

Nyora Structure Plan

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

JUNE 2013



*South Gippsland
Shire Council*
Come for the beauty. Stay for the lifestyle

Planisphere 2011

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PROJECT CONTROL

Status	Version	Checked PM	Checked PD	Date released
Nyora Structure Plan - Draft Discussion Paper	1	CR	JLR	28/10/10
Nyora Structure Plan – Consultation Draft	2	CR	JLR	11/11/10
Nyora Structure Plan – Final for Adoption	3	CR	JLR	1/4/11

Note: The Nyora Structure Plan was initially adopted by Council in August 2011. Implementation of the Structure Plan into the Planning Scheme occurred via Planning Scheme Amendment C72. The Independent Planning Panel appointed to consider submissions to Amendment C72 recommended the Nyora Structure Plan be updated to respond to the Panel’s recommendations. The ‘Nyora Structure Plan – updated June 2013’ fulfils this requirement.

Should inconsistencies exist between this Structure Plan and the implemented Nyora Planning Scheme Provisions, the Planning Scheme provisions take precedence.

ACKNOWLEDGEMENTS

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

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1 INTRODUCTION

1.1 Project Overview

South Gippsland Shire Council and Regional Development Victoria appointed Planisphere Urban Strategy Planners in conjunction with Urban Enterprise (Economic and Tourism Planning) to prepare a Structure Plan for the township of Nyora. This Structure Plan provides direction for the growth and development of Nyora to 2025 and beyond.

The Minister for Planning has recently announced the creation of a Peri Urban Unit to address settlement and rural issues in Melbourne's hinterland. The Nyora Structure Plan implementation will be undertaken in parallel, and it is anticipated that discussions relating to settlement will be held with the Peri Urban Unit as work progresses.

An Urban Design Framework (UDF) for Nyora was prepared in 2005 however this was not implemented due to lack of support from the local community. Community concerns were raised about uncertainty regarding the extent of projected growth of the township; and the impact growth may have on the highly valued rural character and lifestyle opportunities in Nyora.

More recently, Council and the Nyora community have prepared and released a *Nyora Community Plan 2010*, which provides a vision for the future planning and development of the township (refer to [Section 2](#) of this report). The Community Plan accepts that growth and change will occur in Nyora, and looks to this structure planning process as the mechanism for managing the change in line with community and Council aspirations for Nyora.

A draft *Nyora Structure Plan Discussion Paper* was exhibited over a four week period in January and February 2011. An Information Session was held on Monday 31st January at the Nyora Community Centre, and feedback sought via a Community Bulletin, Feedback Form and online information on Council's website. Refinements were made to the Nyora Structure Plan in response to community input.

1.2 Strategic Context

The Victorian State Government recently released *Ready for Tomorrow – A Blueprint for Regional and Rural Victoria*. The 'Blueprint' is a policy to promote and manage

growth in key regional centres, and support investment in rural and regional Victoria. In addition, State Government metropolitan planning policies *Melbourne 2030* and *Melbourne @ 5 million*, promote growth in regional cities and towns on transport corridors as part of a networked cities model. These policies are important considerations for Nyora as the town will be under increasing development pressure due to its close proximity to Melbourne's urban growth boundary.

Nyora is seen as a desirable 'rural residential' and lifestyle location within easy reach of the major Cranbourne, Narre Warren, Pakenham and Dandenong urban centres. An additional factor that makes Nyora and its hinterland attractive for possible residential development is that Nyora is surrounded by gently undulating farming land which can be assessed for possible rezoning. The Nyora area has advantages of mild slopes compared to many other, typically much hillier, areas of South Gippsland.

Recent development in Nyora appears to be establishing the town as a primarily residential location that relies on other centres for services, facilities and employment (Lang Lang and Cranbourne for example). Despite the population almost doubling in recent years, there has been a lack of additional commercial and community development to service the needs of new residents.

Building Commission statistics over the last five years show that on average approximately 10 new dwellings were constructed each year in the Nyora post code area. This indicates that a relatively low but steady level of growth is occurring in Nyora. It also suggests that the recent accelerated population growth rate experienced in the Shire's western region as a whole is yet to be reflected in new dwelling building approval figures in and around Nyora.

To date, development in Nyora (particularly small lot developments) has been restricted by the absence of reticulated sewerage and the resulting reliance on 'on site' commercial and domestic waste water treatment systems. In 2009 South Gippsland Water announced that reticulated sewage would be provided to the townships of Loch, Nyora and Poowong. It is the provision of sewerage that is the main catalyst for the preparation of the Nyora Structure Plan.

The provision of reticulated sewerage and the increasing interest being displayed in residential development in Nyora has created a level of uncertainty within the community about how the township might grow. An objective of the Nyora Structure Plan is to address this uncertainty and provide a clear plan that sets out how the township will grow in the next twenty years and beyond, and what

additional work and investigations must be undertaken before this higher levels of growth are supported.

Council appointed Tim Nott (economic consultant) to prepare *Development Forecasts for Nyora* in April 2010. The paper identified the following issues relevant to preparation of a Structure Plan for Nyora, including:

- ◆ **The township is to be sewerred.** South Gippsland Water is preparing a sewerage scheme for Loch, Nyora and Poowong. This will allow a more urban style development with smaller lot sizes. A more urban style of development will enable the establishment of a more diverse housing stock, enabling more people to live in the township at higher densities. This may change the existing socio-economic patterns in the township.
- ◆ **There is interest in housing development.** The Shire has received expressions of interest from land-holders in developing urban-density housing on land adjacent to the township that is currently zoned for farming purposes. This reflects existing interest in development of the town where there are approximately 50 to 60 lots remaining in vacant rural residential sub-divisions and potential urban allotments in the town centre.
- ◆ **Market demand is unclear.** The extent of demand for urban-density living in Nyora is not clear because there is currently little supply. All recent development has been, by necessity, at rural residential densities.
- ◆ **Melbourne's south east continues to grow.** The growth of south east Melbourne creates demand for all types of lifestyles, including those offered by small towns such as Nyora (whether on large or small lot subdivisions).
- ◆ **More extensive urban development will require infrastructure services to be provided.** Sewerage is not the only additional infrastructure required for urban development. Extensions to reticulated water, storm water, roads, energy and telecommunications services will also be required. Fairly apportioning the cost of these services between new residents, and existing residents who benefit from them, will be an issue.
- ◆ **More residents will generate more demand for commercial and community services.** The level of service provided locally will depend on the number of additional people that move into the township and surrounds. The provision of new services – more shops, doctors, community services, etc – is triggered at various threshold populations, and will also depend on the location and quality of competing services. Services are best clustered in an

activity centre; however, there may be pressure to create a new focus for service activity away from the existing loose cluster of services on Mitchell Street.

