

21.04

02/03/2017
C89(Part 2)

MAIN TOWNS

21.04-1

27/11/2014
C104(Part 1)

Vision

Council will consider planning applications and make decisions in accordance with the following vision:

- To ensure affordable, liveable, and sustainable communities for existing and future residents of Baw Baw.
- To develop clear directions and strategies through consultation with the community ensuring sustainable and balanced development.

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Overview

The co-ordinated planning and development of the six largest urban areas is important for the efficient provision of infrastructure and services, the management of residential, industrial and commercial development, the continuing development of the transport network and the provision of community facilities and services.

In 2013 Council prepared the 'Baw Baw Settlement Management Plan (SMP)' which provided a Shire wide settlement framework and directions for growth to 2036. A key base document of this was the 2005 'Growth Management Strategy and Structure Plans - Warragul and Drouin' which was updated to include additional areas for growth which will be planned and released through a detailed Precinct Structure Planning process.

This process will ensure growth areas are effectively planned to provide individual neighbourhoods with access to active and passive open space and local services. This process will also ensure all necessary infrastructure is provided by development with minimal liability on Council and the ratepayer.

The SMP provides key directions for growth for the remaining towns of Trafalgar, Yarragon, Longwarry and Neerim South which reflect their respective constraints. These directions have been included in specific town structure plans. In some cases urban design and traffic considerations require further investigation.

Zoned industrial land supply for individual towns has been based on a low annual rate of industrial land consumption between 2006 to 2012, however as local resident population increases so will the requirement for additional employment land to 'service' the resident population needs. In addition, there is the likelihood of 'export' related industry development that would require industrial land.

Objectives

- To provide the flexibility for development to occur in each town to accommodate the needs of its population as well as to facilitate the Settlement network
- To facilitate development in accordance with the specific town plans attached to this clause.

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Warragul

Context

Warragul is a regional centre providing residential, commercial, health, education, cultural and industrial activities. It began as a railway town in the 1870s serving the pioneering timber and farming communities. Its distinct character is provided by a collection of heritage buildings, trees and structures, hilly topography, farmland setting and garden suburb development.

The township boundary provides for a long term supply (to about the year 2050) of residential land for the town.

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Residential

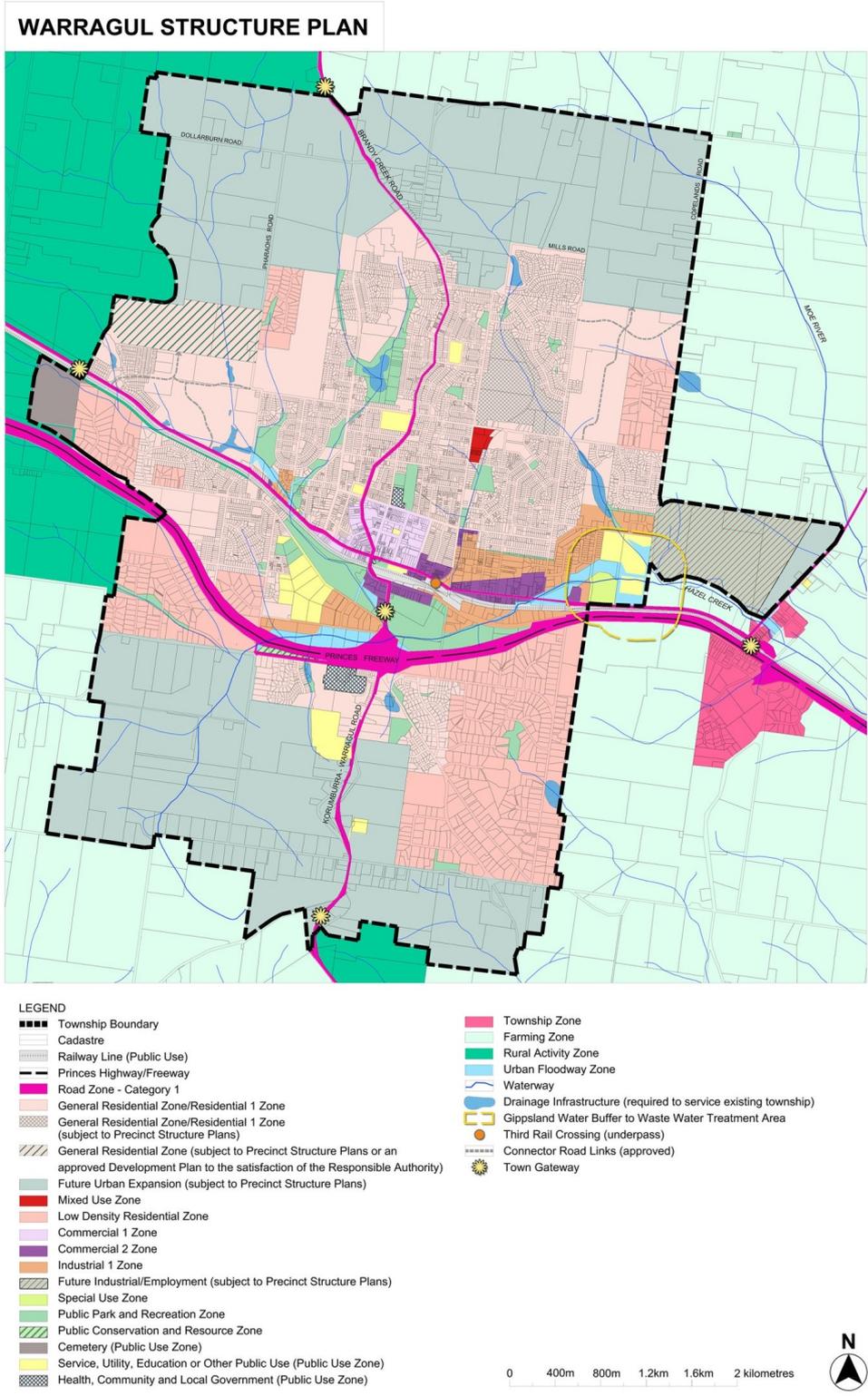
Any further residential rezoning of land within the growth areas will be subject to Precinct Structure Plans providing integrated neighbourhoods and clarity on infrastructure provision.

