framework Plan map to maintain an estimated 15-year residential land supply.
- Promote the development of new residential estates that establish appropriate integration with existing residential areas and infrastructure; provide pedestrian and cyclist connectivity to the Town Centre and key community features; and, protect the environmental values of the land, especially the waterways.
- Promote higher density residential development and retirement living on land within the inner township residential areas that can be provided with convenient pedestrian access to the Town Centre.
- Focus industrial development within the established industrial areas, and at the site of the former Korumburra Saleyards. Development of the former saleyards land must have close regard to the amenity interface with the adjoining showgrounds and residential areas.
- Consider the potential adverse amenity impacts of the milk manufacturing operations in the Station Street Industrial Area on rezoning proposals that allow, or intensify, the establishment of sensitive land uses in the immediate area surrounding the manufacturing operations.

### **Economy**

- Support and encourage Korumburra's role as a retail and service centre with civic and community functions for its population and nearby small communities.
- Strongly discourage the development of new retail uses outside of the Korumburra Town Centre Retail Core where such uses may weaken the principal role of the Korumburra Town Centre.
- Support tourism developments that promote Korumburra as a tourist destination and plan for the provision of services and features that support highway tourism traffic.

### **Landscape and built form**

- Promote site responsive residential subdivision design (supported by geotechnical reports on land exceeding 15% slope) that allow for the creation of appropriately sized and configured lots that minimise the impact of earthworks.
- Ensure a high standard of building design, layout and landscaping for all new development, and particularly at the entrances to the town.
- Support the conservation and enhancement of the town's heritage places and streetscapes in recognition of their central role in establishing Korumburra's 'rural township' character and 'sense of place'.

### **Infrastructure**

- Improve highway traffic movement through the town.
- Provide strong pedestrian and cycling connectivity to the Korumburra Town Centre, key community assets and the schools.
- Discourage land uses that may compromise the proposed highway realignment at the south east entry to the town.
- Ensure new development and road traffic improvements do not compromise the longer-term potential return of rail services to Melbourne.

### **Further strategic work**

- Investigate applying a Restructure Overlay over the old Crown Township to the south-east of the town.
- Review and implement the recommendations of the *South Gippsland Heritage Study 2004* in consultation with affected landowners and the community.
- In consultation with affected landowners and the community, prepare development plans and overlays for Korumburra's growth areas.
- Investigate the implementation of a planning policy to assist long term management of the amenity interface issues between the Station Street milk manufacturing operations and surrounding residential areas.

### **Korumburra town centre**

Korumburra Town Centre and the Korumburra Town Centre Retail Core are defined on the Framework Plan map. The Korumburra Town Centre Retail Core is centred on Commercial Street along the section from King Street in the north west to Bridge Street in the south east, and is bounded by the railway line to the north east and Victoria Street to the south west. The Korumburra Town Centre is a wider area which in addition to the Retail Core includes peripheral areas with commercial and civic services. It includes the block on Mine Road between John and Bridge Streets, the courthouse and police station in Bridge Street, the existing supermarket in South Railway Crescent and the service station on the north west corner of the highway and King Street.

### **Local area implementation**

- Ensure the use and development of land occurs in accordance with the strategic directions in the Korumburra Town Centre Framework Plan.

## Settlement

- Encourage the long term development of under-used and vacant land identified in the Korumburra Town Centre Framework Plan as ‘potential future development’.
- Encourage quality office and high density residential development, in locations identified in the Korumburra Town Centre Framework Plan, to improve the local demand for goods and services and to extend the hours of activity in the Korumburra Town Centre.

## Economy

- Maintain the primacy of the Korumburra Town Centre as the compact retail and service hub of the town.
- Actively support the establishment of new retail opportunities in the Korumburra Town Centre Retail Core.
- Actively encourage outdoor, street-based activity within the Korumburra Town Centre.
- Actively encourage major retail, office and community developments to concentrate in the Korumburra Town Centre Retail Core, comprising the blocks bounded by Commercial Street, King Street, Victoria Street and Bridge Street.
- Focus active retail uses on the Korumburra Town Centre’s ‘main streets’, being Commercial Street, Radovick Street and Bridge Street.
- Encourage the consolidation of sites in the Korumburra Town Centre Retail Core to accommodate new, large floorspace developments.
- Consider the use of Council-owned sites and Council’s potential power to acquire land in order to consolidate sites to facilitate large floorspace retail development.
- Actively encourage the development of a major retail use such as an additional supermarket on either of the preferred development sites nominated on the Korumburra Town Centre Framework Plan.
- Promote tourism, community and other associated uses and activities at the Korumburra Railway Station Precinct to improve diversity of activities on either side of Commercial Street.
- Encourage transition from light industrial to commercial, retail and tourism uses in the Korumburra Town Centre Retail Core.

## Landscape and built form

- Ensure all new development within the Town Centre respects existing built form character by the application of the following guidelines (as appropriate):
  - Conserve and enhance heritage places in recognition of their contribution to the overall image of the Korumburra Town Centre.
  - Encourage the reuse, refurbishment, enhancement and conservation of heritage places as identified in the *South Gippsland Heritage Study 2004*.
  - Strongly discourage the demolition of heritage places.
  - Maintain the traditional built form scale of 2-3 storeys that respect identified view lines.
  - Ensure any infill development adjoining heritage places sensitively reflects the particular characteristics of the adjoining places and avoids visual dominance.
  - Ensure the fine-grain pattern of development is retained.

- Encourage reinstatement and continuation of traditional verandahs to provide weather protection.
- Encourage active and attractive shop frontages throughout the Korumburra Town Centre and the concealment of loading, car parking and service areas to the rear.
- Encourage the development of buildings that create a positive Korumburra Town Centre image and are reflective of its character.
- Improve and formalise pedestrian connections especially between Little Commercial Street and Commercial Street. As part of any future development proposals, investigate opportunities to provide additional mid-block pedestrian connections between Little Commercial Street parking areas and Commercial Street.
- Improve the layout and operation of car parking, pedestrian, cycling and mobility scooter facilities.
- Advertising signs to be designed and located to respect the sensitivity of heritage places, strategic views and the town's future desired character as identified in the Korumburra Town Centre Framework Plan.
- Encourage the redevelopment of the existing library site and adjoining sites (south east corner of Commercial and King Streets) for a major retail use such as an additional supermarket. Ensure any new development of the site respects and enhances the town character by application of the following guidelines:
  - Provide a skin of fine-grain speciality retail shops and active pedestrian interfaces to Commercial Street.
  - Provide a distinctive and attractively designed landmark statement with the building and landscape treatments in recognition of the site's gateway entrance into the Korumburra Town Centre.
  - Appropriately articulate, screen or treat any blank walls.
  - Consider inclusion of co-located community facilities and services, such as a library, meeting spaces, public toilets and the like.
- Promote coordinated directional and wayfinding signage in the Korumburra Town Centre and surrounds.
- Ensure infill development provides active interfaces to the street through maximising windows and entry points.
- Support redevelopment of the site on the north-west corner of Bridge and Commercial Streets to a retail use and form that is reflective of its main street corner address and consistent with the town's character.
- Encourage development of two-storey built form on the potential future development sites on the north-east side of Commercial Street, to address the significant change in ground level so as to allow pedestrian access between the Korumburra Railway Station Precinct and the Korumburra Town Centre.
- Maintain strategic views from key vantage points identified in the Korumburra Town Centre Framework Plan by the application of the following guidelines (as applicable):
  - Maintain a modest two storey traditional built form scale with appropriate roof form designs to ensure the maintenance of long views to landscape.
  - Frame views to attractive features such as the rolling hills beyond the town and to provide a visual link to surrounding rural land.
  - Retain and enhance existing streetscape vegetation.
- Maintain and extend streetscape plantings in the Korumburra Town Centre and surrounding area to enhance the town's existing 'boulevard' character.

- Encourage the provision of additional public open space in the Korumburra Town Centre, with spaces ranging in size from pocket parks to plazas suitable for accommodating festivals and community events.
- Encourage provision of artworks in the Korumburra Town Centre
- Encourage pedestrian and street activity by applying the principles identified in the Safer Design Guidelines for Victoria (*Department of Sustainability and Environment and Crime Prevention Victoria 2005*) (as amended) to new developments and redevelopments.

### **Infrastructure**

- Implement traffic management and calming measures within the Korumburra Town Centre (in consultation with VicRoads) to reduce the impact of heavy vehicles, to increase pedestrian safety and to improve streetscape amenity.
- Improve location of pedestrian crossing points throughout the Korumburra Town Centre.
- Improve streetscape amenity and pedestrian safety throughout the Korumburra Town Centre by increasing public open spaces and defining pedestrian access areas, particularly in Commercial and Little Commercial Streets.
- Encourage the reconfiguration of Little Commercial Street as a pedestrian, cyclist and mobility-scooter friendly space, which provides safe and convenient linkages to existing and new community and retail facilities.
- Upgrade the pedestrian railway underpass and connections between Commercial Street and Station Street.
- Where appropriate and in reference to the *Korumburra Town Centre Car Parking Strategy June 2013* consider reduction or waiving of car parking provision to encourage commercial outcomes, heritage retention, alternative transport use and active frontages.

### **Korumburra community hub**

- Strongly encourage the co-location of community services within the Korumburra Town Centre at the preferred Korumburra Community Hub site (existing kindergarten in Victoria St) nominated in the Korumburra Town Centre Framework Plan. Ensure the Korumburra Community Hub is designed, sited and located to:
  - Provide active uses on the ground floor at public interfaces.
  - Incorporate links to pedestrian connections between Commercial Street and Little Commercial Street.
  - Provide a generous public open space / landscape opportunity along the Little Commercial Street frontage.
  - Maintain and encourage active through-access to Victoria Street and Boston Place to maximise site frontage and accessibility.

### **Further strategic work**

- Continue implementation of the recommendations of the *Korumburra Town Centre Framework Plan: Framework Report October 2013* as appropriate in consultation with landowners, stakeholders and the community.
- Investigate the most appropriate zone to be applied to 4 Victoria Street (existing kindergarten and preferred Korumburra Community Hub site) based on a consideration of the land ownership, management and range of land use and activities to be accommodated on the site.

- Prepare and implement a Design and Development Overlay for the Korumburra Town Centre, especially for the Korumburra Town Centre Retail Core, in order to protect and enhance the town's character.
- Review and implement recommendations of the *South Gippsland Heritage Study 2004* relevant to the Korumburra Town Centre in consultation with affected landowners and the community.
- Investigate applying a Public Acquisition Overlay to sites in Victoria Street, King Street, Radovick and Bridge Street to facilitate consolidation of and access to major development sites, improvement of access to Little Commercial Street car parking and/or to maintain view lines.
- Investigate appropriate zoning and layout of Council-owned car parking land.

#### **Reference documents**

*Korumburra Structure Plan, July 2010 (as amended)*

*Korumburra Town Centre Car Parking Strategy June 2013*

*Korumburra Town Centre Framework Plan Economic Assessment March 2013*

*Korumburra Town Centre Framework Plan: Framework Report October 2013*

*South Gippsland Paths and Trails Strategy 2010 (as amended)*

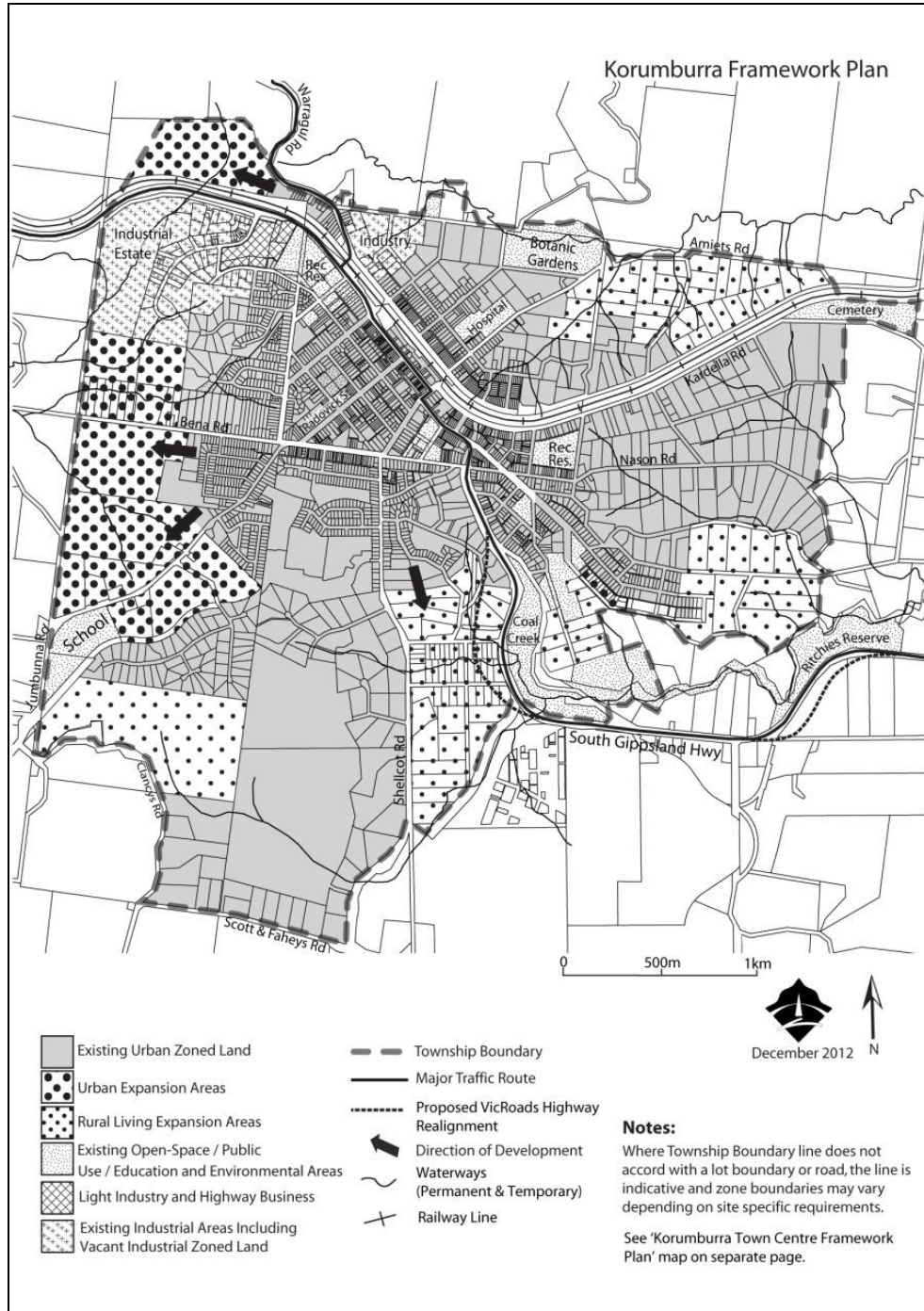
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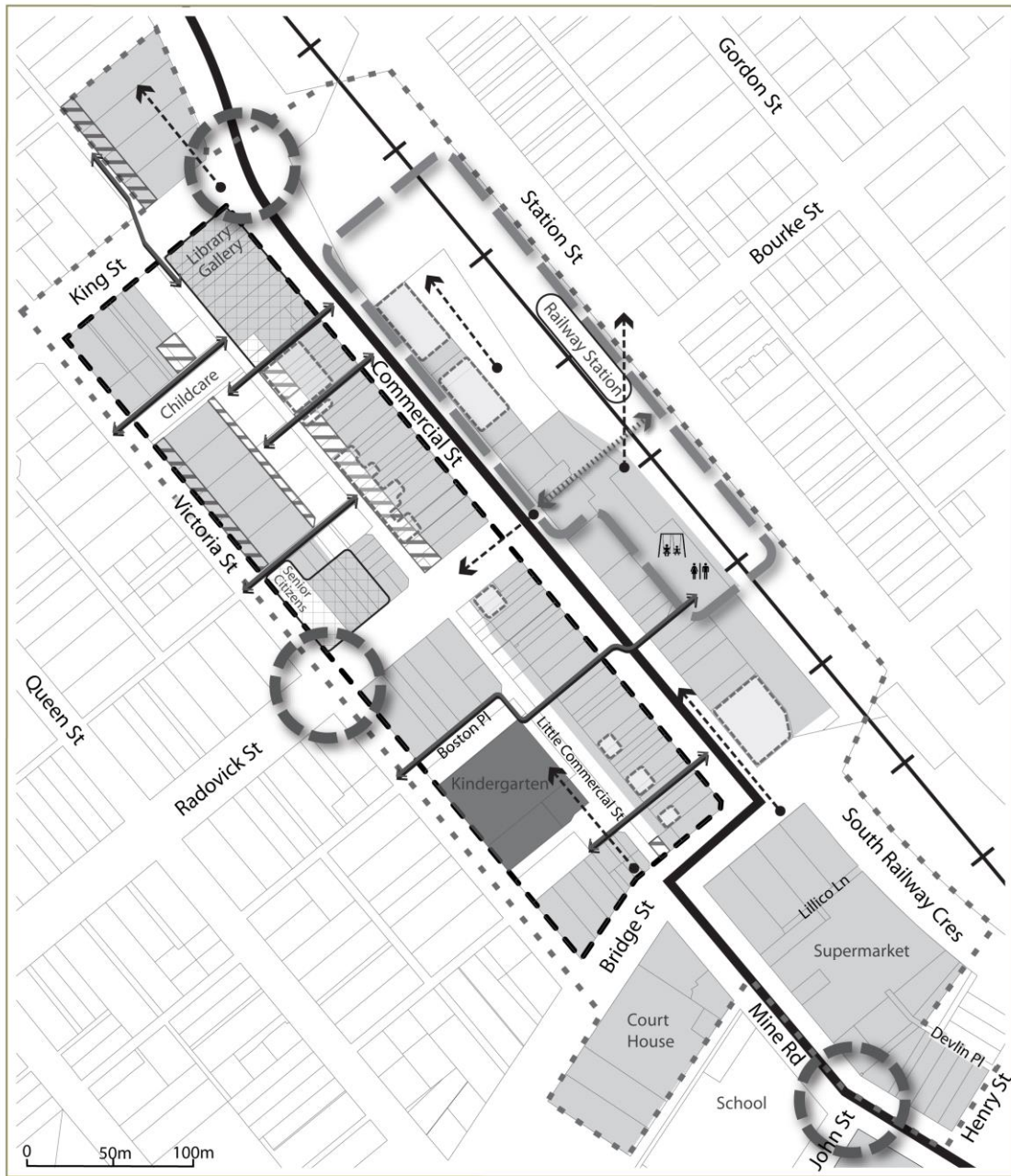
*South Gippsland Recreation Plan 2007 (as amended)*