A further issue is the current land use controls (zoning) applied to the township of Nyora which include the Township Zone and Farming Zone under the *South Gippsland Planning Scheme*. The Township Zone is applied to the urban area of a township and provides for a wide range of residential, business and semi-industrial uses. In the absence of reticulated sewerage, the need to provide for on-site waste water treatment requires large lot sizes and limits the intensity of land uses; meaning that the Township Zone provides an adequate level of control. However, in sewerred areas the zone does not enable Council to adequately manage incompatible and inappropriate land uses within a township, or implement a strategic plan. It is Council's intention to replace the current Township Zone with an appropriate suite of zone and overlay controls to reflect the land use framework contained in the Nyora Structure Plan.

1.3 Nyora Study Area

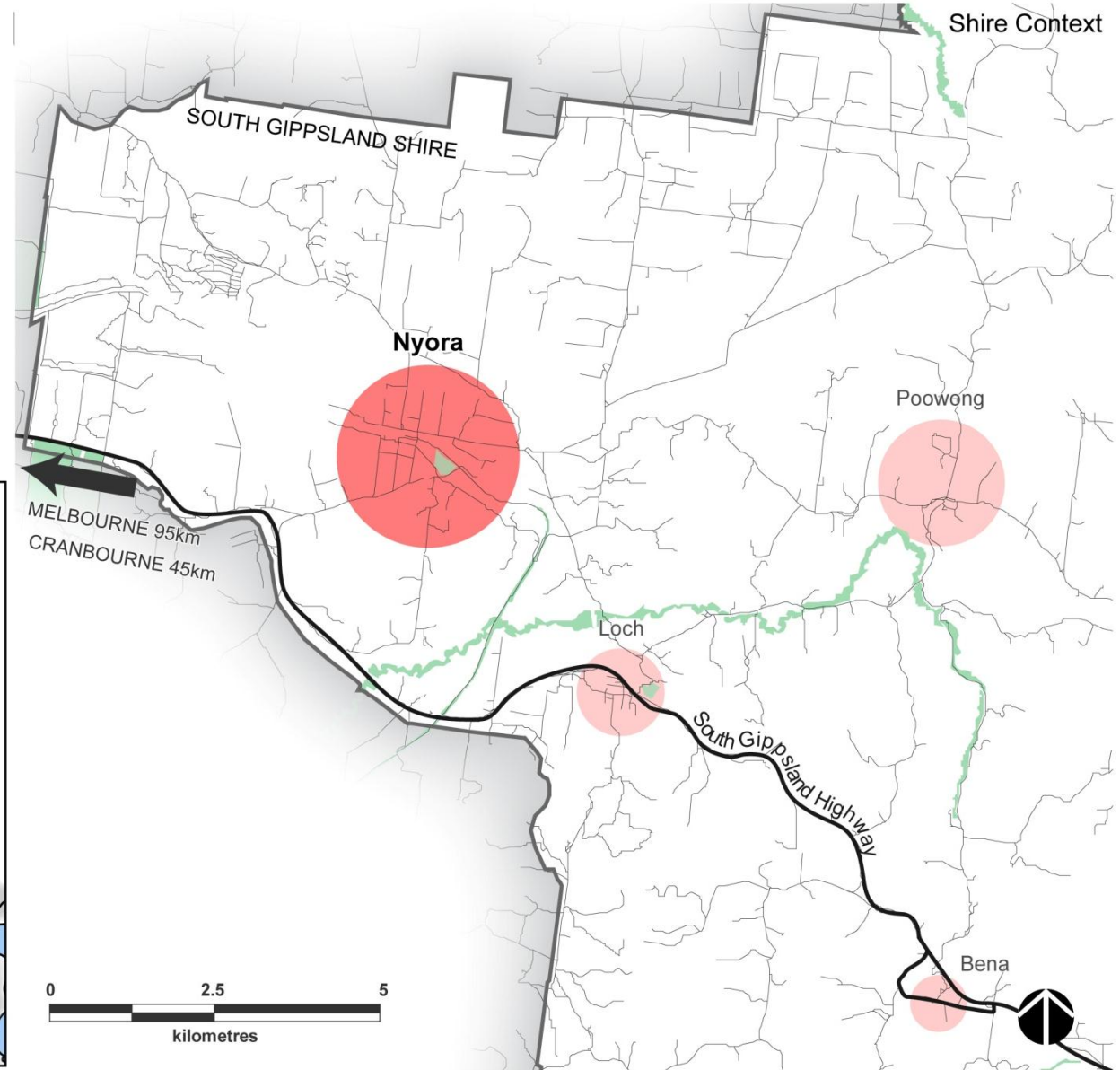
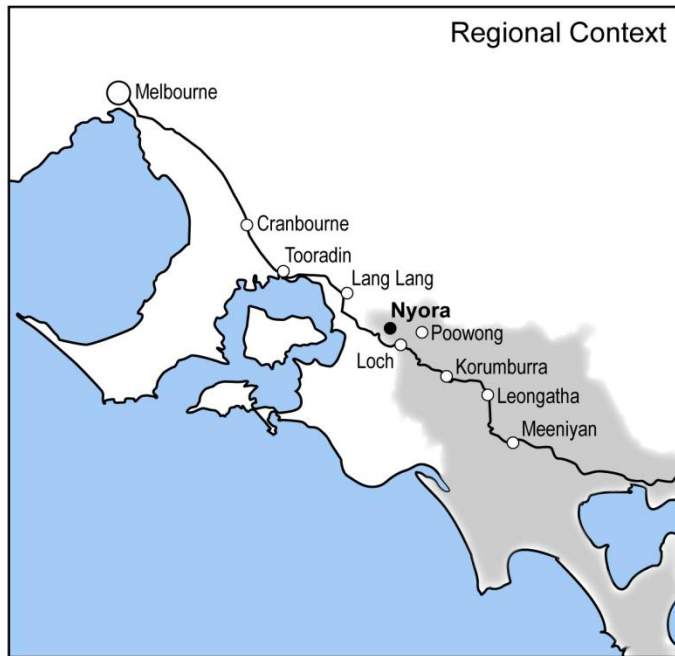
Nyora is a small rural township located approximately 100 kilometres south east of metropolitan Melbourne in the South Gippsland Highway corridor. It is the closest South Gippsland Shire township to metropolitan Melbourne. The town is situated 2km to the north of the South Gippsland Highway, adjacent to the Melbourne to Leongatha railway corridor. (refer to context map on page 5).

While the township was developed around the railway station that opened in 1890, it does not have a clearly defined town centre. Recently, the town has experienced notable population growth despite its lack of a reticulated sewerage system. Development interest in the town has occurred due its close proximity to the South East Growth Corridor of Melbourne and its relative flatness in comparison to other nearby towns.