Commercial

- Take into account the principles of the Warragul Town Centre Urban Design Framework and Station Precinct Masterplan, April 2010 when assessing development within the Warragul town centre.
- Consolidate retail and other commercial uses within the existing town centre. However, longer term considerations should include some retail components in activity nodes in the north and south growth areas to meet convenience shopping needs of residents.

Industrial

- Consolidate industrial development on land already provided for the medium term (potentially 15 years supply from 2012).
 - Future industrial growth to be to the east of the existing Industrial 1 Zone land in Albert Road.
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21.04-4

02/03/2017
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Drouin

Context

Drouin is a sub-regional centre providing for residential, commercial and industrial development, and provides educational, recreational and cultural facilities. It began as a railway town in the 1870s serving the pioneering timber and dairying industries. Its urban character can be attributed

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to views to surrounding farmland and mountain ranges, garden suburb development in the older parts of the town, a collection of buildings, trees and structures of heritage significance and flowering gum lined boulevards.

The township boundary provides for a long term supply (to about the year 2050) of residential land for the town (secondary role to Warragul).

Residential

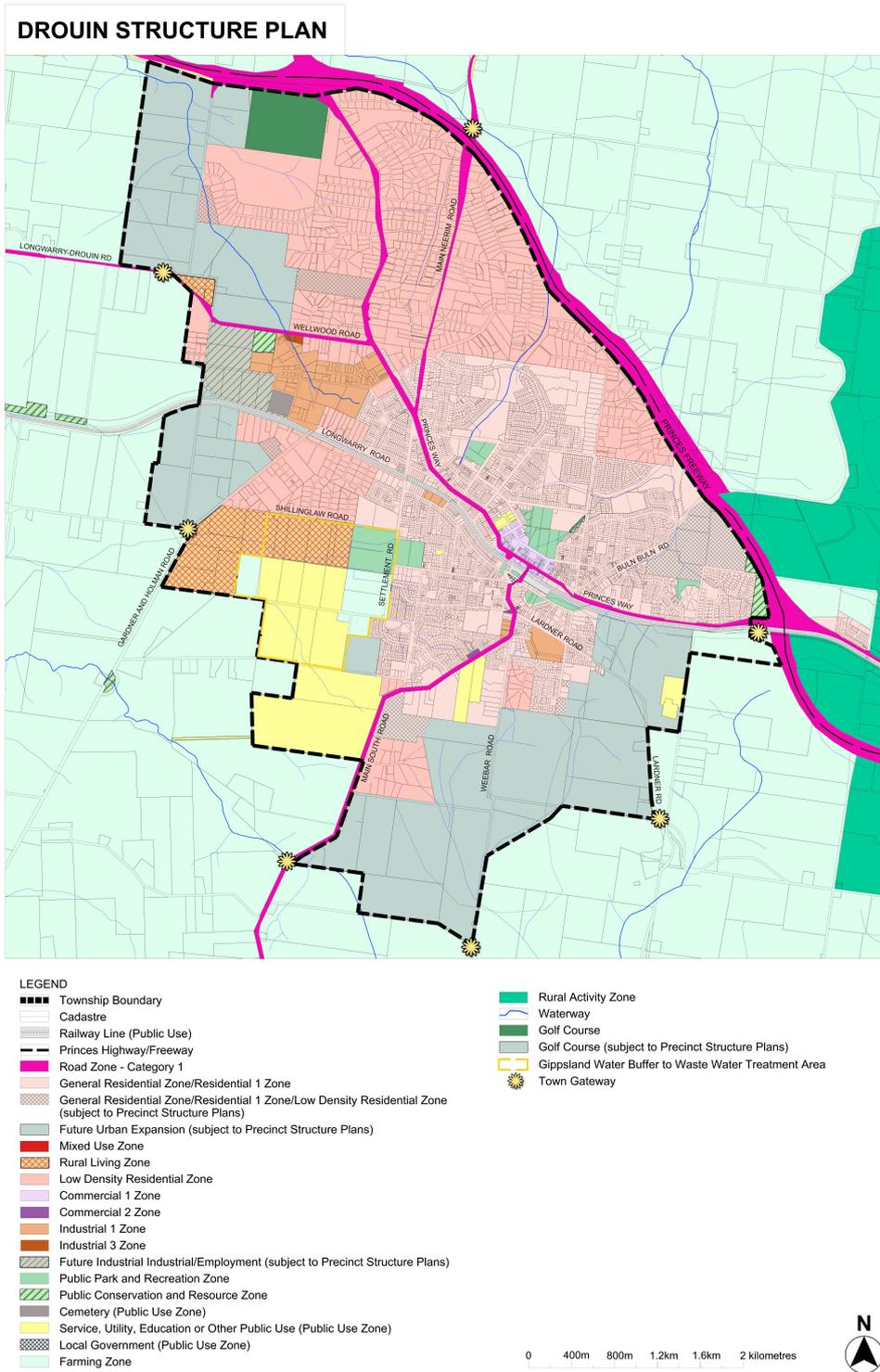
Any further residential rezoning of land within the growth areas will be subject to Precinct Structure Plans providing integrated neighbourhoods and clarity on infrastructure provision.

Commercial

- Consolidate retail and other commercial uses within the existing CBD. However, longer term considerations should include some retail components in activity hubs in the north and south growth areas to meet convenience shopping needs of residents.
- Consider the recommendations of the Drouin Town Centre Strategy November 2010 when assessing development within the Drouin town centre.

Industrial

- Consolidate industrial development in the existing Industrial 1 Zone to the west of the town in the medium term (potentially 15 years supply from 2012).
 - Future industrial growth to be the west of existing Industrial 1 Zone.
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Trafalgar

Context

Trafalgar is a town providing a wide range of commercial, industrial, educational, recreational and residential services to residents and the surrounding community. It began as a railway town serving the surrounding farming area. Set at the base of the Strzelecki Ranges, its urban character

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is attributed to its farmland setting with views to adjacent hills and distant ranges, flat topography, garden suburb residential settings in the older parts of town, a range of buildings of heritage significance particularly along the main streets.

There is sufficient residential land supply available within the zoned areas of the township to meet the projected demand to the year 2036.