*The South Gippsland Housing and Settlement Strategy, 2013*





### Korumburra Town Centre Framework Plan



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



**21.15-3 Mirboo North**05/06/2014  
C80

Mirboo North is the principal township in the north of the municipality. Servicing the surrounding agricultural activities and rural population are mainstays of the local economy. With its location on the Grand Ridge Road, tourism is an increasingly important economic contributor and a basis upon which future growth may be promoted. It is important that the existing character of Mirboo North be respected and that growth complements those elements that create and define the existing character of the township.

**Local area implementation**

- Ensure that any proposed use and development of land in Mirboo North is generally in accordance with the *Mirboo North Structure Plan*
- Promote Mirboo North as a sustainable community and the principal town in the north of the Shire

**Settlement**

- Promote higher density residential development and retirement living within a 400m radius of the existing commercially zoned land in the town centre
- Promote residential infill development and township consolidation as a priority over expansion of the townships boundaries
- Where demand can be demonstrated, promote the staged release of new residential land in a contiguous and integrated manner, providing for a range of densities that decrease with distance from the town centre

**Economy**

- Retain the main street for retailing and other commercial development
- Encourage new commercial and economic development opportunities that support the needs of the local community
- Promote tourism and other economic development that complements the natural environment and landscape values of the region

**Landscape and built form**

- Retain a compact town centre which promotes high quality urban design
- Protect and enhance the distinctive village atmosphere and picturesque location within the Strzelecki Ranges

**Infrastructure**

- Build upon Mirboo North's public open space reserves to promote pedestrian and cycle friendly development with strong linkages to the town centre

**Further strategic work**

- Review the residential development growth options in the Mirboo North Structure Plan to provide increased certainty around future land releases
- Investigate the development of a master plan to improve the layout and function of the town centre

- Investigate the application of a planning scheme overlay to protect native vegetation within the township boundaries

**Reference documents**

*Mirboo North Structure Plan, November 2004*

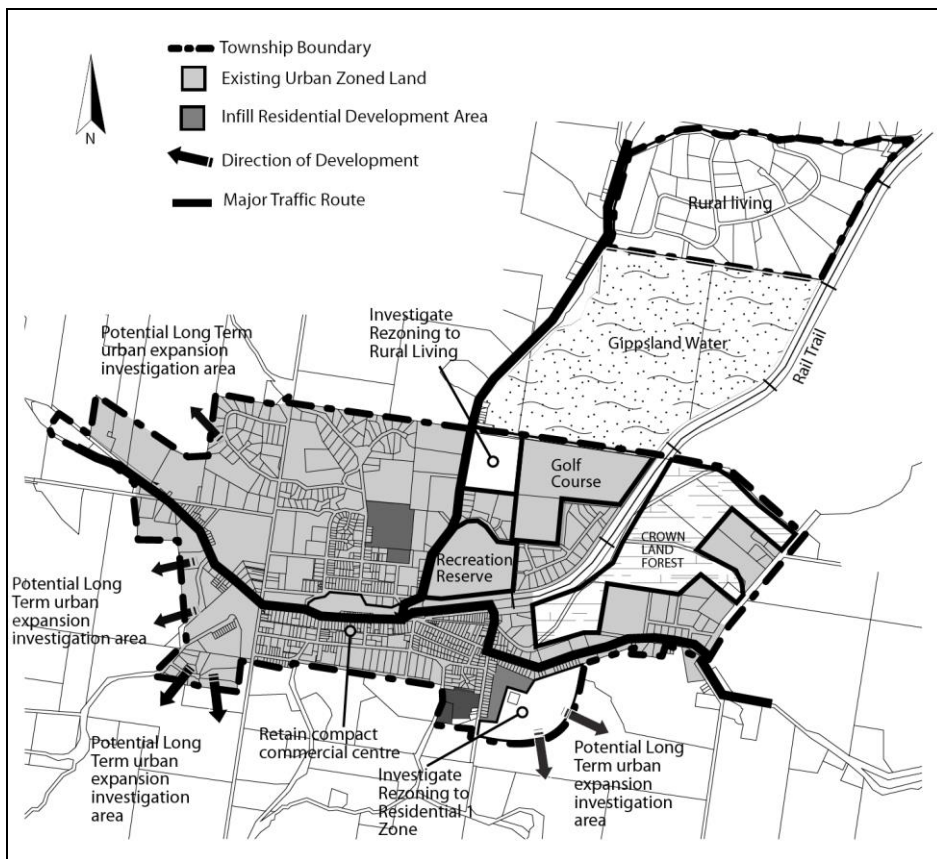
*Infrastructure Design Manual (version 4, March 2013) (as amended)*

*Healthy by Design 2012 (as amended)*

*South Gippsland Open Space Strategy 2007(as amended)*

*South Gippsland Recreation Plan 2007 (as amended)*

*The South Gippsland Housing and Settlement Strategy, 2013*



**21.15-4**  
05/06/2014  
C80

## **Foster**

Foster is the principal township in the eastern half of the Shire. Foster's close proximity to Wilsons Promontory has secured the township a leading role in the region's growing tourism industry. Foster is also well situated to benefit from the economic activity likely to be generated from the continuing development of port related activities around Corner Inlet. With its pristine environment and open farmed landscapes, Foster is an attractive location for retirement living and 'lifestyle change' residential growth.

### **Local area implementation**

- Ensure that any proposed use and development of land in Foster is generally in accordance with the *Foster Framework Plan*
- Consolidate Foster's role as the key commercial and community service provider to the eastern region of the municipality

### **Settlement**

- Promote a range of residential options that respects the small town character and landscape values of Foster
- Promote higher density residential development and retirement living within 200m radius of the existing commercially-zoned land in the town centre
- Ensure that residential land release (including rural residential land) occurs in a staged, contiguous and integrated manner, with subdivision designs that respond to the topographic, landscape and environmental constraints of the land
- Discourage low density and rural residential development in areas close to the township unless the land has constraints inappropriate to higher density development

### **Environment**

- Consider the impacts of climate change in recognition of Foster's location at the frontline of rising sea levels and the demands this may make on the township as a safer alternative to coastal township development

### **Economy**

- Support the expansion of the town centre to appropriate contiguous land when demand requires
- Strongly discourage the establishment of uses outside of the town centre that may weaken the primacy of the town centre
- Promote economic development that complements the social and high quality environmental values of the township
- Encourage new commercial opportunities and community functions in the town centre that support the needs of the local community
- Encourage greater tourism promotion and co-ordination within the town to build upon Foster's role as the gateway to Wilsons Promontory

### **Landscape and built form**

- Ensure a high standard of building design, layout and landscaping for all new development, particularly at the main entrance points to the town

- Protect and enhance the compact qualities of the town centre

### **Infrastructure**

- Build upon Foster's expansive public open space reserves to promote pedestrian and cycle friendly development with strong linkages to the town centre

### **Further strategic work**

- Review the existing zoning of the town centre and immediate surrounds and prepare a master plan for the town centre including the area identified as 'Potential Town Centre Expansion Investigation Areas' in the *Foster Framework Plan*
- Review the extent and appropriateness of the existing Mixed Use Zone at the northern entry to the town to ensure appropriate development at the main township entry point and to control the establishment of inappropriate uses that may weaken the primacy of the town centre

### **Reference documents**

*Foster Structure Plan, 2008*

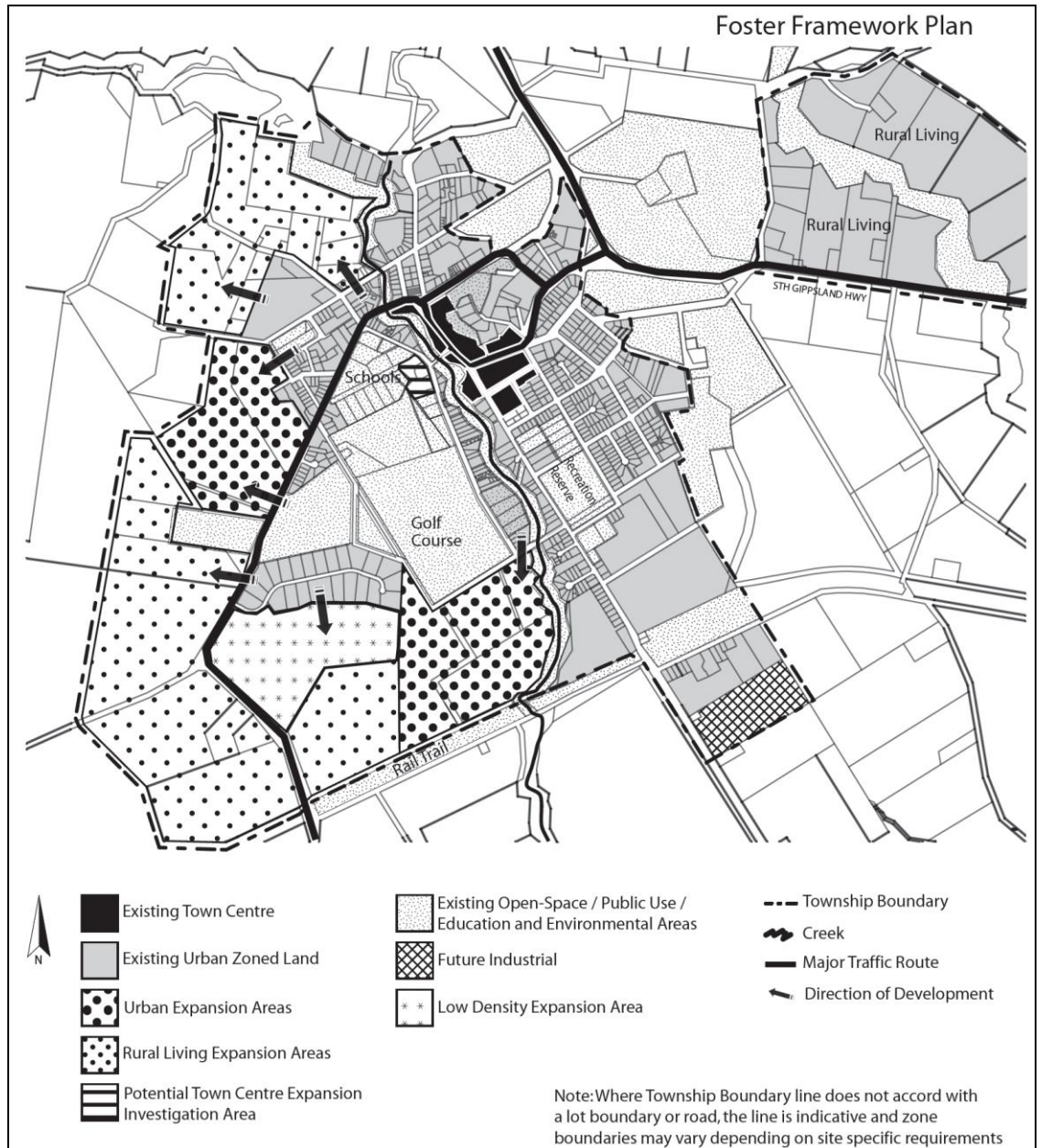
*Infrastructure Design Manual (version 4, March 2013) (as amended)*

*Healthy by Design 2012 (as amended)*

*South Gippsland Open Space Strategy 2007(as amended)*

*South Gippsland Recreation Plan 2007 (as amended)*

*The South Gippsland Housing and Settlement Strategy, 2013*



**21.15-5**05/06/2014  
C80**Nyora**

Nyora is a small rural township that is the closest South Gippsland Shire town to metropolitan Melbourne. Nyora is seen as a desirable rural residential lifestyle location due to its relatively flat land and proximity to major urban centres. It has recently experienced strong population growth; however the absence of necessary commercial and community services has resulted in Nyora performing the role of a 'dormitory' residential location that relies on other urban centres for services, facilities and employment.