Nyora is the closest regional town to metropolitan Melbourne that does not have its own 'urban growth boundary'.

NYORA CONTEXT MAP

March 2011

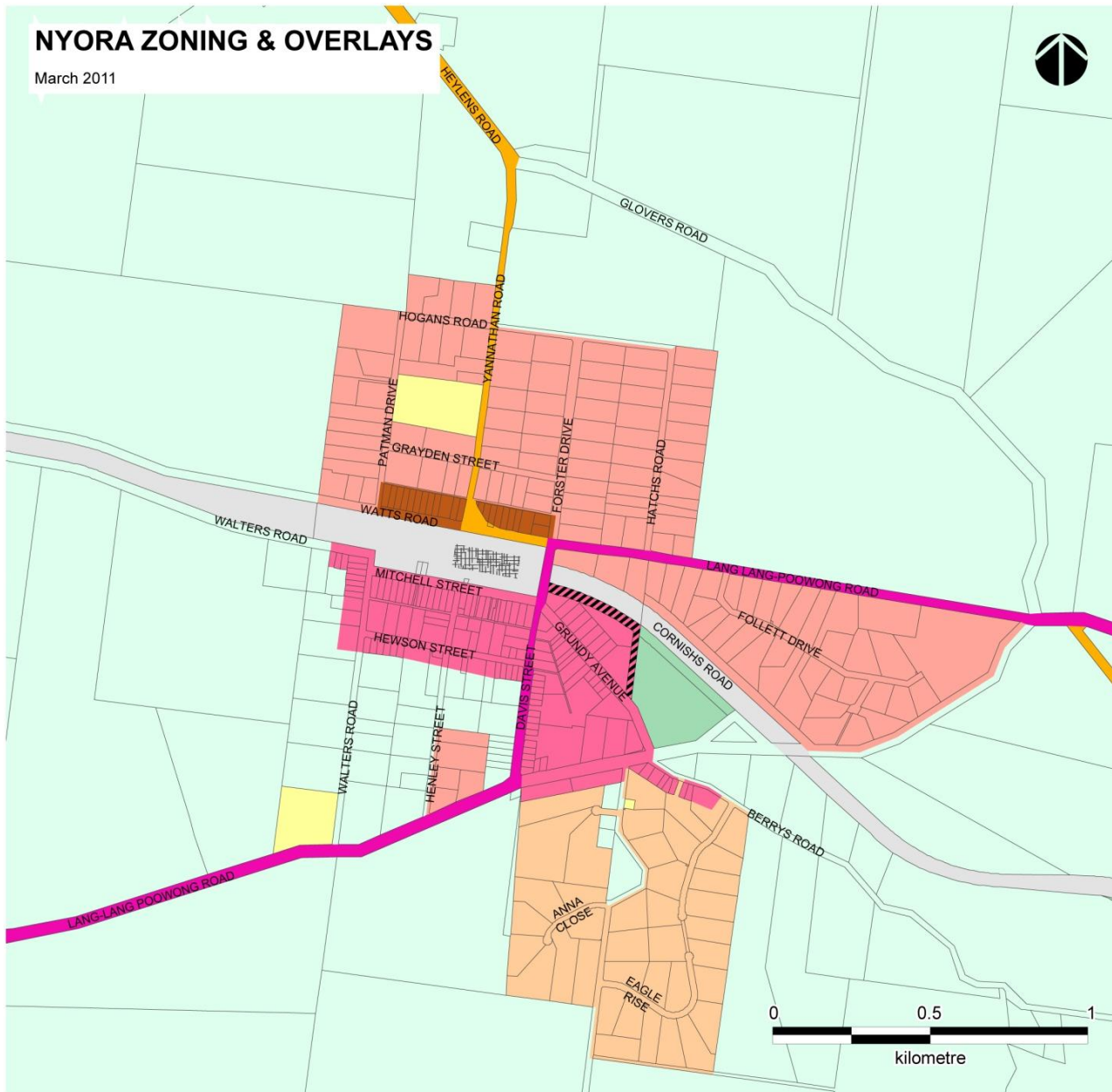


NYORA ZONING & OVERLAYS

March 2011



-  Heritage Overlay (HO)
-  Road Closure Overlay (RXO)
-  Township Zone (TZ)
-  Low Density Residential Zone (LDRZ)
-  Rural Living Zone (RLZ)
-  Public Use Zone (PUZ4)
-  Public Use Zone (PUZ5 & PUZ6)
-  Public Park & Recreation Zone (PPRZ)
-  Industry 3 Zone (IN3Z)
-  Road Zone - Category 1 (R1Z)
-  Road Zone - Category 2 (R2Z)
-  Farming Zone (FZ)



2 TOWNSHIP GROWTH

A key role of this Structure Plan is to define a township boundary for Nyora. Identifying a boundary to growth will support a coordinated and consistent approach to decision making for the South Gippsland Shire Council, and provide certainty to residents regarding the future size and role of the township to 2025. The process of defining a settlement boundary must have regard for the Nyora community's vision for the township, and strategic growth intentions and constraints.

In order to define the extent of the Nyora settlement, the following criteria have been used:

- ◆ The desired future vision for the settlement.
- ◆ The role and function of the settlement in comparison to other settlements within the region.
- ◆ Constraints on development such as topography, native vegetation, rural land-use activity and areas of environmental or landscape significance and sensitivity.
- ◆ Areas with susceptibility to flooding, landslip, erosion, salinity, wildfire or geotechnical risk.
- ◆ Supply/demand of land within a 10 year planning horizon and opportunities for future growth (if any).

These criteria are based on the Victorian Planning Practice Note *Implementing a Coastal Settlement Boundary (October 2006)*. While Nyora is not a 'coastal settlement, this is an accepted set of planning principles used for the purpose of defining a township boundary. The following section provides a discussion of the five key determinants listed above.