Residential

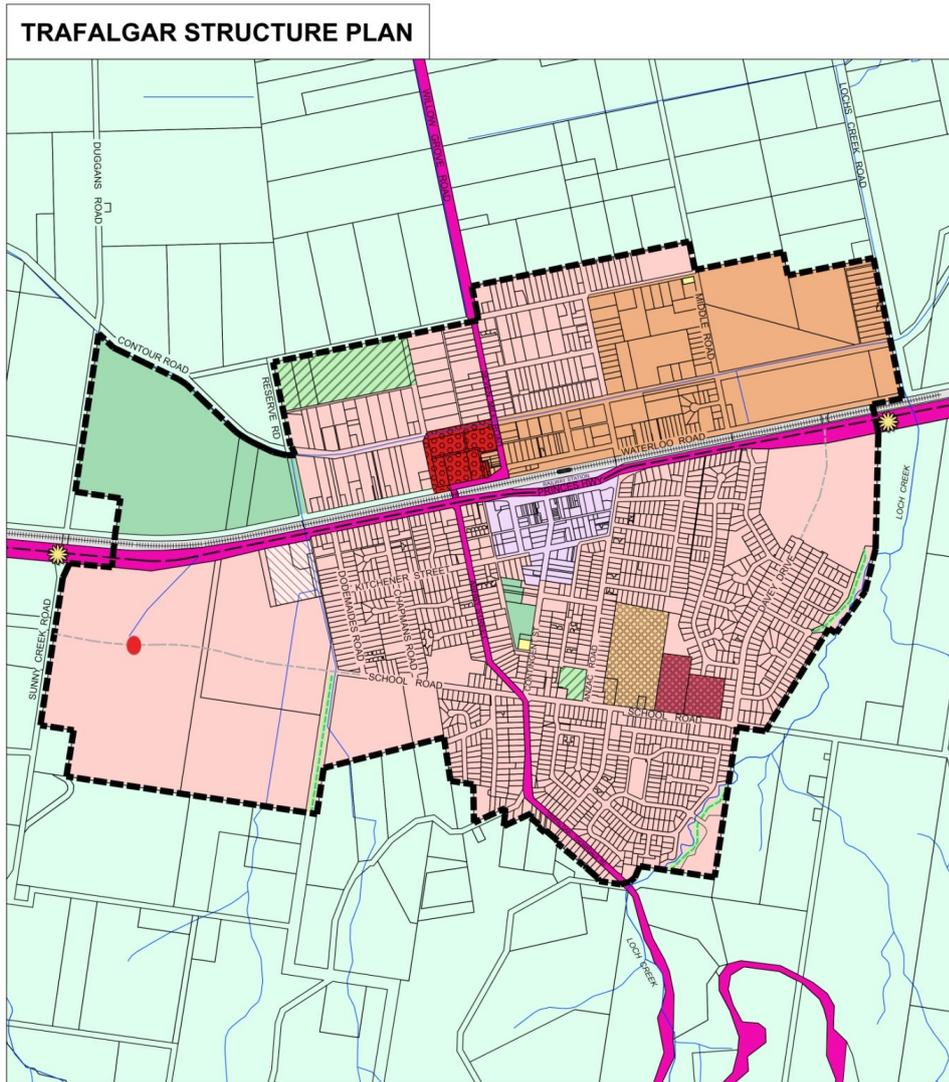
- A development plan for the entire western Residential 1 Zone expansion area is required to establish strategic planning aims and effective integration with the existing urban area. This area should include a centrally-located community hub.
- Rezone, at an appropriate time, the Industrial 1 Zone area within the western residential expansion area to the General Residential Zone. An Environmental Audit Overlay will be required for the rezoned land.
- Discourage any further linear spread (east or west) of the town along the Freeway given the town is already 3 kilometres wide. Further linear spread will impact town character and landscape buffers.

Commercial

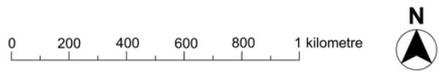
- Support mixed use style development or in-fill townhouse style medium-density housing in the town centre.

Industrial

- Encourage industrial development within the nominated industrial precinct to the north of and along Waterloo Road.
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- LEGEND**
- Township Boundary
 - ▭ Cadastre
 - ▬ Railway Line (Public Use)
 - ▬ Princes Highway/Freeway
 - ▬ Road Zone - Category 1
 - ▭ General Residential Zone/Residential 1 Zone
 - ▭ Future General Residential Zone
 - Future Activity Centre/Community Hub
 - ▭ Commercial 1 Zone
 - ▭ Mixed Use Zone
 - ▭ Industrial 1 Zone
 - ▭ Public Park and Recreation Zone
 - ▭ Future Open Space Linear Corridor
 - ▭ Public Conservation and Resource Zone
 - ▭ Service, Utility or Other Public Use (Public Use Zone)
 - ▭ Primary School (Public Use Zone)
 - ▭ Secondary School (Public Use Zone)
 - ▭ Farming Zone
 - ▬ Waterway
 - ▬ Future Connector Road Link
 - ☀ Town Gateway



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Yarragon

Context

Yarragon is the fourth largest town in the Baw Baw Shire and is mostly residential, with a strong tourist-oriented shopping destination, recreation facilities, school, hall and industrial and commercial land. It is located amidst farmland, with the floodplain of the Moe River to the north and the north

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face of the Strzelecki Ranges to the south. Most buildings date from the 20th century, and while detached housing in established gardens is the predominant streetscape, buildings with heritage significance add character to the town.