**Local area implementation**

- Ensure that any proposed use and development of land in Nyora is generally in accordance with the *Nyora Framework Plan*.
- Ensure that residential growth and land release is staged so that the provision of essential physical, retail and community infrastructure keeps pace with development and strengthens the town's role in providing services.

**Settlement**

- Ensure that any subdivision in the Future Residential Areas or Long Term Residential Areas identified in the Nyora Framework Plan does not occur until:
  - Reticulated sewerage can be provided to the land
  - There is an identified need for additional residential land within the township.
  - A comprehensive assessment, feasibility study and costing has been done of required development infrastructure (roads, drainage, etc) and community infrastructure
  - A Development Contributions Plan Overlay (or similar infrastructure cost recovery method) based on the above infrastructure studies, has been applied to provide equitable financial contribution towards, or the provision of, development and community infrastructure upgrades required to support new urban residential development
  - A Development Plan Overlay has been prepared which provides for the integrated development of the entire land having regard to environmental constraints and opportunities and which demonstrates how new development will complement existing development; and
  - Residential Development Guidelines have been prepared to inform a Design and Development Overlay and/or Significant Landscape Overlay
- Encourage infill development in the residential zoned land adjoining the Town Centre in a coordinated and integrated manner.
- Promote medium density residential development near the Town Centre to support retirement living and household downsizing.
- Discourage low density and rural residential development close to the township, unless the land has constraints that make it inappropriate for higher density development.
- Discourage development in areas susceptible to water logging

**Economy**

- Encourage new light industrial activities to locate within the designated industrial area in Watts Road.
- Improve the retail offer of the town centre.

- Consolidate and develop the town centre in the vicinity of Mitchell and David Streets as the focus for all business, community and tourist services and facilities.
- Strongly discourage retail development outside of the Town Centre.

### **Landscape and built form**

- Promote residential development that complements the small rural township character of the area
- Protect the natural environmental qualities and landscape values of the Future Residential Areas and the Long Term Residential Areas identified in the Nyora Framework Plan.
- Ensure vegetation continues as the dominant landscape feature.
- Ensure that residential land release occurs in a staged, contiguous and integrated manner with subdivision designs that respond to the topographic, landscape and environmental constraints of the land.

### **Infrastructure**

- Ensure development contributes to provision of community services and facilities.
- Create an integrated network of pedestrian and bicycle paths linking features and facilities in and around the township in accordance with the directions of Council's Paths and Trails Strategy 2010 (or as amended) and Melbourne Water's *Shared Pathway Guidelines* (January 2009) as amended.
- Where residential development intensification is to occur in established areas (particularly land bounded by Hewson St, Davis St, Walters Rd and Lang Lang Poowong Road), promote development that integrates roads, pathways and utility infrastructure with adjoining areas.

### **Implementation**

Strategies relating to the Nyora Framework Plan will be implemented by:

### **Policy guidelines**

- Requiring the following information (as appropriate) to be supplied to accompany an application to rezone land and/or to develop land in the Future Residential Areas: Identified need for the additional residential land within the township
- A Development Contributions Plan Overlay (or similar infrastructure cost recovery method) based on the infrastructure studies, has been applied to provide equitable financial contribution towards, or the provision of, development and community infrastructure upgrades required to support new urban residential development
- Evidence of reticulated sewerage being provided to the land in coordination with commencement of development.
- A Development Plan Overlay that provides for:
  - The integrated development of the entire land having regard to environmental constraints and opportunities and which demonstrates how new development will complement existing development.
  - Continuation of vegetation as the dominant landscape feature.
  - built form consistent with rural township character.



- Provision of and contribution towards development infrastructure and community infrastructure within the site and within the township

### **Further strategic work**

- Rezone land in accordance with the Nyora Framework Plan at the initiation of landowners, when demand can be justified, and the policies for Nyora can be met.
- Determine the extent and cost of infrastructure works required in Nyora by doing Development and Community Infrastructure Assessment and Feasibility Studies.
- Prepare Residential Development Design Guidelines for both existing and proposed urban residential zoned land to inform a Design and Development Overlay (DDO) and/or Significant Landscape Overlay (SLO) to ensure vegetation continues as the dominant landscape feature, and to promote built form which is consistent with a rural township character.
- Prepare a Master Plan for the Nyora Town Centre (including the VicTrack land) to guide investment decisions and identify funding opportunities for improvements to public spaces and facilities.
- Prepare a town centre strategy to provide greater direction for commercial development in the Mitchell Street area and to determine whether the commercially zoned land is adequate in location and extent to provide for future commercial growth in Nyora.
- Prepare a Stormwater Management Plan in consultation with Melbourne Water which is consistent with or exceeds the requirements of the State Environment Protection Policy (Waters of Victoria) objectives for environmental management of stormwater as set out in the Urban Stormwater Best Practice Environmental Management Guidelines (CSIRO, 1999).
- In consultation with the Nyora community, investigate long term residential development options for the Farming Zone land adjoining the township boundary in the area west of Patman Drive and south of Lang Lang Poowong Road.
- Prepare an urban design plan to improve Nyora's visual appeal and liveability.

### **Reference documents**

*Nyora Structure Plan June 2013 (as amended)*

*South Gippsland Shire Council Paths and Trails Strategy 2010 (as amended)*

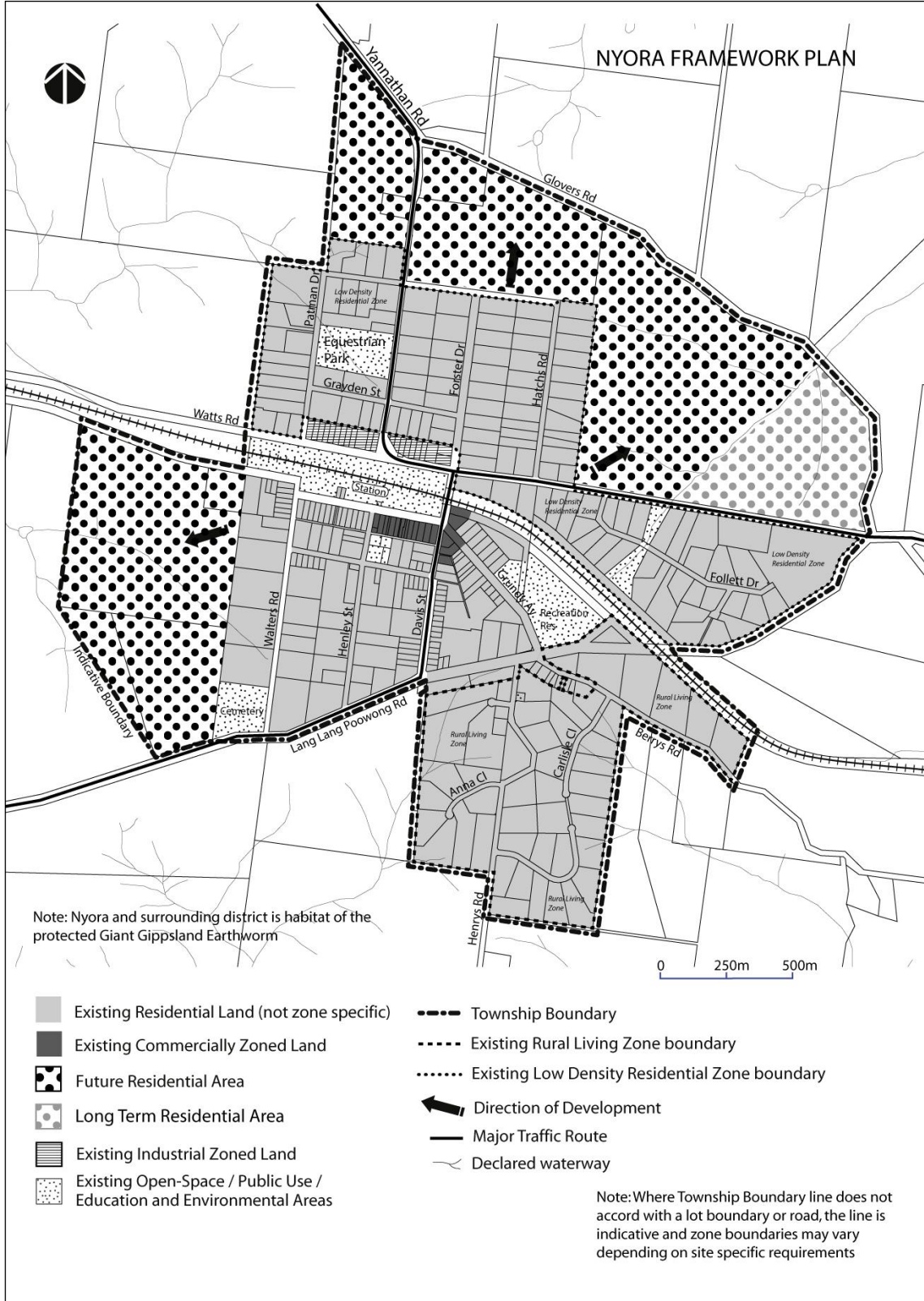
*Infrastructure Design Manual (version 4, March 2013) (as amended)*

*Healthy by Design 2012 (as amended)*

*South Gippsland Open Space Strategy 2007(as amended)*

*South Gippsland Recreation Plan 2007 (as amended)*

The South Gippsland Housing and Settlement Strategy, 2013



**21.15-6**05/06/2014  
C80**Loch**

Nestled among rolling hills and rich agricultural land, Loch township has a moderate growth opportunity which should be supported, provided the essential compact 'village' character can be maintained. The heritage character and design of the built form provides a critical component to the overall image and identity of the township, and underpins both its tourism role and village atmosphere.

**Local area implementation**

- Promote the use and development of land in accordance with the strategic direction in the Loch Framework Plan.
- Develop Loch as a small thriving rural township with a distinctive garden village character

**Settlement**

- Ensure that any subdivision in the Residential Expansion, Potential Residential Development and Low Density Residential Development areas identified in the Loch Framework Plan does not occur until:
  - Reticulated sewerage can be provided to the land.
  - A Design and Development Overlay, or similar control, has been prepared to promote new development that is complementary to the existing built form and vegetated character of the township.

**Economy**

- Consolidate and develop the town centre as the preferred focus for all business, community and tourist services and facilities.
- Encourage tourist services and facilities in the township.

**Landscape and built form**

- Retain the existing heritage character, design and built form of the buildings along Victoria Street and Smith Street (north of Victoria Street), in recognition of their contribution to the overall image of Loch
- Conserve and enhance heritage places in the town in recognition of their contribution to the overall character of Loch
- Promote the distinctive garden village character in Loch Ensure that new growth, infill and redevelopment maintains the town's rural township character.

**Infrastructure**

- Improve community services and facilities in the township.
- Ensure that new growth and development occurs in coordination with the provision of development infrastructure.
- Consider the requirement for new or improved public infrastructure and how infrastructure is to be provided/funded when land is rezoned for residential development.
- Require new developments to connect to the reticulated sewerage system.

- Create an integrated network of shared pedestrian and bicycle paths linking features and facilities in and around the township.

### **Implementation**

Strategies relating to the Loch Framework Plan will be implemented by:

### **Policy guidelines**

Requiring the following information (as appropriate) to be supplied to accompany an application to rezone land and/or to develop land:

- A detailed Development Plan that includes but is not limited to:
  - The scenario of a logical development unit that is bounded by main roads, natural features or the boundaries of the Development Plan Overlay map area, including consideration of linkages with and impacts on the broader area surrounding the development.
  - A site analysis and design response for the integrated development of the entire land parcel having regard to the land's environmental constraints (particularly areas of steep slopes and waterways) and which demonstrates how new development will complement adjoining and surrounding development.
  - Building / subdivision plans that display the proposed outcomes on the land.
  - An assessment of traffic generated by the proposed building/subdivision.
- A detailed Development Infrastructure Plan (in accordance with Council's *Infrastructure Design Manual (version 3.0 September 2010) (as amended)*) that will form the basis for a developer contributions scheme to be implemented through a Development Contributions Plan Overlay or section 173.
- Agreements instigated when land is rezoned or developed to address, but not be limited to:
  - The full development scenario, including consideration to linkages with and impacts on, the broader area surrounding the development.
  - The provision of shared pathways, open space drainage and community infrastructure.
  - The timing, staging and trigger points for infrastructure provision.

### **Further strategic work**

- Rezone land in accordance with the Loch Framework Plan, at the initiation of landowners, when demand can be justified, and the policies for Loch can be satisfied.
- Prepare Residential Development Design Guidelines for both existing and proposed urban residential zoned land (including the Low Density Residential Zone) within the township boundary to inform a Design and Development Overlay (DDO). The Guidelines should consider such matters and principles as, height, setbacks, site coverage, external colours and slope sensitive design that minimises the requirement for earthworks and ensure that future development will maintain the desired character and image.
- Application of a DDO, based on the Guidelines above, to promote development in keeping with the character of the township. As a priority, undertake a review and implement the recommendations of the South Gippsland Heritage Study (2004) for Loch. As part of the Heritage Review, investigate application of a Heritage Overlay to the commercially-zoned land (including the Mixed Use Zone) to protect and enhance the village character of the Town Centre.