2.1 Community Vision

The *Nyora Community Plan 2010*, was prepared by the community and Council in October 2010. The Plan contains the following Vision for Nyora:

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

- ◆ *To retain Nyora's rural lifestyle by protecting valuable farming land and the natural environment, providing for sensitive and appropriate development at the interface with rural land.*
- ◆ *To provide residential accommodation for all age groups, family types and lifestyles.*
- ◆ *To develop a compact and attractive Town Centre in which retail and small business can thrive and visitors are welcomed.*
- ◆ *To provide a unique series of walking paths, bike paths and horse trails connecting the Town Centre with local amenities, recreational facilities, and residential areas and to ultimately connect with neighbouring towns.*
- ◆ *To respect Nyora's agricultural origins and heritage assets while supporting energy reduction and environmentally sustainable development.*
- ◆ *To have comprehensive transport options for both public and business use linking nearby towns and larger towns and cities.*
- ◆ *To manage Nyora's population to such a level as will guarantee the retention of the rural lifestyle valued by its residents.*
- ◆ *To ensure provision of infrastructure such as sewerage, drainage, water, electricity, gas, access roads, etc. to support Nyora's growth and prosperity.*

2.2 Township Role & Function

Regional Role

The *Gippsland Regional Plan (2009)* explains that Gippsland is characterised by a settlement pattern with a very high proportion of small towns. These are to remain as a distinct attribute of the region. The plan aims to promote future development that:

- *Develops economic resilience.*
- *Addresses growth.*
- *Protects natural assets.*
- *Supports community wellbeing.*
- *Improves accessibility.*

Shire Role:

The South Gippsland Shire Council aims to promote future development that:

- *Encourages a high quality and diverse lifestyle.*
- *Promotes an environmental - friendly and sustainable use of land.*
- *Encourages development that facilitates population and employment growth.*
- *Promotes a mixed range of residential, retail, commercial, industrial and tourism activities.*
- *Enhances infrastructures, facilities and services in the Shire.*

The *Nyora Urban Design Framework (July 2005)* has proposed the following future roles for the Nyora Township:

- *A self - contained community;*
- *A vibrant town centre;*
- *To be renowned for its links with equine activities;*
- *To reflect both its historic links to agriculture, the railways and its contemporary association with horses and the natural environment;*
- *To provide a range of residential accommodation opportunities of mixed densities;*
- *To develop as an attractive tourist and visitor stopping point through the provision of food and rest facilities;*
- *To become a destination for visitors with interest in horses.*

It is considered by the Council that anecdotal evidence suggests that Nyora is operating as a dormitory township with people travelling to Dandenong, Cranbourne and Pakenham for employment.

Future Role

Nyora has developed as a major equine location and is now one of the most densely populated horse districts in Victoria.

Nyora is seen as a desirable rural residential lifestyle location due to its relatively flat farming land and its proximity to major urban centres such as Cranbourne, Narre Warren, Dandenong, Pakenham and metropolitan Melbourne.

Nyora experienced strong population growth between 1996 and 2001, however, the lack of additional commercial or community development has resulted in Nyora appearing to be a 'dormitory' residential location that relies on other urban areas for services, facilities and employment.

Nyora has developed into a commuter township linked to Greater Melbourne and the surrounding regional centres. Formalisation of its township structure will allow for moderate residential growth and will in turn strengthen Nyora's role in providing retail, community and industrial trade services to meet the township needs.

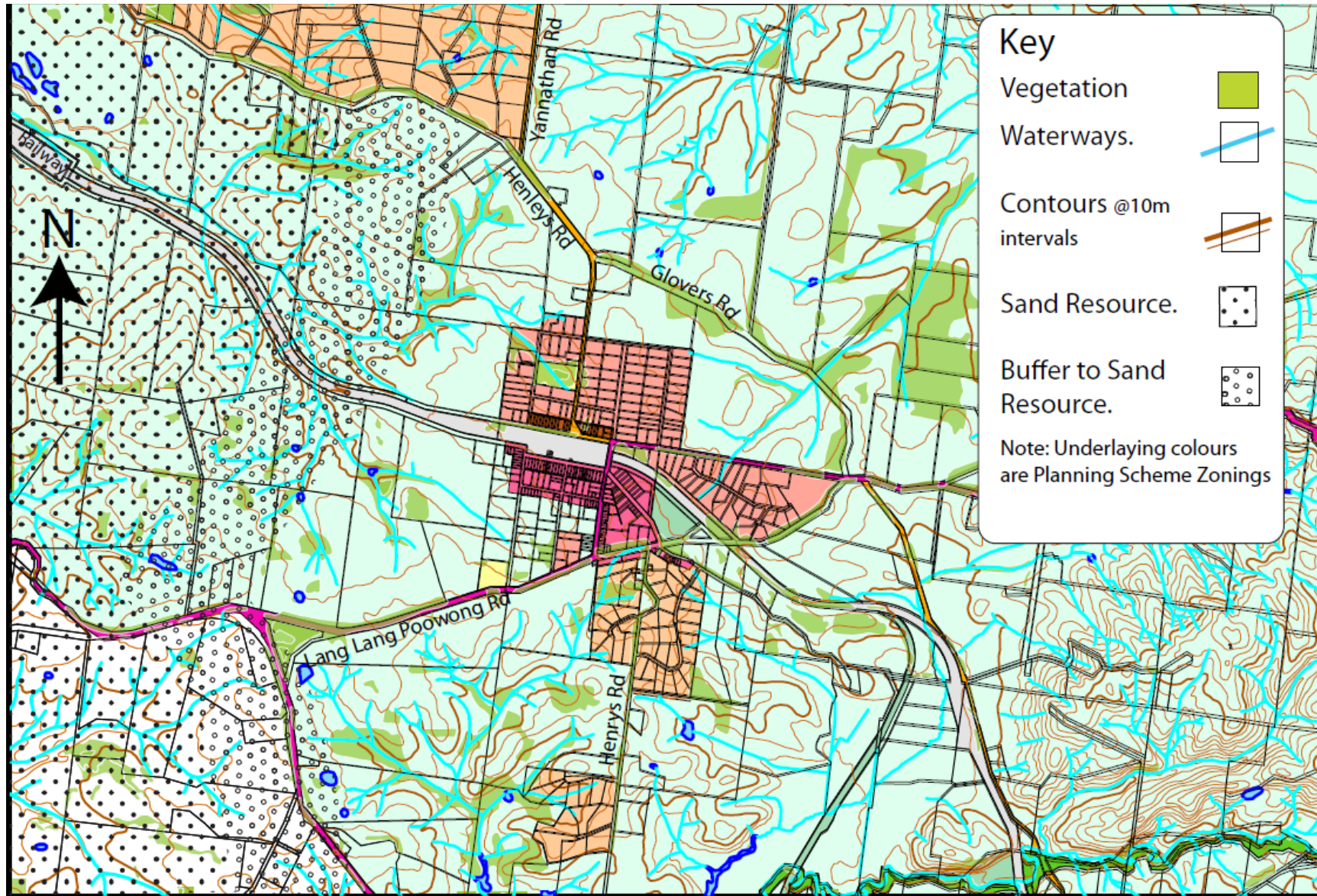
2.3 Physical, Landscape & Environmental Constraints

An analysis of the characteristics of the surrounding land is essential in determining physical, landscape and environmental constraints that may restrict development and outward growth of the township. The *Nyora Discussion Paper 2010* prepared by South Gippsland Shire, prepared a map (see overleaf) that detailed potential constraints to development. Of note for Nyora was protecting areas of State significant sand resources and the buffer to sand mining opportunities (to the west); protecting the economic value of agricultural land in the Farm Zone; topographical constraints; existing stands of remnant vegetation; protection of other environmental constraints such as waterways.