The township boundary is to be retained in its current position in the short to medium term but expansion areas to the east, west and south of the town should be considered to provide residential land supply post 2026 (indicative timing).

The timing is provided to ensure existing drainage issue within the town are resolved through mitigation measures outlined in the Yarragon Drainage Strategy, 2013.

Further rezoning outside the existing urban areas will only be considered after mitigation works are in place to reduce the existing inundation issue and provided the proposed rezoning does not impose pressure on the drainage network.

All drainage works for the rezone areas are to be investigated, designed, and constructed at the developers' cost.

Long term implications of all infrastructure provision (drainage, sewer and water) should be considered and planned for before expansion of the township boundary occurs.

The Yarragon Structure Plan 2010 provides important guidelines for development and urban design.

Residential

- Direct residential growth to the south of the Princes Freeway.
- Preferred directions for growth to be supported which will provide long term supply while maintaining town character and providing housing choice:
 - West - Standard residential densities through the application of the General Residential Zone
 - East - A mix of uses and housing forms through the application of the General Residential Zone and Commercial 1 Zone
 - South – lifestyle housing through the application of the Low Density Residential Zone
- Given the southern growth area will not trigger required sewer and water upgrades for township expansion this area will most likely be the first stage of growth. Subject to detail investigation and design, it may be possible that only minimal upgrade to the proposed Hazeldean Road retardation basin as identified in the Yarragon Drainage Strategy is required.
- Land rezoned in the east and west should also have a Design and Development Overlay (or similar control) to ensure development enhances town gateways.
- Locate medium density residential development close to commercial centres and community facilities.
- Encourage integrated development through the participation of servicing authorities to define areas in Yarragon that can be readily supplied with infrastructure.
- Encourage increased densities for properties fronting Campbell Street. The large lots (up to 1800sqm) are adjacent to the retail strip and could accommodate medium density housing development. The large lot abutting laneway reserves present access options.

Commercial

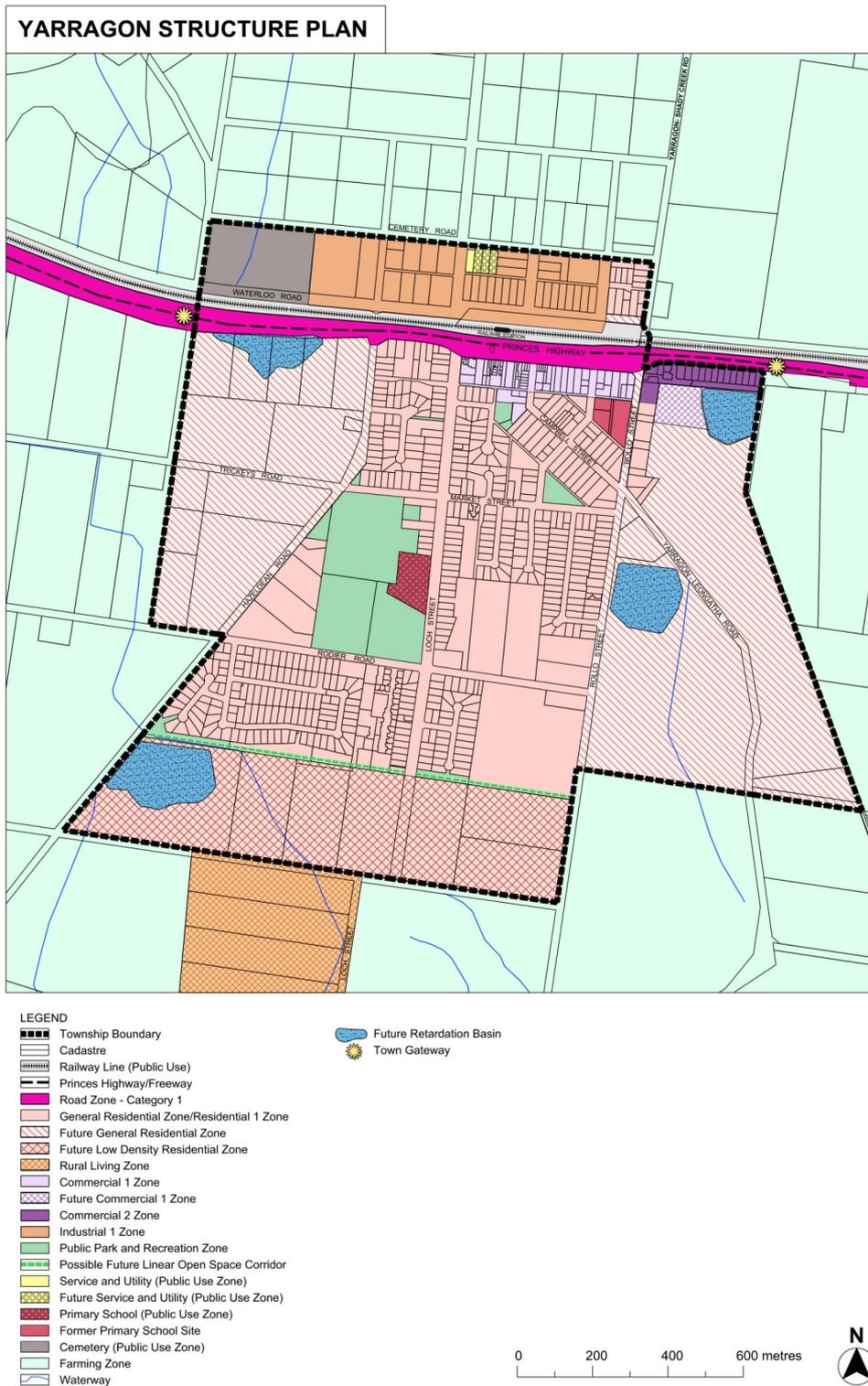
- Consolidate existing commercial and industrial lots to allow further development. This includes the transition of residential properties within the Commercial and Industrial 1 zones.
 - Encourage bulky goods businesses in the Commercial 2 Zone land fronting the Princes Freeway east of Rollo Street.
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- Encourage infill residential or mixed-use development within the township, particularly adjacent the commercial precinct.
- Consider the expansion of the town centre to the east (south of existing Commercial 2 Zone land) to support the future population in the long term
- Refer to the Yarragon Structure Plan 2010 and relevant Design and Development Overlay for style guides for new development within the commercial zones.