**Reference documents**

*Loch Structure Plan June 2013 (as amended)*

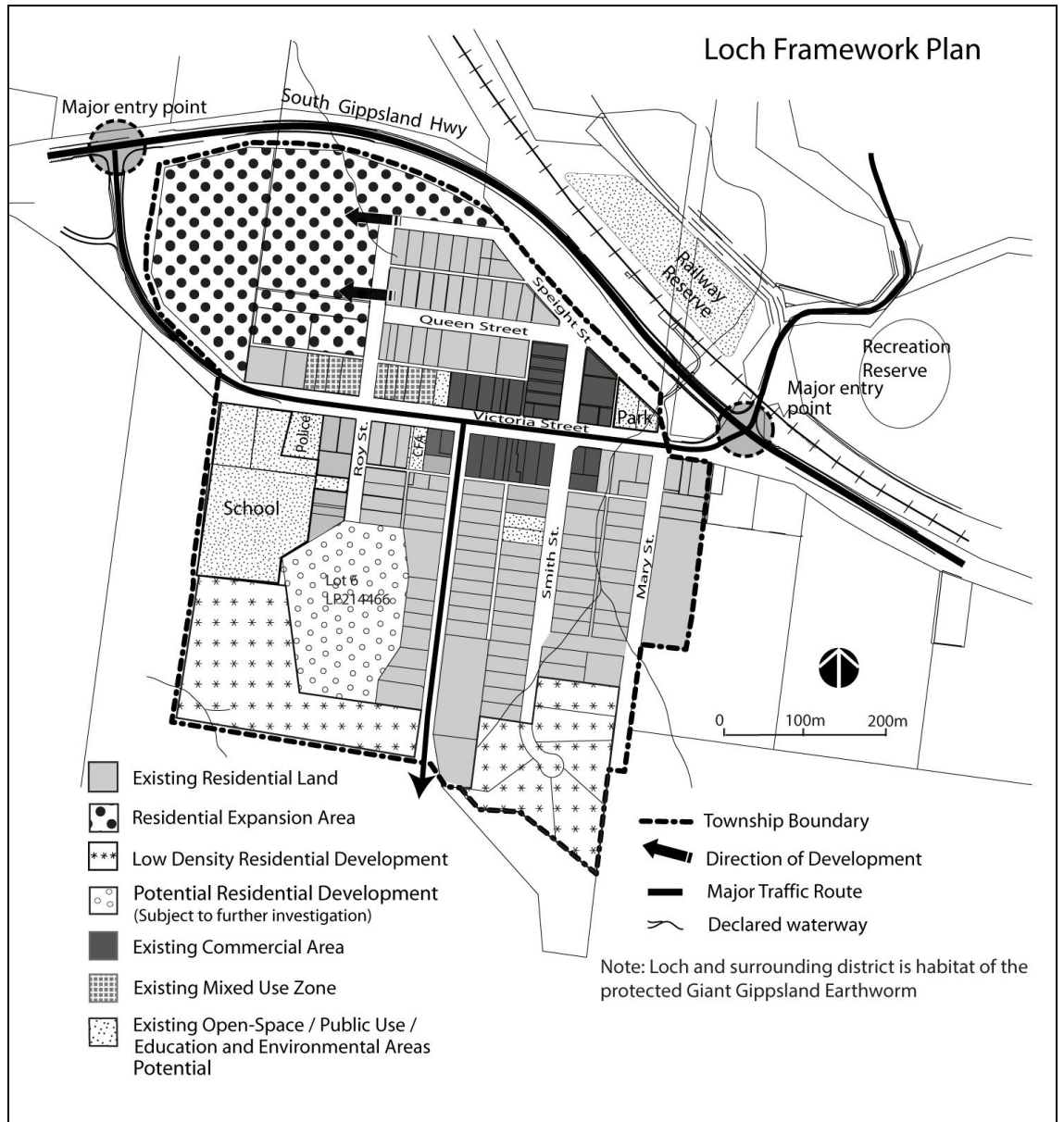
*Infrastructure Design Manual (version 4, March 2013) (as amended)*

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*South Gippsland Open Space Strategy 2007(as amended)*

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*The South Gippsland Housing and Settlement Strategy, 2013*



**21.15-7 Poowong**

05/06/2014  
C80

Poowong is a small rural township located on a narrow ridgeline with panoramic views over the surrounding rural hills. Its role as a service township for the surrounding agricultural communities will continue. The town can support a limited level of population growth.

**Local area implementation**

- Promote the use and development of land in accordance with the strategic direction in the Poowong Framework Plan.
- Retain and strengthen Poowong as a small service township supporting residents and surrounding agricultural communities.

**Settlement**

- Promote residential development that respects Poowong's rural character and landscape values.
- Ensure that residential land release occurs in a staged, contiguous and integrated manner with subdivision designs that respond to the topographic, landscape and environmental constraints of the land.
- Ensure that any residential expansion into greenfield development sites does not occur until reticulated sewerage is available.

**Economy**

- Consolidate the Town Centre on the Poowong Ranceby Road.
- Encourage and support community and commercial/retail opportunities in the Town Centre.
- Improve community, industrial and retail services, facilities and employment opportunities to support Poowong residents and visitors.
- Continue to support the operation of the abattoir and milk processing factory and other industrial business as important employment providers in Poowong.

**Landscape and built form**

- Promote site responsive development that respects Poowong's rural character and landscape values.
- Protect the natural environmental qualities and landscape values of the township to retain its attraction for tourism and rural living.

**Infrastructure**

- Consider the requirement for new or improved public infrastructure and how infrastructure is to be provided / funded when land is rezoned for residential development.
- Improve opportunities for walking and cycling in Poowong.
- Require new developments to connect to the reticulated sewerage system.
- Promote walking and cycling around the township by providing shared walking and cycling paths between residential areas, the Town Centre and services.

**Further strategic work**

- Investigate introducing a development overlay control (DDO) or Development Plan Overlay (DPO) to greenfield residential land to promote subdivision and development in keeping with the small township rural character of Poowong. Controls should consider matters such as height, setbacks, site coverage, external colours and slope sensitive design that minimises the requirement for earthworks.

- Rezone land in accordance with the Poowong Framework Plan at the initiation of landowners, when demand can be justified, and the policies for Poowong can be satisfied.

**Reference documents**

*Poowong Structure Plan June 2013 (as amended)*

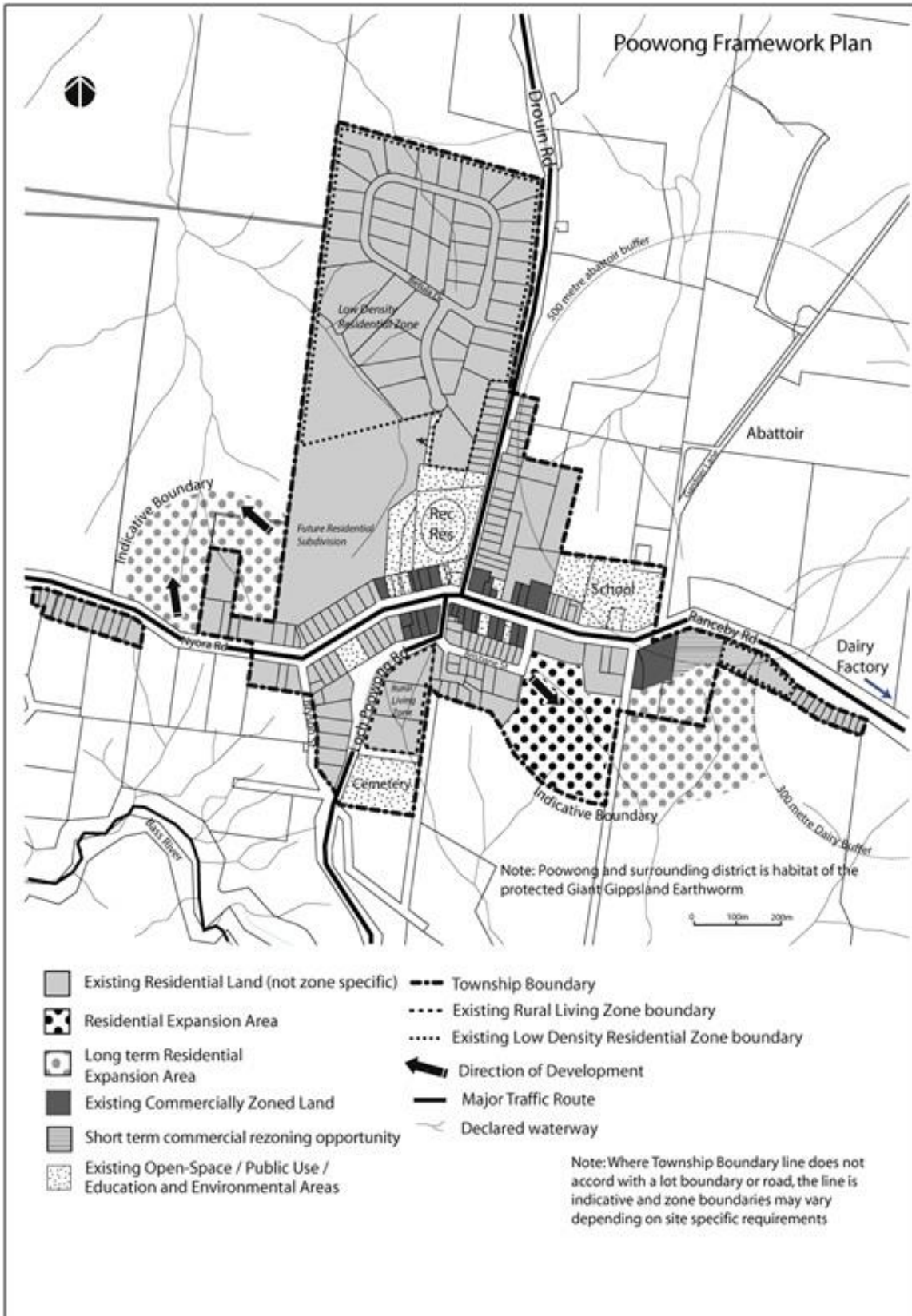
*Infrastructure Design Manual (version 4, March 2013) (as amended)*

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*South Gippsland Open Space Strategy 2007(as amended)*

*South Gippsland Recreation Plan 2007 (as amended)*

*The South Gippsland Housing and Settlement Strategy, 2013*





**21.15-8**05/06/2014  
C80**Meeniyan**

Meeniyan is a small rural town that provides retail, community and trades services to its residents and the smaller settlements in the surrounding district. Located at an important junction on the main route to Wilsons Promontory, Meeniyan's tourism role as 'Gateway to the Prom' is boosted by its arts, culture and food attractions.

**Local area implementation**

- Promote the use and development of land in accordance with the strategic direction provided in the Meeniyan Framework Plan.
- To retain Meeniyan as a small rural town that offers a quality lifestyle for its residents.

**Settlement**

- Promote a range of residential options that respects the small town character and landscape values of Meeniyan.
- Promote medium density residential development near the commercial centre to support retirement living and smaller household opportunities.
- Ensure that residential land release occurs in a staged, contiguous and integrated manner with subdivision designs responding to the topographic, landscape and environmental constraints of the land.

**Economy**

- Retain Meeniyan as a provider of retail, community and trades services to its residents and the smaller surrounding settlements in the region.
- Consolidate commercial development in the Town Centre precinct, from the intersection of Whitelaw Street and Geale Street to the intersection of Whitelaw Street and Ross Street.
- Support the development of service industrial uses on the Meeniyan - Nerrena Road to the north of the township and in appropriately zoned locations on the South Gippsland Highway.
- Encourage the development of tourist accommodation in Meeniyan.
- Encourage the development of music, arts, culture and food services in Meeniyan.

**Landscape and built form**

- Promote housing diversity to support a range of household types and retirement living opportunities.
- Promote site responsive development that respects the small town character and landscape values of Meeniyan.

**Infrastructure**

- Require new developments to connect to the reticulated sewerage system.
- Consider the requirement for new or improved public infrastructure and how infrastructure is to be provided / funded when land is rezoned for residential development.

**Further strategic work**

- Rezone land in accordance with the Meeniyan Framework Plan at the initiation of landowners, when demand can be justified, and the Objectives and Strategies for Meeniyan can be satisfied.

**Reference documents**

*Meeniyan Structure Plan June 2013 (as amended)*

*Infrastructure Design Manual (version 4, March 2013) (as amended)*

*Healthy by Design 2012 (as amended)*

*South Gippsland Open Space Strategy 2007(as amended)*

*South Gippsland Recreation Plan 2007 (as amended)*

*The South Gippsland Housing and Settlement Strategy, 2013*

Meeniyan Framework Plan



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| <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #cccccc; border: 1px solid black; margin-right: 5px;"></span> Existing Residential Zoned Land</li> <li><span style="display: inline-block; width: 15px; height: 10px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, black 2px, black 4px); border: 1px solid black; margin-right: 5px;"></span> Residential Expansion Investigation Area</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; background: repeating-linear-gradient(-45deg, transparent, transparent 2px, black 2px, black 4px); margin-right: 5px;"></span> Low Density Residential Zone Expansion Investigation Area</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #333333; border: 1px solid black; margin-right: 5px;"></span> Existing Commercial Land</li> <li><span style="display: inline-block; width: 15px; height: 10px; background: repeating-linear-gradient(-45deg, transparent, transparent 2px, black 2px, black 4px); border: 1px solid black; margin-right: 5px;"></span> Existing Industrial Land</li> </ul> | <ul style="list-style-type: none"> <li><span style="display: inline-block; border-top: 2px dashed black; width: 20px; margin-right: 5px;"></span> Township Boundary</li> <li><span style="display: inline-block; border-top: 2px dotted black; width: 20px; margin-right: 5px;"></span> Existing Rural Living Zone boundary</li> <li><span style="display: inline-block; border-top: 2px solid black; width: 20px; margin-right: 5px;"></span> Major Traffic Route</li> <li><span style="display: inline-block; border-top: 1px solid black; width: 20px; margin-right: 5px;"></span> Declared waterway</li> <li><span style="display: inline-block; width: 15px; height: 10px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, black 2px, black 4px); border: 1px solid black; margin-right: 5px;"></span> Existing Open-Space / Public Use / Education and Environmental Areas</li> </ul> |
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**21.15-9**13/06/2014  
C98**Venus Bay**

Future population growth in Venus Bay, when required, will be promoted within the existing zoned land and in the growth areas defined on the *Venus Bay Framework Plan*. It will provide low end convenience facilities and rely on Tarwin Lower and Leongatha for access to major retail, industrial and commercial facilities. Simple urban forms, low rise development and the natural bushland setting will continue to characterise the appearance of the village.