This current study has not been informed by detailed environmental investigations of the suitability of land for development. Such studies do not typically occur until land is proposed to be rezoned and developed. It is at this time that the higher level of site investigation will occur. This may involve consideration of such matters as:

- Flora and fauna investigations. This will likely include site surveys for locally known threatened or endangered species such as the Giant Gippsland Earthworm.
- Soil investigations. Identification of salinity, acid sulphate soils or manmade contamination. Soil percolation tests.
- Aboriginal cultural heritage. A Cultural Heritage Management Plan is likely to be required under the *Aboriginal Heritage Act 2006*.

Nyora Physical, Environmental a& Landscape Constraints Map



2.4 Projected Population Growth

For the purpose of this Structure Plan, the State government's population growth forecast has been used as the basis for projected growth in Nyora. Should Nyora be identified for growth as an outcome of the DPCD Peri Urban Planning Investigation (currently being prepared), the forecast may change and this Structure Plan will need to be updated accordingly.

On the basis of the State's population growth forecast, Nyora, including the surrounding recent development in the Low Density Residential Zone, had 900 residents in 2006. Between 2001 and 2006, the resident population increased at an average annual rate of 1.7%. It is projected that Nyora will have 1,460 residents by 2030.

Also of note, the most significant age group in Nyora was people aged between 25 and 54 years in 2006. Nyora and surrounds had 350 dwellings, of which 93% were occupied. The average household size was 2.9 people per household. Proportions of residents aged between 55 and 64 years, and the 65 years and over age groups, doubled between 2001 and 2006, reflecting an aging of the population.

2.5 Land Demand & Supply

RESIDENTIAL

Supply

Nyora has around 26 existing vacant rural residential allotments in and around the township, and the existing Township Zone contains land that can be subdivided to provide a further approximately 30 lots.

The proposed urban expansion around the existing township (refer to *Development Forecasts for Nyora*, April 2010, page 5) could potentially provide 463 ha of land, which can be developed into either 4,167 urban residential allotments, 695 low density residential allotments, or 313 rural living allotments. The number of potential allotments created is reliant on land-use zoning and demand. This map was prepared to demonstrate Nyora's development potential based on landform constraints and does not have regard to land demand and supply considerations.

Demand

It is likely that Nyora will grow at a rate at least consistent with the State Government's projections regardless of the absence of reticulated sewerage. As it has in recent years, the town will continue to attract new families due to its rural lifestyle and reasonable proximity to workplaces and services in metropolitan Melbourne.

According to these conservative projections, Nyora will have a total resident population of 1,460 in 2030 based on a growth rate of 2.1% per annum. An additional 213 dwellings will be required, based on an average household size of 2.6 in 2030, to accommodate an increase of 500 residents between 2010 and 2030. Additional land surrounding the town centre will need to be zoned for urban purposes in order to accommodate this level of growth.

The 'rapid' and 'explosive' growth scenarios discussed in *Development Forecasts for Nyora* are unlikely to occur unless a number of development prerequisites occur. Of the prerequisites identified, Nyora is to benefit from the provision of reticulated sewerage, improving transport connectivity to the growth areas of Melbourne and development industry interest that would be keen to market the township's benefits. While acknowledging the uncertainties surrounding land demand predications, and the currently evolving State Government response to peri urban growth planning, this Structure Plan allows for the consideration of higher growth scenarios on the basis that they may reasonably occur and furthermore, an acceptance of the 'past growth continued' model could commit land to lower density development that exclude a future more efficient use of the key sites adjoining the township.

RETAIL / COMMERCIAL / INDUSTRIAL

Supply

Of the three towns to benefit from the proposed sewerage scheme, Nyora has the largest resident population but the lowest level of local services.

The existing commercial sector in Nyora comprises a post office and a general store of approximately 120 sq m. There is currently a vacant hotel at the corner of Mitchell Street and Lang Lang - Poowong Road, and a pizza restaurant on Lang Lang - Poowong Road.

Nyora has a significant amount of industrial land and activity for the town's relatively small scale. The existing industrial activities include:

- Farm supplies and animal feed.
- Construction materials and earthmoving.
- Engineers.
- Septic tank supplies.
- Equine equipment and supplies.

At present, there are 10 industrial enterprises in Nyora, of which 8 are located in Industrial 3 Zone on Watts Road and Lang Lang - Poowong Road. There appears to be 6 vacant lots, each of approximately 1,400 sq m in the existing industrial zones. Some industrial zoned lands are under developed or used for housing.

Nyora has a number of industrial businesses that serve the national and international markets. However, automotive and other machinery repairs as well as other light industrial activities are not well represented in the town, forcing local residents to use services from surrounding regional centres such as Lang Lang and Loch.

Demand

In 2010, it was estimated that Nyora residents spent approximately \$11.5 million on retail products, which could support a retail floorspace of 2,000 sq m, at a rate of 2.1 sq m per person. The actual retail floorspace in Nyora is approximately 120 sq m. This highlights that the current level of local services is very limited, forcing residents to travel elsewhere for retail goods.

The Nyora township is expected to have an additional 560 residents by 2030, according to the State's population forecast. Therefore, retail floorspace will need to expand in order to accommodate the demand of population growth in the future.

Future demand for industrial development depends on comparative and competitive advantages on a wide range of variables, not simply the size of the local residential market.

The common practice for forecasting demand for future development is to base demand on population growth. If Nyora is to have 1,460 residents by 2030, an

additional 2.78 ha of industrial land will be required, based on 0.15 ha per small industrial lots.

3 DIRECTIONS FOR STRUCTURE PLAN

3.1 Retail/Commercial

Based on the existing resident population size in Nyora, and with population growth expected into the future, approximately 1000sqm to 2000sqm of retail floorspace (or 4000sqm of zoned land) will be required in Nyora by 2030.

The significant retail spending of Nyora's residents compared with the actual retail space on Mitchell Street and Davis Street, suggests there is a limited retail offer in the township and therefore residents are forced to shop elsewhere. While existing shops are located along the southern side of Mitchell Street, there is no clear 'town centre'. The creation of an identifiable town centre is considered important to provide a place where residents can shop, meet and build community life within walking and cycling distance of their homes.