Industrial

- Concentrate industrial development on the Industrial 1 Zone land to the north of the Princes Freeway
 - Encourage a high standard of urban design, signage control and landscaping for industrial sites.
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Longwarry

Context

Longwarry is a town located amid farm land east of the Bunyip River and fulfils a residential, commercial, retail and industrial role for its hinterland and the wider region. Its urban character is a mix of housing styles and ages located around the retail and industrial activities, centred on the railway and main roads. Street trees and wide road reserves with views to farmland, distant hills and ranges emphasise its country town atmosphere.

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Longwarry has sufficient land supply to meet the projected demand to 2036. Further expansion of the township boundary is not favoured due to existing flooding constraints and downstream impacts.

Residential

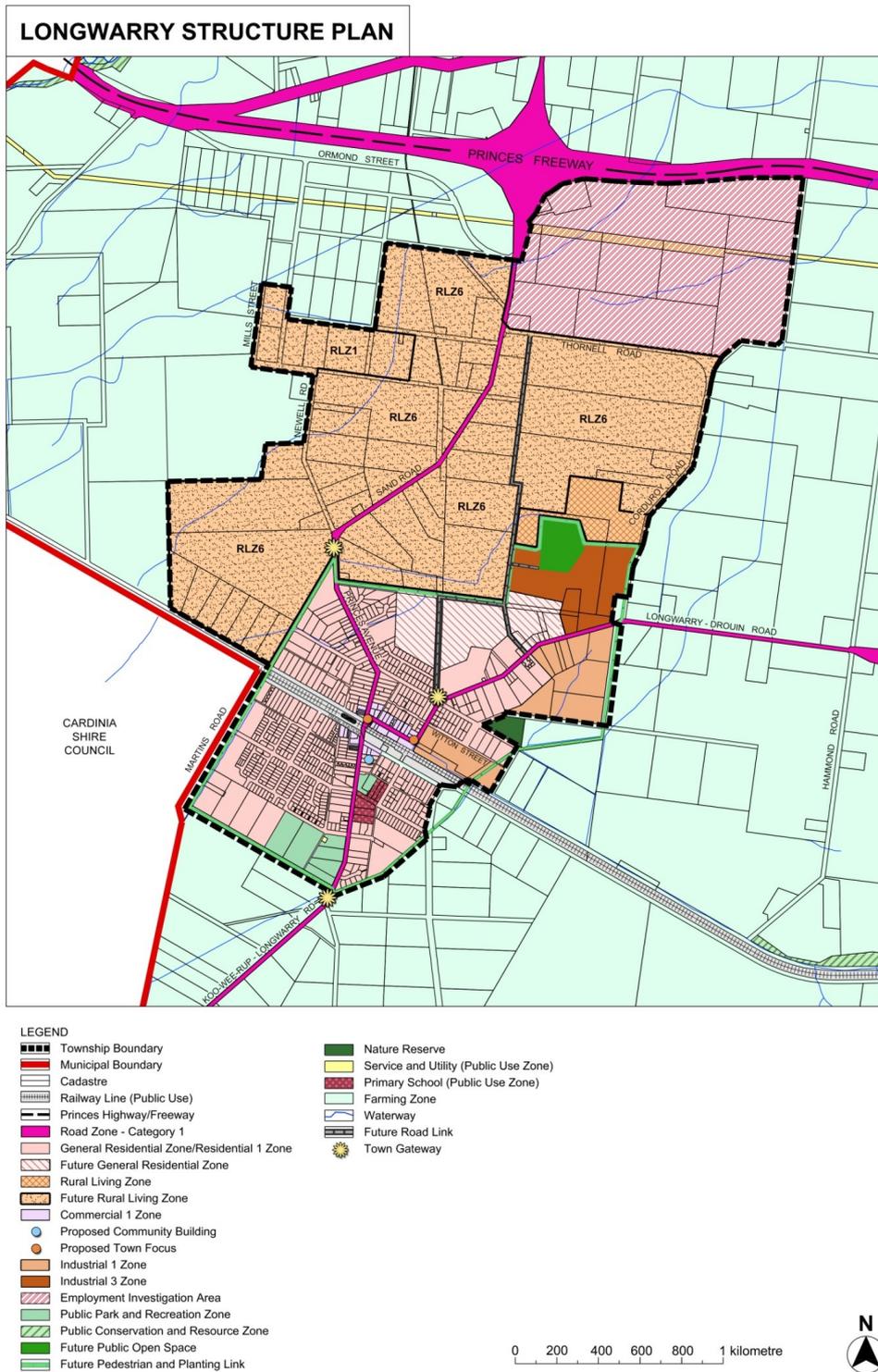
- Encourage development on underutilised residential land, which has access to reticulated sewerage and community facilities.

Commercial

- Improve the relationship between the retail centres on either side of the railway line through the development of a town centre urban design framework

Industrial

- Investigate a future employment area further north adjoining the Freeway for a logistics precinct servicing the Shire and region. Any value adding businesses that provide an attractive gateway to the Shire, with limited amenity impacts to adjoining residents, could also be considered. A key consideration for this area will be on-site water retention and drainage and Melbourne Water comments on any downstream impacts. Given the existing shared gas and water easement traversing this area, early engagement of authorities is required.
 - Investigate a northern road connection to service future residents and limit heavy vehicles moving through the town centre. This could be partially funded by developers of the proposed future Rural Living area where the road would service future residents.
 - Consider an opportunity to connect this road to the existing undeveloped industrial subdivision to the east (IN3Z). Negotiation with the landowner is required to facilitate this link that would allow convenient truck access from the development to the Freeway, bypassing the town centre.
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Neerim South

Context

Neerim South is a town providing for industrial, commercial, education, health, recreational, community and residential uses on the main road north from Warragul. It is attractively located atop a ridgeline to the east of the Tarago Reservoir and Bunyip State Forest, and views to the Reservoir, surrounding bush and countryside is a key to its identity. Heritage buildings and established plantings add to its urban character.