**Local area implementation**

- Ensure that any proposed use and development of land in Venus Bay is generally in accordance with the Venus Bay Estate 1 and Estate 2 Framework Plans

**Settlement**

- Discourage development in areas susceptible to erosion
- Maintain the current housing density
- Limit projected residential growth to the long term development areas identified on the *Venus Bay Framework Plan*
- Ensure that any expansion into the long term development areas identified on the *Venus Bay Framework Plan* does not occur until the following Development Prerequisites have been met:
  - a significant proportion of vacant lots within the Township Zone and Low Density Residential Zone have been developed
  - reticulated water and sewerage is available
  - further investigation is undertaken to confirm the extent of potential problems associated with acid sulfate soils and flooding
  - further investigation is undertaken to confirm the location of sites of recognised cultural and heritage significance
  - further investigation is undertaken to confirm the location of sites of recognised environmental significance

**Environment**

- Ensure that each site is capable of on-site waste disposal that does not prejudice groundwater quality
- Maintain areas of indigenous and native vegetation where possible in new development
- Protect the environmental values of Anderson Inlet and Cape Liptrap Coastal Park

**Landscape and built form**

- Maintain the low key holiday character of the village and preserve the different styles of each estate
- Maintain the rural buffer between the first, second and third estates of Venus Bay as well as between Venus Bay and Tarwin Lower
- Encourage the use of best practice water sensitive urban design measures for new developments

- Promote ecologically sustainable and attractive forms of development that complement the natural environmental characteristics of Venus Bay

#### **Further strategic work**

- Investigate a flood study for Venus Bay to inform a local policy or overlay control within the planning scheme. The study should include a reference to climate change impacts
- Review the suitability of planning controls to land potentially affected by flooding, acid sulfate soils and sites of known cultural heritage significance. Amend or develop new controls as appropriate
- Develop a Master Plan, which clearly defines the boundaries of commercial development, and planning controls to ensure that the design of commercial areas is consistent with preferred town character
- Investigate rezoning land to the south of Jupiter Boulevard, Venus Bay, from Township Zone to Commercial 1 Zone as shown in the *Venus Bay Framework Plan* in order to focus the commercial use and development into a central precinct and reduce these uses amongst residential uses
- Investigate rezoning the Commercial 1 Zone land in Black Avenue in Venus Bay Estate 2 to Township Zone, in order to recognise and support the existing role of the commercial area in Venus Bay Estate 1

#### **Reference documents**

*Venus Bay Urban Design Framework: Settlement Background Paper (2006)*

*Infrastructure Design Manual (version 4, March 2013) (as amended)*

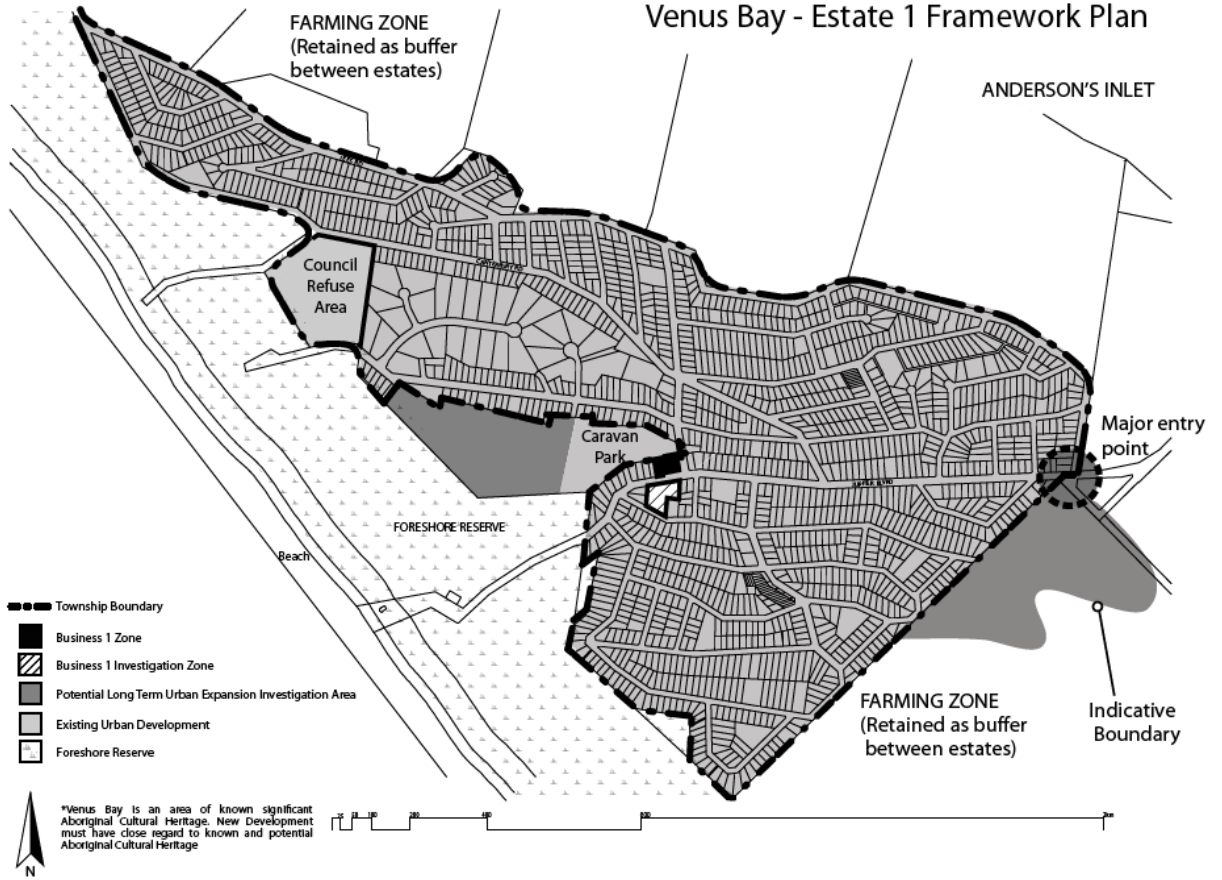
*Healthy by Design 2012 (as amended)*

*South Gippsland Open Space Strategy 2007(as amended)*

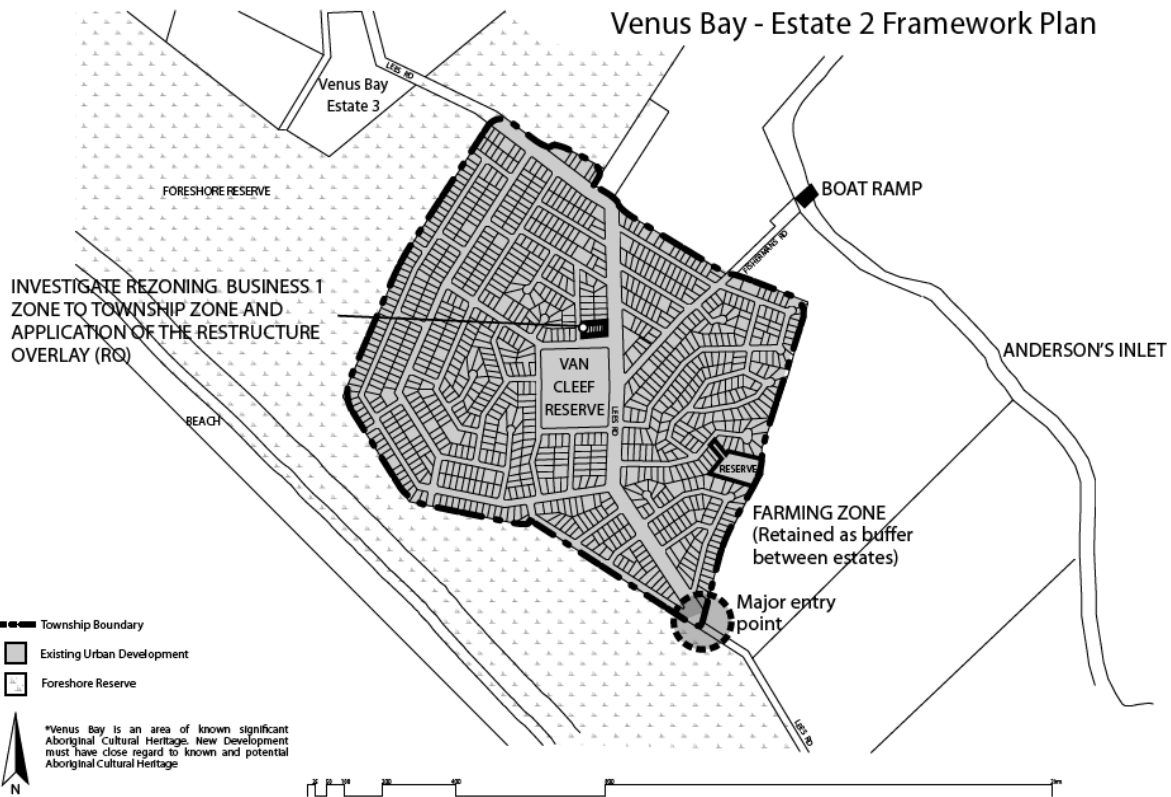
*South Gippsland Recreation Plan 2007 (as amended)*

*The South Gippsland Housing and Settlement Strategy, 2013*

Venus Bay - Estate 1 Framework Plan



Venus Bay - Estate 2 Framework Plan



**21.15-10 Waratah Bay**05/06/2014  
C80

There is an opportunity to capitalise on the unique views and nature based recreation opportunities in and around Waratah Bay. Views of Waratah Bay, Wilson's Promontory and Cape Liptrap Coastal Park are key features of the area. Flora and fauna, cultural and landscape values and nature based recreation will be promoted and supported. Future population growth will be promoted within the existing zoned land and in the growth areas defined on the *Waratah Bay Framework Plan* when required. It will rely on Foster and Leongatha for access to major retail, industrial and commercial facilities.

**Local area implementation**

- Ensure that any proposed use and development of land in Waratah Bay is generally in accordance with the *Waratah Bay Framework Plan*

**Settlement**

- Maintain current housing density
- Ensure that any expansion into the long term development areas identified on the Waratah Bay Framework Plan does not occur until the following Development Prerequisites have been met:
  - a significant proportion of vacant lots within the Township Zone and Low Density Residential Zone has been developed
  - reticulated water and sewerage is made available
  - further investigation is undertaken to confirm the extent of potential problems associated with flooding
  - further investigation is undertaken to confirm the location of sites of recognised cultural heritage significance
  - further investigation is undertaken to confirm the location of sites of recognised environmental significance
  - plans are included to minimise the visual impact from key viewing locations, particularly town approaches and high points in the coastal landscape

**Environment**

- Protect the environmental values of Cape Liptrap Coastal Park, the beaches and flora and fauna in and around Waratah Bay
- Promote Waratah Bay as the gateway to Cape Liptrap Coastal Park and as a tourist destination for nature-based recreation
- Promote environmentally sustainable principles within the coastal hamlet
- Develop a network of habitat corridors and vegetation linkages throughout the town

**Economy**

- Maintain the low level of commercial development within the hamlet

**Landscape and built form**

- Maintain areas of indigenous and native vegetation in new development

- Protect the identified landscape values of the area including the views across Waratah Bay, Wilson’s Promontory and Cape Liptrap Coastal Park by:
  - maintaining the rural buffer between Waratah Bay and Sandy Point
  - maintaining the low-key, unobtrusive coastal character of the hamlet

**Further strategic work**

- Rezone land at Waratah Avenue and Caringal Street, Waratah Bay, known as Lots 1, 2 and 3 of LP147252, from Farming Zone to Rural Conservation Zone, in order to better protect the environmental significance of the area
- Develop and implement a planning scheme response to achieve design objectives relating to built form, building heights, siting, setbacks, site coverage, materials, colours, fencing, landscaping treatments and soil disturbance and vegetation retention
- Define long term development areas in Waratah Bay through implementation of the *Waratah Bay Framework Plan*

**Reference document**

*Waratah Bay Urban Design Framework: Settlement Background Paper (2006)*

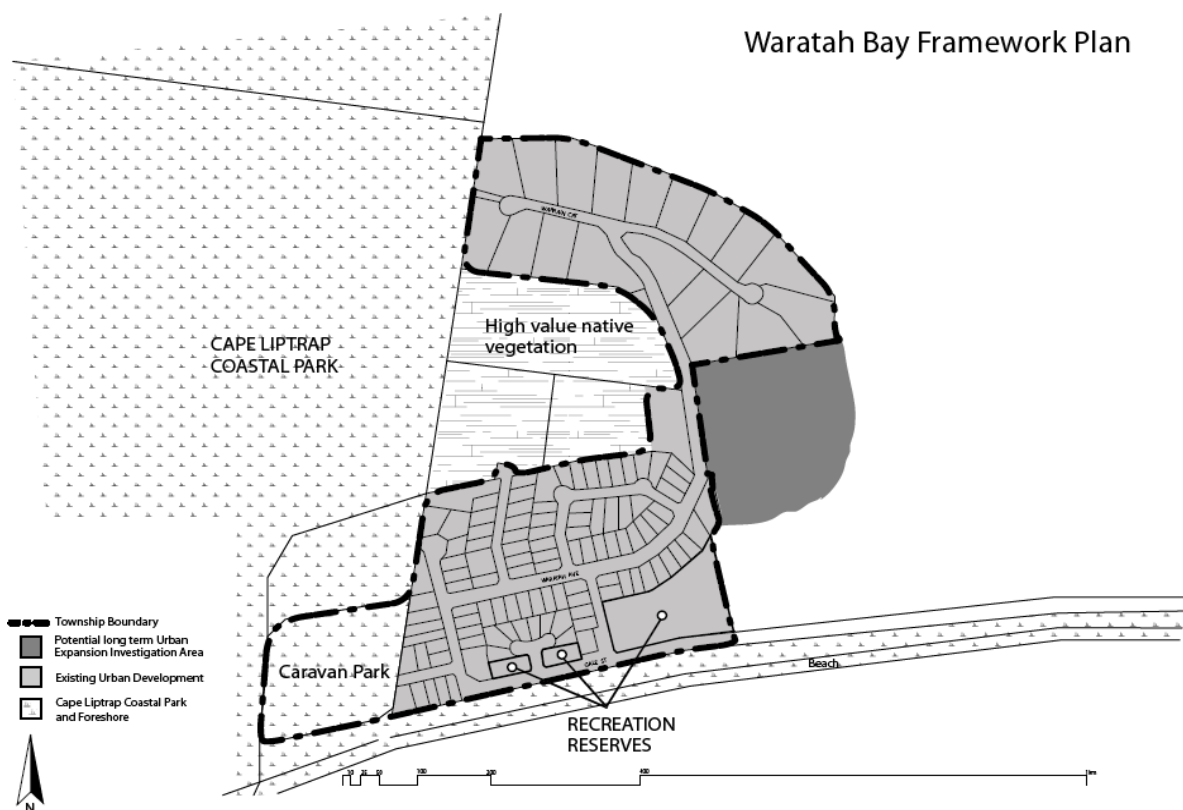
*Infrastructure Design Manual (version 4, March 2013) (as amended)*

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*South Gippsland Open Space Strategy 2007(as amended)*

*South Gippsland Recreation Plan 2007 (as amended)*

*The South Gippsland Housing and Settlement Strategy, 2013*





**21.15-11 Sandy Point**05/06/2014  
C80

Future population growth in Sandy Point, when required, will be promoted within the existing zoned land and in the growth areas defined on the *Sandy Point Framework Plan*. The town will rely on Foster and Leongatha for access to major retail, industrial and commercial facilities. Simple urban forms, low rise development and the natural bushland setting will continue to characterise the appearance of the area.