In the *Nyora Community Plan 2010*, the community expressed a desire:

- ◆ *To develop a compact and attractive Town Centre in which retail and small business can thrive and visitors are welcomed.*
- ◆ *To provide a unique series of walking paths, bike paths and horse trails connecting the Town Centre with local amenities, recreational facilities, and residential areas and to ultimately connect with neighbouring towns.*

It is proposed to consolidate the existing retail / commercial area along Mitchell Street between Henley Street and Davis Street. The triangle site on the corner of Grundy Avenue, former hotel on the corner of Mitchell Street and Davis Street to the existing take away shop on Davis Street would also be included in the Town Centre. Currently all land is in the Township Zone under the South Gippsland Planning Scheme. It is proposed to rezone the land Business 1 Zone to facilitate retail and commercial opportunities in the town centre.

The location is central within the township and will enable strengthening of existing businesses and opportunities for additional retail, community and entertainment uses. For this reason, out of 'Town Centre' retail development is strongly discouraged.

It is not envisaged that the land on the north side of Mitchell Street, known locally as 'Toby's Paddock' will be required for retail / commercial development.

The recreational use of Toby's Paddock will complement and contribute to the mix of activities in the Nyora Town Centre.



Council should prepare a Masterplan for the town centre (including all the VicTrack and the industrial area adjoining Watts Road) to guide development, and direct investment in the design and upgrade of the public realm.

3.2 Industrial

Nyora currently has a range of industrial activities in the town, particularly on Watts Road / Lang Lang – Poowong Road. The common practice for forecasting demand for future development is to base on population growth. If Nyora is to have 1,460 residents by 2030, an additional 2.78 ha of industrial land will be required, based on 0.15 ha per small industrial lots.

It is important to support and strengthen employment providers in the township, including industry. The existing industrial land appears to have 6 vacant lots and opportunities exist for future redevelopment on these sites. The sites fronting Watts Road / Lang Lang – Poowong Road between Patman Drive and Forster Drive could in the future be included in the Industrial 3 Zone (IN3Z) to continue the current uses on the site and enable growth in the industrial sector as required. Assessment of the suitability of this additional land for industrial or commercial development should be considered as part of the Town Centre Masterplan given its location at a gateway to the town centre.

3.3 Residential

Based on the State's population growth rate of 2.1% per annum, Nyora will have an additional 500 residents in 2030 and will require a further 213 dwellings.

Nyora currently provides a variety of residential densities, ranging from traditional 'quarter acre block' style development in the central part of the town (1000sqm + lots), to lower residential densities north of the railway line and in the outer areas. The provision of reticulated sewerage services (when provided) will allow for a more urban style (500sqm to 1000sqm) residential development.

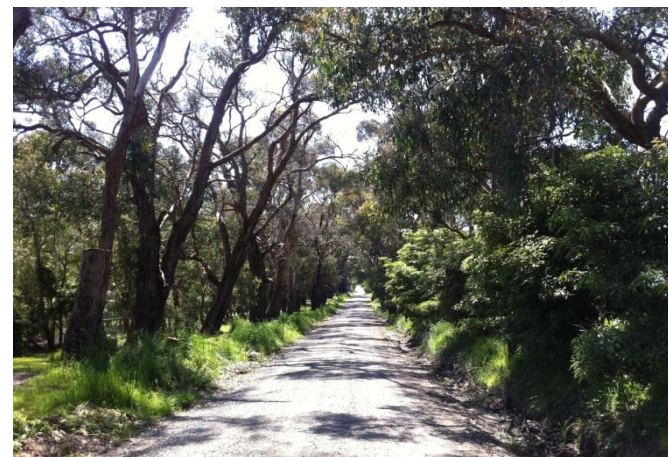
Based on the projected population to 2030, the existing urban area in the township boundary – once sewerage has been provided and it is rezoned from the Township Zone to the Residential 1 Zone, in addition to further infill lower density residential development within the existing Low Density Residential Zone and Rural Living Zones – should be able to accommodate the modest growth levels presented by this scenario. (Refer to framework plan (page 17) and zoning map (page 18)).

Consultation with the community during development of the *Nyora Community Plan 2010* indicated a need and desire for a range of housing types in Nyora, to complement the existing predominantly single detached dwellings on large sites. Provision of housing diversity including houses for smaller households and elderly residents within proximity to services is an essential objective for the Plan. To increase housing diversity, as well as to support and sustain additional services in Nyora, it is considered appropriate to encourage medium density development (e.g. unit developments and dwellings on lots under 300sqm) in and around a commercial strip along Mitchell Street. The parcels of land bound by Hewson Street, David Street, south of Mitchell Street properties and east of the Fire Station offer potential for medium density residential development.

The existing development pattern and fragmented ownership of areas within the currently established township boundary means that careful planning policy guidance through a Development Plan Overlay (DPO) will be required to support higher density development. In particular, the established residential area between Hewson Street and Lang Lang Poowong Road contain many large lots that could support significant residential development intensification. It is important that the development of these lots does not occur in isolation to surrounding lands and that appropriate road, pedestrian and infrastructure connectivity be achieved.

Development Design Guidelines should also be prepared and inform a Design and Development Overlay (DDO) or Significant Landscape Overlay (SLO) to new residential development in Nyora to ensure vegetation continues as the dominant landscape feature, and to control and promote built form which is consistent with the character of Nyora.

To ensure that future long term urban expansion of Nyora is not compromised by surrounding the township with contiguous low density residential density, two areas have been identified as 'Future Residential Areas'. Greater certainty surrounding the development potential of both of these areas will be gained from the completion by DPCD of their ongoing metropolitan expansion planning and, in the nearer term, from inclusion of the key recommendations of the Structure Plan into the Municipal Strategic Statement section of the Planning Scheme. Should rezoning occur in the future, a Development Plan Overlay (DPO) should be prepared for the sites to guide a carefully staged process that radiates outwards from existing development, as an expansion of the current residential subdivision and road network. Developers should be required to make a contribution to the provision of infrastructure such as community facilities, public transport and roads in accordance with a Development Contributions Plan Overlay (DPCO). The DPCO should be informed by a physical and community infrastructure assessment and feasibility study for Nyora that determines the extent of infrastructure required and the cost of works. By sequencing development, local and regional infrastructure can be provided in a coordinated and cost efficient manner in accordance with the Study. It would be inappropriate for new development to occur in an isolated, separated or 'gated' estate fashion.



4 IMPLEMENTATION

Refer to *Land Use Framework Map* [page 17] and *Proposed Zoning Map* [page 18] for Nyora.

The below Overview, Objectives, Strategies and Actions for implementation are proposed as a basis for inclusion in the Municipal Strategic Statement (Clause 21.04-8) in the South Gippsland Planning Scheme.

Note: The following provisions were considered by the Amendment C72 Independent Planning Panel (Panel Report 15 February 2013) and recommended for approval.