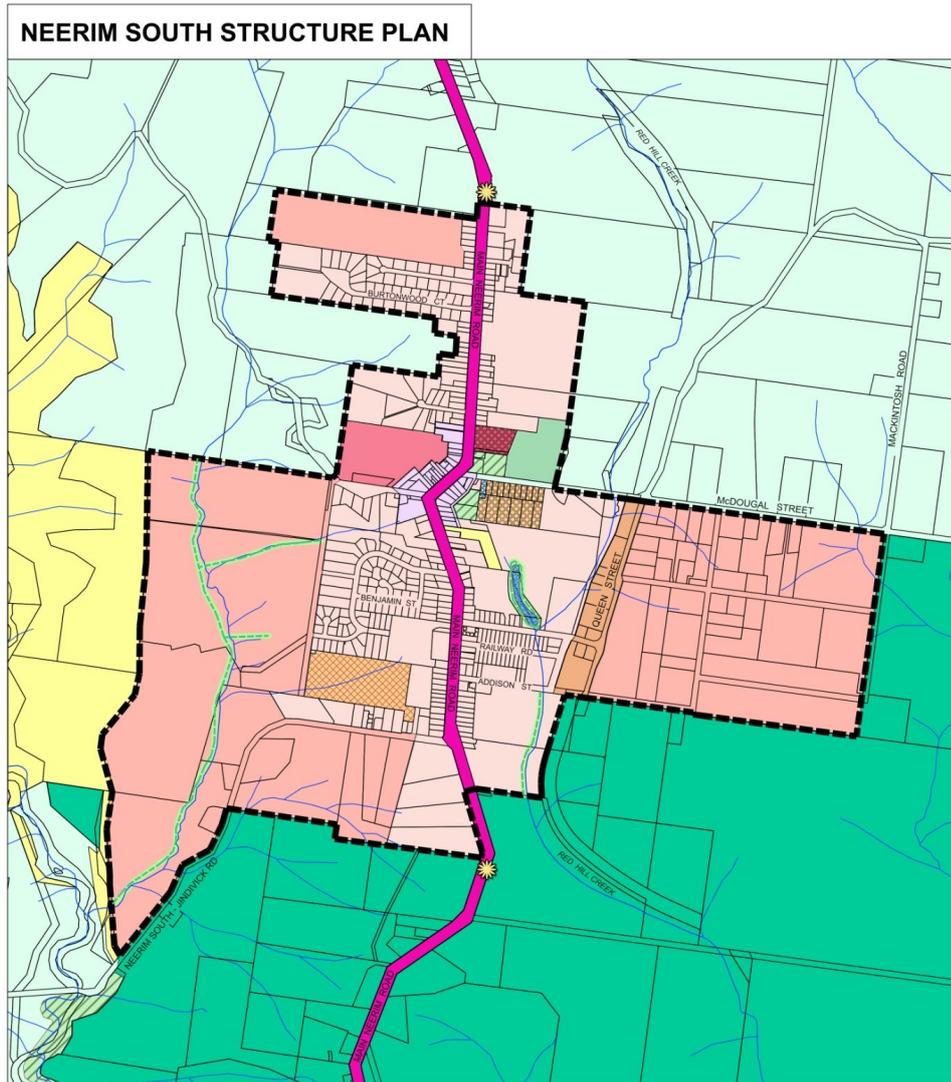
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Sufficient land supply exists within urban zoned areas to meet projected demand to 2036.

Commercial

- Rezone Low Density Residential Zone land to the west of the town centre at the intersection of Main Neerim Road and Neerim East Road to Mixed Use Zone (or similar zone). This would allow for retail development at the street frontage and the potential for development of mixed density housing at the rear.
 - These recommendations will be finalised through the urban design framework for the town centre.
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LEGEND

	Township Boundary
	Cadastre
	Road Zone - Category 1
	General Residential Zone/Residential 1 Zone
	Low Density Residential Zone
	Rural Living Zone
	Commercial 1 Zone
	Mixed Use Area (zone to be determined)
	Industrial 1 Zone
	Public Park and Recreation Zone
	Future Linear Open Space Corridor
	Public Conservation and Resource Zone
	Service, Utility or Other Public Use (Public Use Zone)
	Health and Community (Public Use Zone)
	Primary School (Public Use Zone)
	Secondary School (Public Use Zone)
	Farming Zone
	Rural Activity Zone
	Waterway
	Future Wetland
	Town Gateway

0 200 400 600 800 1 kilometre



Reference Documents:

- Baw Baw Settlement Management Plan, August 2013
- Growth Management Strategy and Structure Plans – Warragul and Drouin (2005)
- Trafalgar 2030 Land Use Strategy Plan Review April 2009
- Yarragon Structure Plan October 2010
- Yarragon Drainage Strategy 2013

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- Baw Baw Shire Development Contribution Plan, 23 March 2007
 - Drouin Town Centre Strategy – November 2010
 - Warragul Town Centre Urban Design Framework and Station Precinct Masterplan – April 2010
 - Warragul Town Centre Masterplan – May 2011
 - Longwarry Outline Development Plan - Henshall Hansen & Associates (1994).
 - Neerim South Outline Development Plan, Henshall Hansen Associates (1994)
 - Warragul Urban Drainage Strategy, 26 February 2007
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