**Local area implementation**

- Ensure that any proposed use and development of land in Sandy Point is generally in accordance with the *Sandy Point Framework Plan*

**Settlement**

- Maintain the current housing density
- Promote long term development areas in locations which maintain pedestrian accessibility to the nearby foreshore and commercial centre
- Ensure that any expansion into the long term development areas identified on the *Sandy Point Framework Plan* does not occur until the following development prerequisites have been met:
  - a significant proportion of vacant lots within the Township Zone and Low Density Residential Zone have been developed
  - reticulated water and sewerage is available
  - further investigation is undertaken to confirm the extent of potential problems associated with acid sulfate soils and flooding
  - further investigation is undertaken to confirm the location of sites of recognised cultural and heritage significance
  - further investigation is undertaken to confirm the location of sites of recognised environmental significance

**Landscape and built form**

- Maintain the low key, holiday character of the village
- Promote development that respects and enhances the coastal character of the village
- Maintain the rural buffer between Sandy Point and Waratah Bay
- Promote environmentally-sustainable principles within the village, including the use of best practice water sensitive urban design measures for new developments

**Further strategic work**

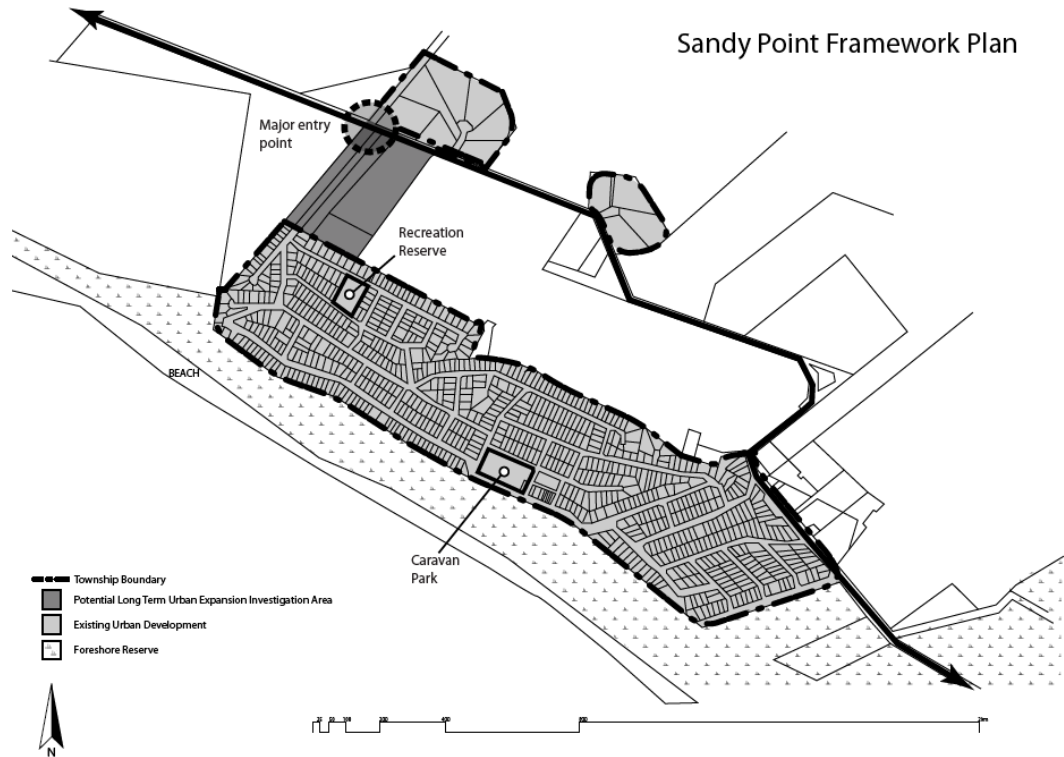
- Implement a planning scheme response to achieve design objectives relating to built form, building heights, siting, setbacks, site coverage, materials, colours, fencing, landscaping treatments and soil disturbance and vegetation retention

**Reference documents**

*Sandy Point Urban Design Framework: Settlement Background Paper (2006)*

*Infrastructure Design Manual (version 4, March 2013) (as amended)*

*Healthy by Design 2012 (as amended)*  
*South Gippsland Open Space Strategy 2007(as amended)*  
*South Gippsland Recreation Plan 2007 (as amended)*  
*The South Gippsland Housing and Settlement Strategy, 2013*



**21.15-12 Tarwin Lower**

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 G88  
[Proposed](#)  
[C81](#)

Future population growth for Tarwin Lower will be promoted within the existing zoned land and in the growth areas defined on the *Tarwin Lower Framework Plan* following detailed investigation of site constraints such as flooding and acid sulphate soils. Unobtrusive development will continue to demonstrate the low key character of the hamlet.

**Local area implementation**

- Ensure that any proposed use and development of land in Tarwin Lower is generally in accordance with the *Tarwin Lower Framework Plan*
- Promote Tarwin Lower as an important local centre serving the needs of the local community and tourists in the southern portion of the Shire

**Settlement**

- Maintain the current housing density
- Encourage infill development of suitable vacant lots within the Township Zone and Low-Density Residential Zone
- Ensure that any expansion into the long term development areas identified on the *Tarwin Lower Framework Plan* does not occur until the following Development Prerequisites have been met:

- a significant proportion of vacant lots within the Township Zone and Low Density Residential Zone have been developed
- reticulated water and sewerage is made available
- further investigation is undertaken to confirm the extent of potential problems associated with flooding
- further investigation is undertaken to confirm the location of sites of recognised cultural heritage significance
- further investigation is undertaken to confirm the location of sites of recognised environmental significance

### **Environment**

- Protect the environmental values of the Tarwin River environment and Anderson Inlet
- Maintain areas of indigenous and native vegetation where possible in new development

### **Economy**

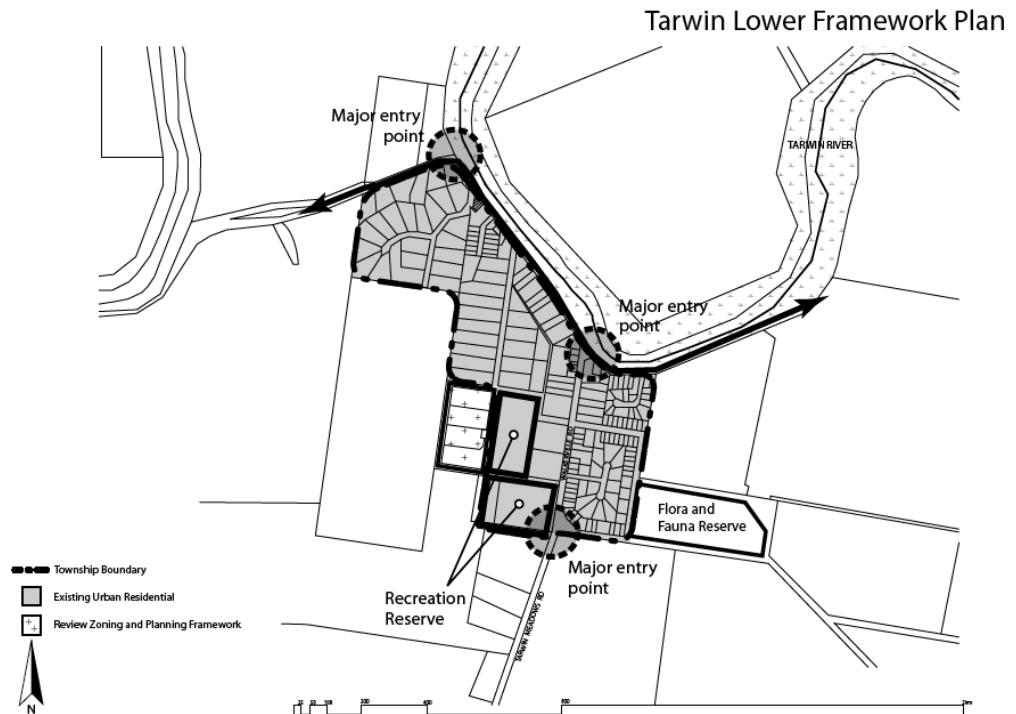
- Focus new commercial and industrial use and development within the existing commercial precinct in Evergreen Road between Walkerville Road and School Road
- Discourage commercial and industrial use and developments within the residential areas

### **Landscape and built form**

- Maintain the low-key rural character of Tarwin Lower
- Encourage development that enhances the character of the commercial precinct
- Maintain the rural buffer between Tarwin Lower and Venus Bay
- Promote environmentally sustainable principles including the use of best practice water sensitive urban design measures for new developments

### **Further strategic work**

- ~~▪ Review the suitability of Environmental Significance Overlay, schedule 6, and develop amended or new controls as appropriate, to address land potentially affected by flooding~~
- When demand can be demonstrated, investigate rezoning land defined for urban and residential purposes on the *Tarwin Lower Framework Plan*, subject to the detailed investigation of issues including the extent of flooding and acid sulfate soils
- Review the suitability of planning controls relating to land potentially affected by acid sulfate soils and develop amended or new controls as appropriate



- Implement a planning scheme response to achieve design objectives relating to built form, building heights, siting, setbacks, site coverage, materials, colours, fencing, landscaping treatments and soil disturbance and vegetation retention

#### Reference documents

*Tarwin Lower Urban Design Framework: Settlement Background Paper (2006)*

*Infrastructure Design Manual (version 4, March 2013) (as amended)*

*Healthy by Design 2012 (as amended)*

*South Gippsland Open Space Strategy 2007(as amended)*

*South Gippsland Recreation Plan 2007 (as amended)*

*The South Gippsland Housing and Settlement Strategy, 2013*

21.15-13

05/06/2014

C80

Proposed

C81

#### Eastern District towns (Port Franklin, Toora, Welshpool and Port Welshpool) and localities (Mt Best, Agnes and Hedley)

The Eastern District has a network of small towns and localities with a range of roles and services designed to cater for the needs of residents and visitors to the Shire. The towns are Port Franklin, Toora, Welshpool and Port Welshpool. The localities are Mt Best, Agnes and Hedley.

#### Local area implementation

- To provide an attractive and safe residential environment and strengthen the economic future of the small towns within the Shire.

### **Settlement**

- Promote the use and development of land in accordance with the strategic guidance provided in the Eastern District Urban Design Framework Plans.

### **Economy**

- Encourage economic development, particularly in relation to tourism and industry.
- Identify the Town Centres of Toora and Welshpool as the preferred focus for commercial services and facilities in those towns.
- Encourage small-scale tourism within the Township Zone in Toora, Welshpool Port Welshpool and Port Franklin.
- Encourage medium-scale tourism, compatible with any environmental constraints, in the precinct in the Township Zone in the vicinity of Long Jetty at Port Welshpool.

### **Landscape and built form**

- Promote ecologically sustainable and attractive forms of development that complement the natural and built environmental characteristics of the small coastal towns.
- Encourage development that is sympathetically designed and located so as to protect the environmental and landscape values of the surrounding area.
- Conserve and enhance heritage places, in particular along Stanley Street Toora, in recognition of their contribution to the overall image of the Eastern District towns and localities.

### **Infrastructure**

- Improve community services and facilities in the township.
- Discourage development in the absence of reticulated sewerage at Port Franklin.

### **Further strategic work**

- Rezone land in accordance with the Port Franklin, Toora, Welshpool and Port Welshpool Land Use Frameworks, and the Urban Design Frameworks for Mt Best, Agnes and Hedley.
- Review zonings, overlays and investigation areas in accordance with the Land Use Frameworks and Urban Design Frameworks for Port Franklin, Toora, Welshpool and Port Welshpool, and the Urban Design Frameworks for Mt Best, Agnes and Hedley.
- Develop and implement urban design actions for the improvement of the visual image of Port Franklin, Toora, Welshpool and Port Welshpool in accordance with the Eastern District Urban Design Frameworks.
- Undertake a review and implement the recommendations of the South Gippsland Heritage Study (2004) for the Eastern District towns and localities. As part of the Heritage Review, investigate application of a Heritage Overlay to Stanley Street properties to protect and enhance the heritage character of Toora's Town Centre.

### **Reference documents**

*Eastern District Urban Design Frameworks (January 2012)*

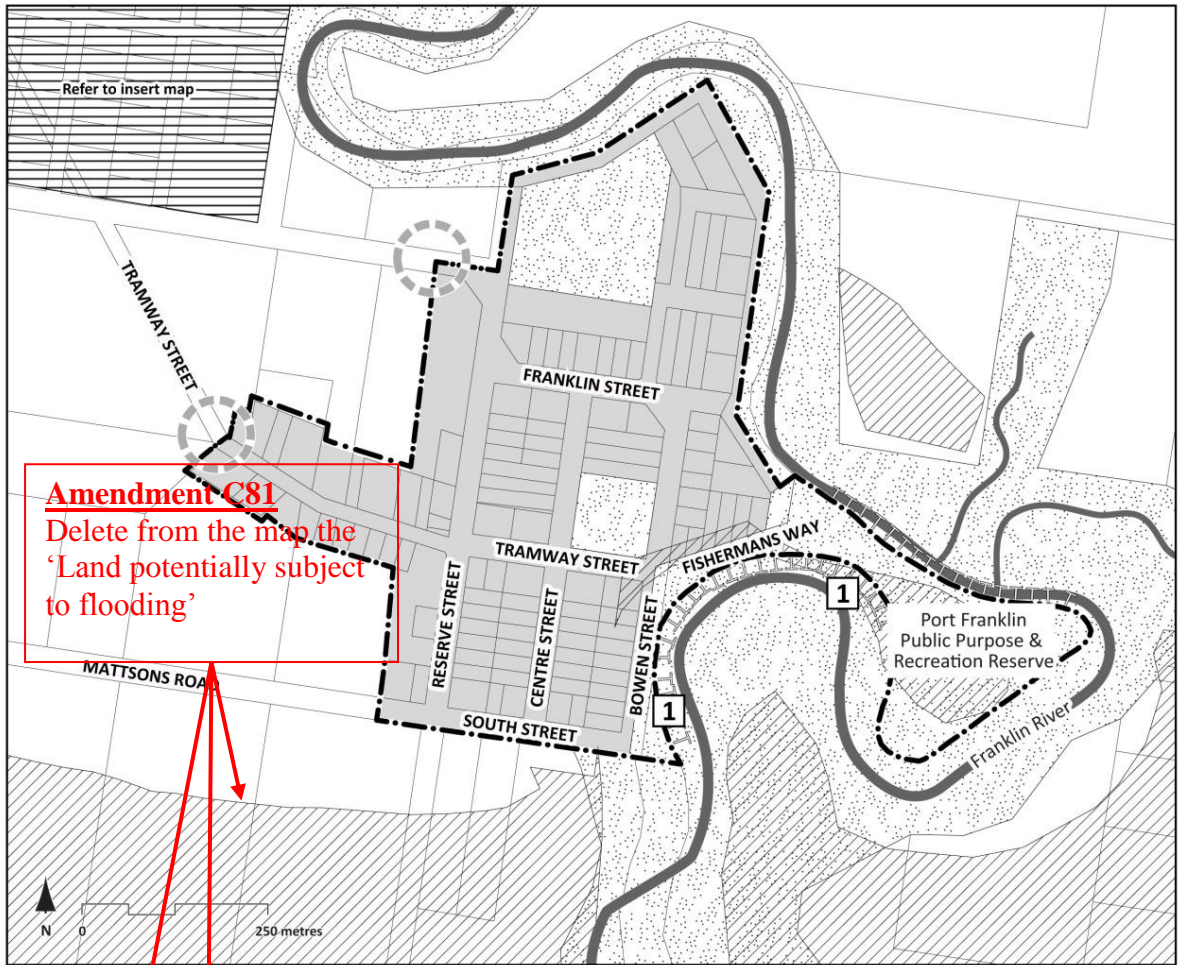
*Infrastructure Design Manual (version 4, March 2013) (as amended)*

*Healthy by Design 2012 (as amended)*

*South Gippsland Open Space Strategy 2007(as amended)*

*South Gippsland Recreation Plan 2007 (as amended)*

*The South Gippsland Housing and Settlement Strategy, 2013*



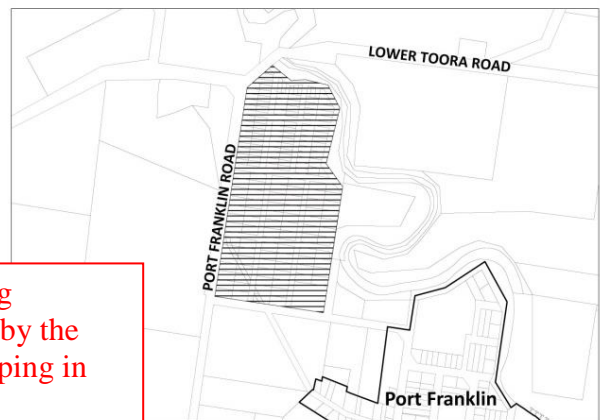
- Urban Zoned land
- Open Space / Public Use / Education & Environmental Areas
- Land potentially subject to flooding\*
- Restructure Overlay Investigation Area
- Township Boundary
- Waterway
- Township Gateway

\*Note: Refer to Catchment Management Authority for precise flood extent information.