Overview

Nyora is a small rural township located approximately 100 kilometres south east of the centre of Melbourne and two kilometres to the north of the South Gippsland Highway and adjacent to the former Melbourne to Yarram Railway line. It 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 such as Cranbourne, Narre Warren, Dandenong, Pakenham and Melbourne. Nyora 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 areas for services, facilities and employment.

Formalisation of its township structure will allow for staged and controlled residential growth that will strengthen Nyora's role in providing retail, community and industrial trade services to meet the township needs. It is critical that the release of additional residential land, especially urban residential land, does not run ahead of the provision of essential development and community infrastructure required to support development.

Objectives

- To strengthen Nyora as a sustainable community through the promotion of economic growth and the provision of a quality lifestyle.
- To support staged residential growth commensurate to the need for additional residential land and the improvement of development and community infrastructure in the township.
- To promote residential development that complements the small rural township character of the area.
- To encourage infill development in the residential zoned land adjoining the Town Centre in a coordinated and integrated manner.
- To ensure development contributes to provision of community services and facilities.
- To develop the town centre in the vicinity of Mitchell and David Streets which is the focus for all business, community and tourist services and facilities.
- To improve the retail offer of the town centre.
- To protect the natural environmental qualities and landscape values of the township.

Strategies

- Promote the use and development of land in accordance with the Land Use Framework contained in the Nyora Structure Plan 2011.
- Ensure that any subdivision in the Future Residential Areas and the Longer Term Residential Areas identified in the Nyora Framework Plan do not occur until the following prerequisites have been met:
 - There is an identified need for additional residential land within the township.
 - Reticulated sewerage can be provided to the land.
 - A Development Plan Overlay is prepared which provides a plan for the integrated development of the entire land having regard to the land's environmental constraints and opportunities and

which demonstrates how new development will complement adjoining and surrounding development.

- Residential Development Guidelines have been prepared to inform a Design and Development Overlay and/or Significant Landscape Overlay to ensure vegetation continues as the dominant landscape feature, and to control and promote built form consistent with rural township character.
 - Undertake comprehensive development infrastructure assessments (roads, drainage etc) and community infrastructure assessments and feasibility study for Nyora to determine the extent of infrastructure required and the cost of these works.
 - A Development Contributions Plan Overlay (or similar infrastructure cost recovery method) has been applied (based on the above infrastructure investigations) to provide equitable financial contribution towards, or the provision of, development and community infrastructure upgrades required to support new Residential 1 Zone development.
- 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.
 - Promote medium density residential development within proximity to the town centre to support retirement living opportunities and household downsizing.
 - Discourage low density and rural residential development in areas close to the township unless the land has constraints that make it inappropriate to higher density development.
 - Where residential development intensification is to occur in established residential areas (and particularly the area bounded by Hewson St, Davis St, Walters Rd and Lang Lang Poowong Road) promote development that supports the interconnected provision of roads, pathways and utility infrastructure with adjoining and surrounding areas.
 - Consolidate the town centre on Mitchell Street and Davis Street as the preferred focus for all business, community and tourist services and facilities.

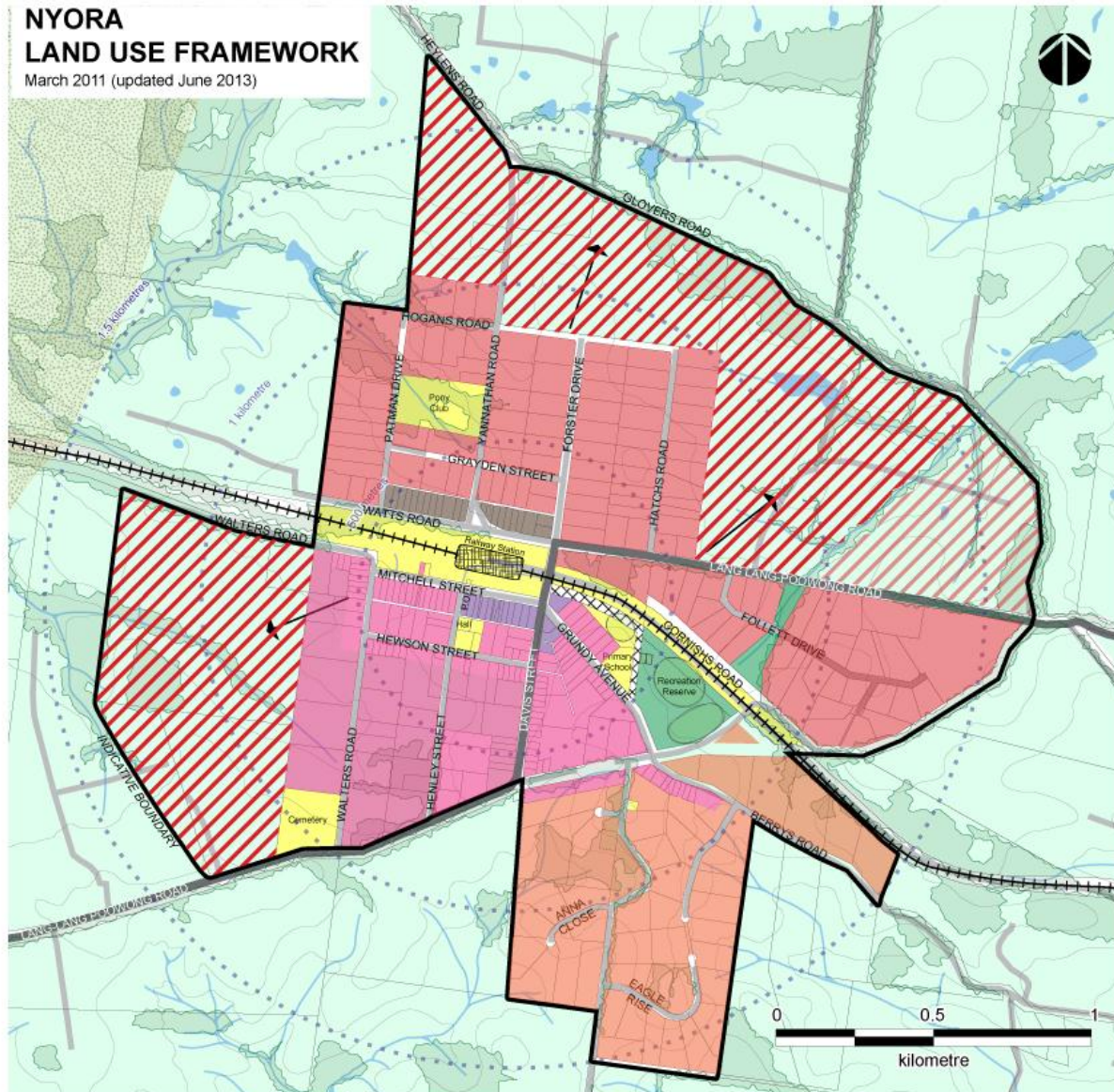
- Strongly discourage retail development outside of the Town Centre.
- Encourage new light industrial activities to locate within the designated industrial area in Watts Road.
- Create an integrated network of pedestrian and bicycle pathways linking features and facilities in and around the township. Pathways in the vicinity of waterways must have regard to the requirements of Melbourne Water's Shared Pathway Guidelines (January 2009).
- Discourage development in areas susceptible to water logging.