**SUPPORT TOURISM OPPORTUNITIES:**

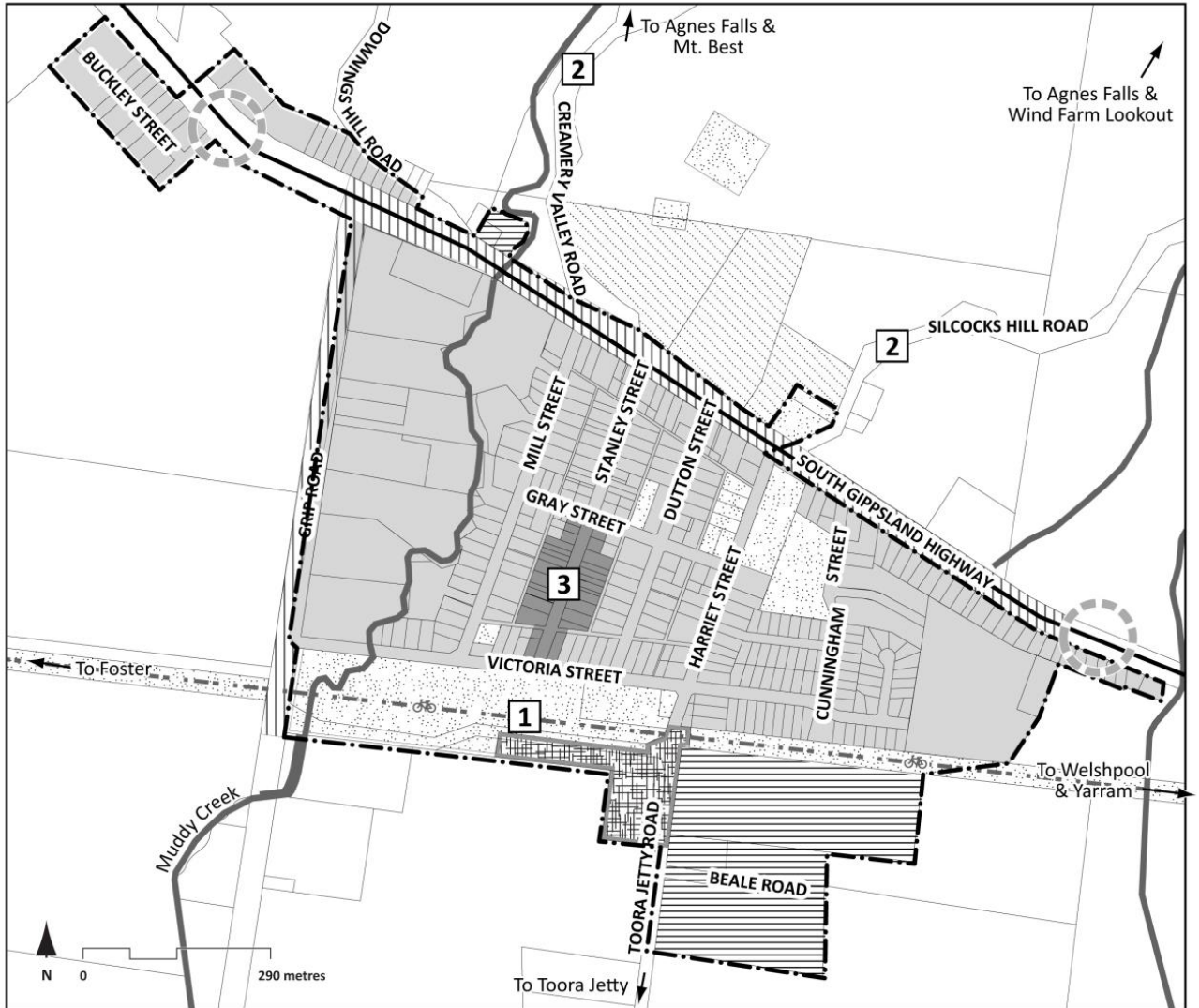
- 1** Bowen Street & Fishermans Way Precinct

**INSERT MAP:**



**Amendment C81 Note:** The flood mapping displayed in this map is being superseded by the 'Land Subject to Inundation Overlay' mapping in the Planning Scheme maps.

Toora Framework Plan



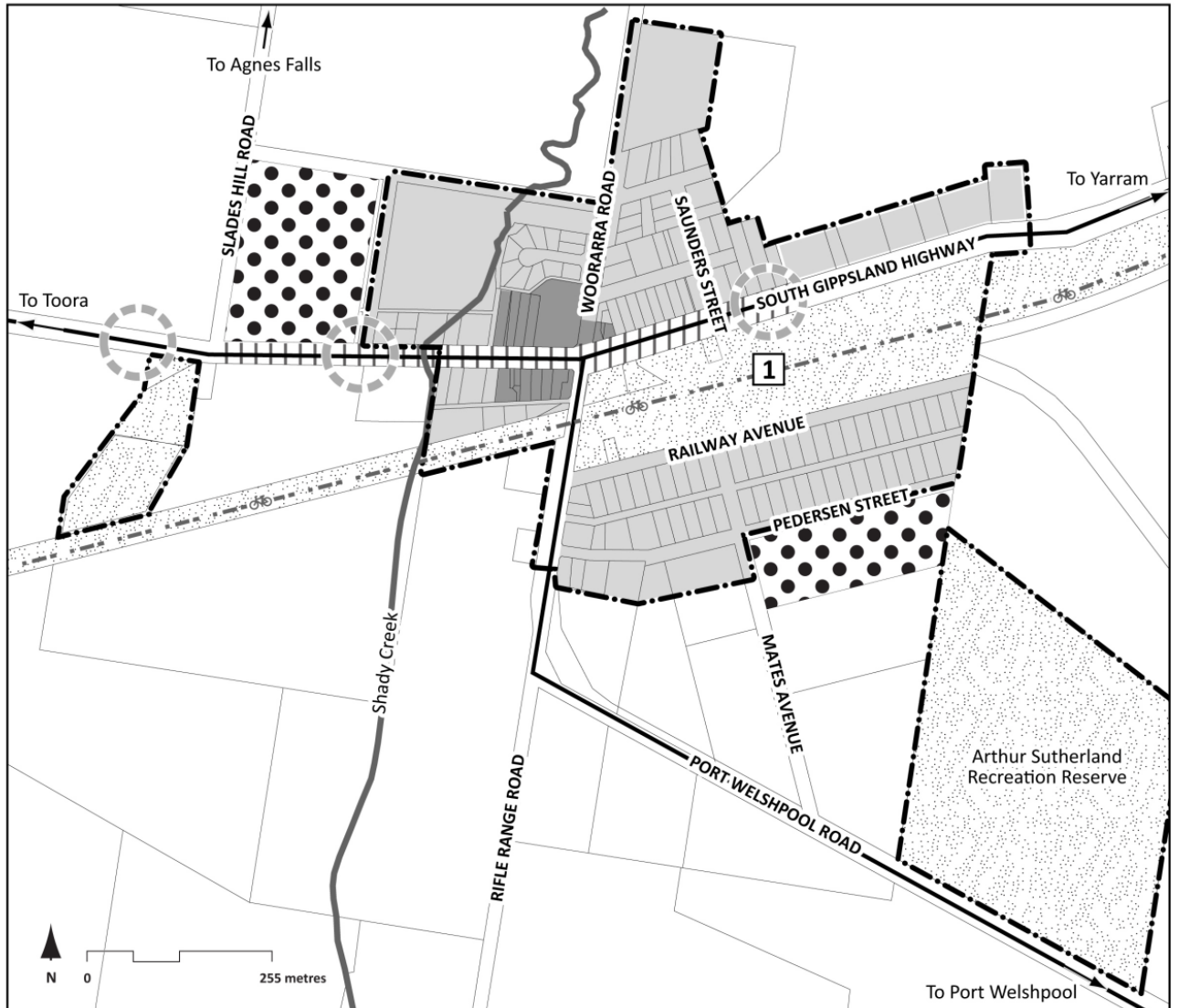
- Town Centre
- Urban Zoned land
- Industrial Zoned land
- Rural Activity Zoned land
- Open Space / Public Use / Education & Environmental Areas
- Future Rezoning Investigation Area
- Township Boundary
- Major Traffic Route
- Great Southern Rail Trail
- Waterway
- Township Gateway
- Avenue of Honour

**SUPPORT TOURISM OPPORTUNITIES:**

- 1** Great Southern Rail Trail
- 2** Scenic Tourist Drive
- 3** Toora Historic Town Centre



Welshpool Framework Plan

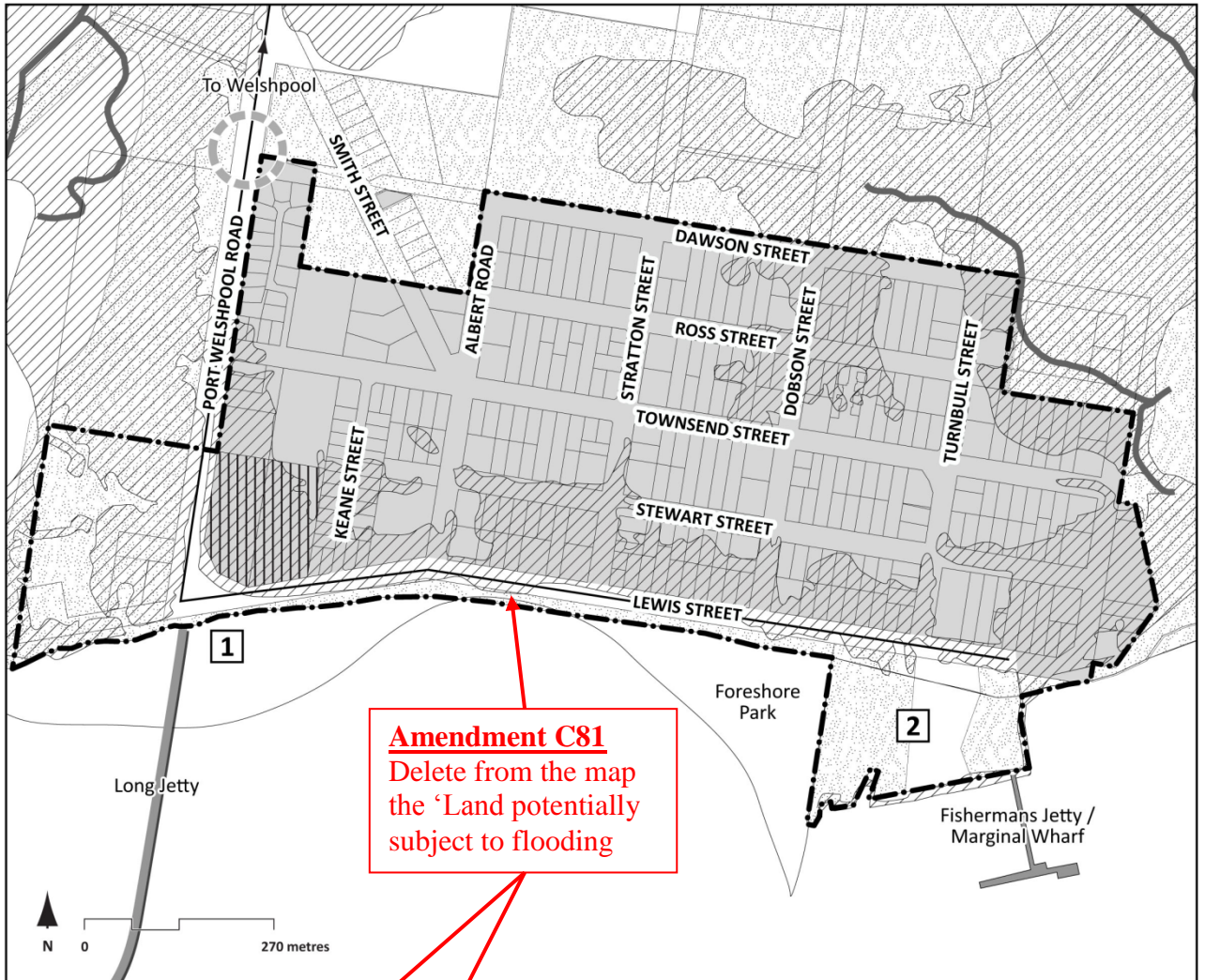


- Town Centre
- Urban Zoned land
- Residential Investigation Expansion Areas
- Open Space / Public Use / Education & Environmental Areas
- Township Boundary
- Major Traffic Route
- Great Southern Rail Trail
- Waterway
- Township Gateway
- Avenue of Honour

**SUPPORT TOURISM OPPORTUNITIES:**

- Great Southern Rail Trail

Port Welshpool Framework Plan



**Amendment C81**  
Delete from the map  
the 'Land potentially  
subject to flooding'

- Urban Zoned Land
- Open Space / Public Use / Education & Environmental Areas
- Preferred for Tourism-related Use
- Land potentially subject to flooding\*
- Township Boundary
- Major Traffic Route
- Waterway
- Township Gateway

**SUPPORT TOURISM OPPORTUNITIES:**

- 1** Long Jetty Precinct
- 2** Marine Facility

**Amendment C81 Note:** The flood mapping displayed in this map is being superseded by the 'Land Subject to Inundation Overlay' mapping in the Planning Scheme maps.