Actions for Implementation

- Rezone land in accordance with the Nyora Framework Plan at the initiation of landowners, when demand can be justified, and the Objectives and Strategies for Nyora can be satisfied.
- Consider inclusion of all land within the Nyora township boundary in a Development Contributions Plan Overlay (DCPO) to levy contributions for the provision of works, services and facilities before development commences. Inform the development of the DCPO by undertaking a Development and Community Infrastructure Assessment and Feasibility Study for Nyora to determine the extent of infrastructure required and the cost of works.
- Prepare Residential Development Design Guidelines for both existing and proposed Residential 1 Zone areas 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 control and 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.

- Provide pedestrian and cyclist paths throughout the town, in accordance with the directions of Council's Paths and Trails Strategy 2010 or as amended.
- 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 longer 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.

**NYORA
LAND USE FRAMEWORK**
March 2011 (updated June 2013)



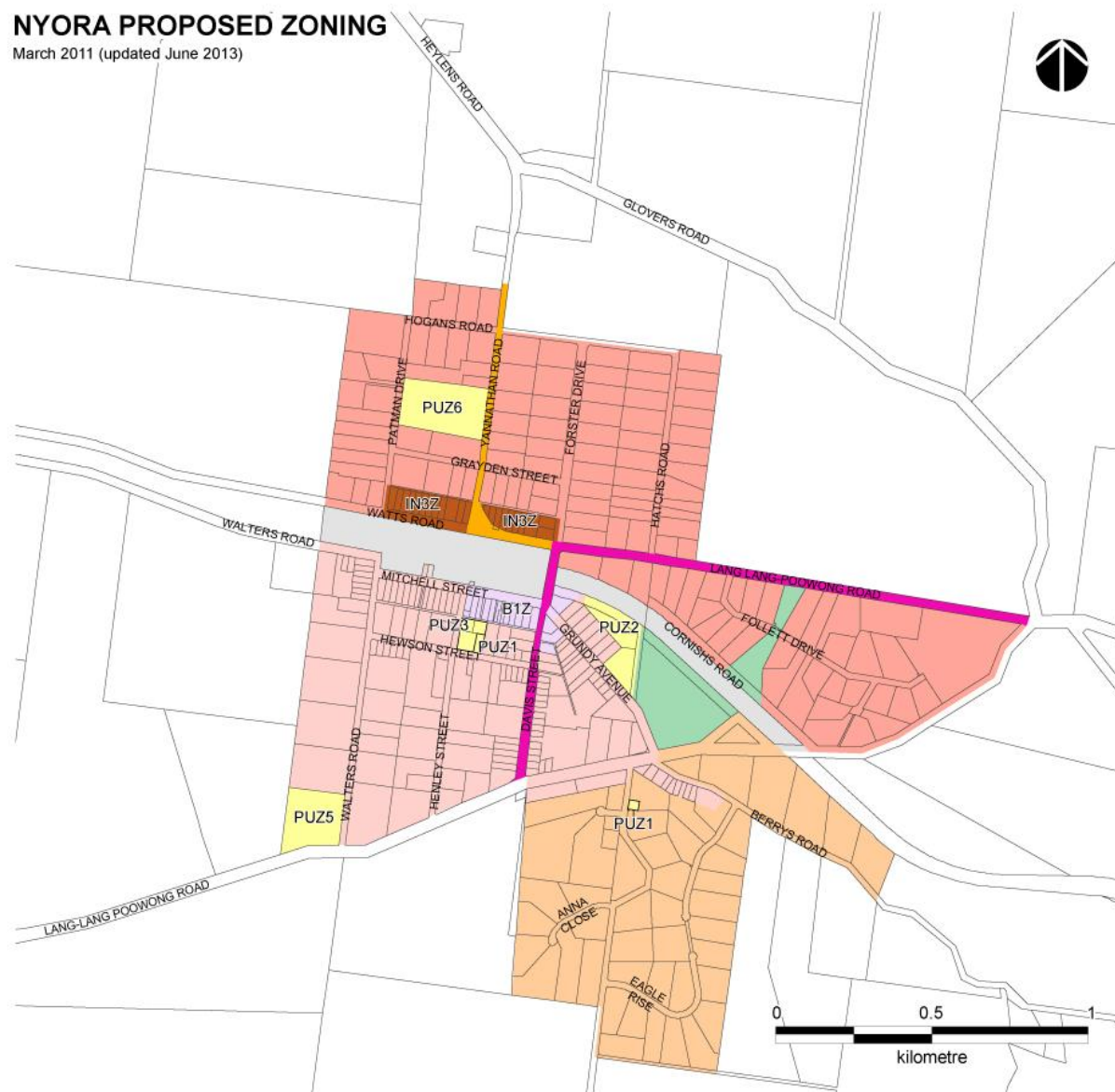
- Township boundary
- Distance from the town centre
- Buffer to sand resource
- Vegetation
- Closed road
- Heritage protected structures
- Contours (10m intervals)
- Watercourses

LAND USE

- Industrial Zone
- Residential
- Future residential area
- Long term residential area
- Low density residential
- Rural Living Zone
- Commercial
- Public use
- Open space
- Farming

NYORA PROPOSED ZONING

March 2011 (updated June 2013)



- Residential 1 Zone (R1Z)
- Low Density Residential Zone (LDRZ)
- Rural Living Zone (RLZ)
- Business 1 Zone (B1Z)
- Public Use Zone - Service & Utility (PUZ4)
- Public Use Zone (PUZ)
- Public Park & Recreation Zone (PPRZ)
- Industry 3 Zone (IN3Z)
- Road Zone - Category 1 (R1Z)
- Road Zone - Category 2 (R2Z)

This map shows the rezonings to occur when Council seeks to implement the Nyora Structure Plan (2011) into the Planning Scheme. The rezoning of land identified in the Nyora Structure Plan Land Use Framework as proposed residential should occur at the initiation of the landowner in accordance with normal land rezoning requirements and considerations.

Note: The zones identified in this map may be changed as part of the Minister's 'Reformed Zones for Victoria' program 2013.