\*Note: Refer to Catchment Management Authority for precise flood extent information.

**21.15-14 Small towns**28/08/2014  
C95

South Gippsland Shire's small towns contain a range of roles and services designed to cater for the needs of residents and visitors to the Shire. It is important to maintain an attractive and safe residential environment and to strengthen the economic future of the small towns within the Shire.

**Settlement**

- Maintain Walkerville, Walkerville North and the Promontory Views Estate as principally unserviced holiday destinations

**Economy**

- Encourage small towns to identify niche business sectors that can be used to exploit the tourist market
- Encourage aquaculture and other marine related activities at Port Welshpool
- Encourage self-contained tourist development at Yanakie
- Promote equine related land uses between Stony Creek and Meeniyan
- Discourage any further commercial development in the Walkerville, Walkerville North and Promontory Views Estate area apart from non-retail commercial facilities which are aimed at the tourist market and which could be readily confined to a house or residential property
- Ensure that prior to approval of any rezoning proposal that the sealing of Aerodrome Road leading to Leognatha Airport is completed to the satisfaction of Council and any agreement relevant to the property

**Landscape and built form**

- Promote ecologically sustainable and attractive forms of development that complement the natural environmental characteristics of the small coastal towns
- Encourage sympathetically designed and sited development to protect the environmental and landscape values of the surrounding area
- Improve the visual amenity of the western entrance to Fish Creek

**Further strategic work**

- Develop policies and actions for the future development of Yanakie and the surrounding area, recognising the importance of Yanakie's strategic location in respect to Wilson's Promontory
- Undertake detailed planning in the Cape Liptrap area to ensure preservation of its complex and unique plant communities
- Develop local structure plans for each town to coordinate future development in and around the towns
- Investigate options to provide low cost reticulated sewerage to all small towns
- Develop stormwater management plans for all towns
- Investigate applying a Restructure Overlay over old Crown township areas:
  - west of Meeniyan
  - south of Toora in the vicinity of Grip Road

- west of Port Franklin
- west of Stony Creek
- north east of Fish Creek
- west of Hedley
- Investigate the future use of the railway land within the town centre of Meeniyah
- Investigate formally closing the old alignment of the South Gippsland Highway – Stony Creek Road in Stony Creek
- Investigate rezoning of land between Stony Creek township and racecourse to Low Density Residential Zone and Rural Living
- Investigate the rezoning of land to the west of Koonwarra to Low Density Residential or Rural Living Zone
- Investigate the rezoning of the Leongatha Airport and land north of the Koonwarra saleyards (bounded by Hogans Road, the Rail Trail and South Gippsland Highway) for uses which complement and build upon these existing precincts while not compromising the industrial areas in Leongatha
- Rezone Council owned land adjacent to the waste management facility in Koonwarra-Inverloch Road to Public Conservation Resource Zone to recognise its significant vegetation and habitat

#### **Reference documents**

*Infrastructure Design Manual (vers 4, March 2013) (as amended)*

*Healthy by Design 2012 (as amended)*

*South Gippsland Open Space Strategy 2007(as amended)*

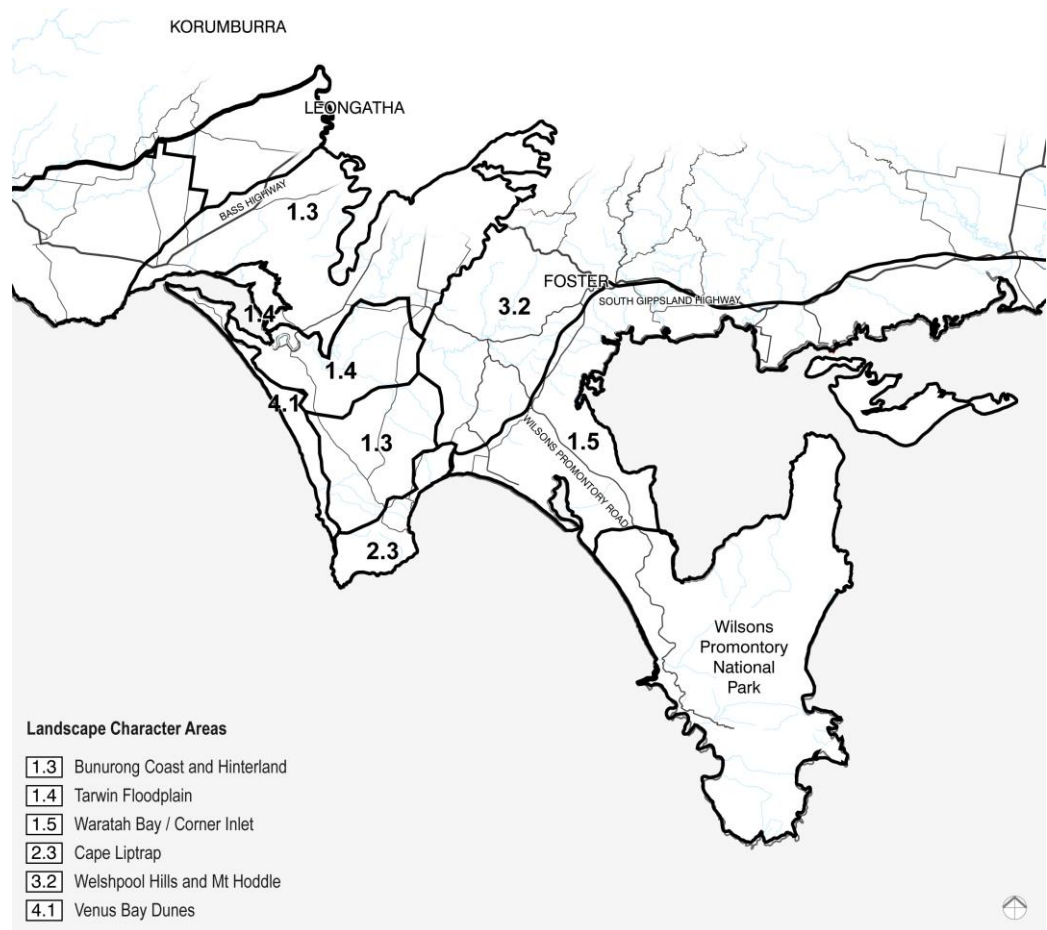
*South Gippsland Recreation Plan 2007 (as amended)*

*The South Gippsland Housing and Settlement Strategy, 2013*

#### **21.15-15 Landscape character areas**

05/06/2014  
C80

The *Coastal Spaces Landscape Assessment Study* (2006) assessed the coastal landscapes of the Shire and identified six perceptibly different Character Areas. These are shown on the Landscape Character Areas map and described in this Clause. Further detail, including Landscape Management Guidelines, is found in the *Coastal Spaces Landscape Assessment Study: South Gippsland Municipal Reference Document* (2006).



### Character Area 1.3 – Bunurong coast and hinterland

This area includes the diverse and rugged Bunurong coastline between Kilcunda and Inverloch in Bass Coast Shire, and a largely cleared, rolling pastoral hinterland extending inland to the Strzelecki Range and east to Cape Liptrap (including the Bald Hills) in South Gippsland Shire. Along the Bass Strait coast, high sand dunes, sea cliffs, rocky headlands, rock stacks and beaches are valued landscape features. The immediate hinterland is largely undeveloped and in part supports native heathy vegetation in coastal reserves. Further inland, open grazing land is interspersed with corridors of native vegetation (especially riparian reserves and at roadsides), exotic windbreaks, farmhouses and settlements.

#### Landscape and built form

- Retain clear views of the coastal dunes, cliffs and formations from coastal areas coastal roads
- Maintain the dominance of the natural landscape along the coastline, on hill slopes visible from main roads and settlements and prominent slopes adjoining Anderson Inlet
- Protect and enhance the character of the near-coastal hinterland by encouraging the progressive revegetation of rural land adjoining coastal reserves, and by siting developments at long setback distances from the coast and out of view of key viewing locations,
- Maintain extensive rural character outside settlements by siting new development long distances apart, back from roads and amongst vegetation, and siting large-scale built development within or close to existing built areas to avoid dominance of built form over the open pastoral hinterland

## Reference Documents

*Coastal Spaces Landscape Assessment Study, State Overview Report (2006)*

*Coastal Spaces Landscape Assessment Study, South Gippsland Municipal Reference Document (2006)*

*The South Gippsland Housing and Settlement Strategy, 2013*

## Character Area 1.4 – Tarwin Floodplain

This area comprises a wetland environment with very flat topography surrounding the Tarwin River Estuary and part of Anderson Inlet, primarily used for agricultural purposes. The area extends inland to include the flood plains of the Bald Hill Creek and Fish Creek and their confluence with the Tarwin River. Open views are experienced throughout owing to lack of topographic and vegetative screening.

### Landscape and built form

- Protect locally significant views and vistas which contribute to the character of the Area, particularly expansive, open out views between Tarwin Lower and Venus Bay, and open views across Anderson Inlet
- Protect the flats between Townsend Bluff and Tarwin Lower from visually dominant development
- Retain the sense of uncluttered openness throughout the Character Area
- Where development on the flats cannot be avoided, use low scale building forms and appropriate materials and colours that are not highly visible, particularly from main road corridors

## Reference Documents

*Coastal Spaces Landscape Assessment Study, State Overview Report (2006)*

*Coastal Spaces Landscape Assessment Study, South Gippsland Municipal Reference Document (2006)*

*The South Gippsland Housing and Settlement Strategy, 2013*

## Character Area 1.5 – Waratah Bay/Corner Inlet

This low-lying, flat area covers a long stretch of varied coastline at the gateway to Wilsons Promontory. The area exhibits a strong and open rural character wedged between the dramatic topographies of the lower Strzelecki Range and Wilsons Promontory. Scenic coastal landforms and extensive views to the Promontory provide valued visual links to natural landscapes. To the north, the Strzelecki Range and Mount Hoddle form the boundary and create prominent landscape features adjoining the flat plains. Low density development is scattered throughout, with several small lifestyle settlements on the coast and medium sized rural towns in the east.

### Landscape and built form

- Protect the rural character and views that create a scenic ‘gateway’ to Wilsons Promontory (especially along Foster – Promontory Road), by restricting linear urban sprawl or the cluttering of built development
- Ensure that long stretches of the coastal strip remain free of development of any kind

- Reduce the visibility of buildings or structures, within the coastal strip, outside settlements
- Carefully manage development at the Corner Inlet coastal edge to retain intact natural coastal character by restricting heights of dwellings, controlling colours and clustering development at already developed centres (e.g. Port Welshpool)
- Contain linear residential expansion of Waratah Bay along access road and avoid exposure of built form above low dunes
- Minimise clutter of built elements throughout hinterland areas to protect the rural character

### **Reference Documents**

*Coastal Spaces Landscape Assessment Study, State Overview Report (2006)*

*Coastal Spaces Landscape Assessment Study, South Gippsland Municipal Reference Document (2006)*

*The South Gippsland Housing and Settlement Strategy, 2013*

### **Character Area 2.3 – Cape Liptrap**

This elevated area consists of a broad rocky headland with a flat undulating plateau creating a unique landscape unit extending from Cape Liptrap to the township of Waratah Bay. Natural landscape features include rugged coastal cliffs. Beaches are scenic and valued elements of the area and intact coastal vegetation communities dominate the few small settlements that occur along the Waratah Bay edge. Historic built elements including Cape Liptrap Lighthouse and limestone kilns at Walkerville add character to the wild natural landscapes.

### **Landscape and built form**

- Maintain the dominance of the natural landscape and vegetation on hill faces and ridges throughout Cape Liptrap
- Preserve the landscape setting for landmarks or features of cultural heritage significance, such as the Cape Liptrap Lighthouse and limestone kilns at Walkerville
- Control the design and siting of development in Walkerville / Walkerville South by:
  - minimising visual intrusion of development into public use areas on the beach
  - maintaining continuous indigenous vegetation canopy
  - reducing distant visibility through the use of darker colours / non-reflective materials)
- Ensure development on private land adjoining the coast is set back from the cliff top / coast so as to retain a dominant natural character and views to coastal and near-coastal hinterland features

### **Reference Documents**

*Coastal Spaces Landscape Assessment Study, State Overview Report (2006)*

*Coastal Spaces Landscape Assessment Study, South Gippsland Municipal Reference Document (2006)*

### **Character Area 3.2 – Welshpool hills and Mount Hoddle**

This hilly area stretches from Waratah Bay almost to Yarram and is part of the Strzelecki Range landform that extends inland to Warragul and west to the Bass Hills. The southern edge rises sharply from flat coastal plains forming the topographic ‘amphitheatre’ setting to Corner Inlet. Mount Hoddle and the Welshpool Hills are prominent and regionally significant landforms that are highly visible backdrops to coastal and coastal hinterland areas from Yarram to Waratah Bay, while Mount Hoddle is visible as far west as Tarwin Lower and Venus Bay. Much of the area has a cultural landscape quality of cleared land and exotic vegetation and there is a distinct absence of built elements in prominent locations, with the exception of a large wind energy facility in the hills above Toora.

#### **Landscape and built form**

- Ensure ridge tops and visually prominent hill faces are largely kept free of development, particularly slopes visible from the coast and coastal hinterland such as between Mount Hoddle and the municipal boundary with Wellington Shire.
- Encourage development to be tucked into in the inland rolling topography and away from prominent viewing locations and skylines
- Ensure large scale infrastructure is sited out of the coastal viewshed wherever possible and away from prominent locations

#### **Reference Documents**

*Coastal Spaces Landscape Assessment Study, State Overview Report (2006)*

*Coastal Spaces Landscape Assessment Study, South Gippsland Municipal Reference Document (2006)*

*The South Gippsland Housing and Settlement Strategy, 2013*

### **Character Area 4.1 – Venus Bay dunes**

Extending from Point Smythe at the mouth of Anderson Inlet almost to Cape Liptrap, this area contains large coastal dune landforms extending for up to one kilometre inland. A large portion of the area is reserved as part of Cape Liptrap Coastal Park and, with the exception of the sprawling settlement of Venus Bay in the north, is undeveloped. South of Venus Bay, the area is largely inaccessible except by four-wheel drive. The high dunes are a background landscape feature to the inland agricultural plains for much of the length of the area.

#### **Landscape and built form**

- Retain the natural and undeveloped character of the Bass Strait coastal edge by avoiding buildings and structures outside the settlements
- Enhance the dominant vegetated character of the Venus Bay Peninsula as viewed from Anderson Inlet
- Ensure buildings are integrated with their surroundings by using darker colours and landscaping around dwellings to minimise contrast and distant visibility, particularly on the eastern edge of the Character Area

#### **Reference Documents**

*Coastal Spaces Landscape Assessment Study, State Overview Report (2006)*



*Coastal Spaces Landscape Assessment Study, South Gippsland Municipal Reference Document (2006)*

*The South Gippsland Housing and Settlement Strategy, 2013*