

22.0219/01/2006
VC37**SETTLEMENT POLICIES****22.02-1**14/09/2006
C32**Strategy plans for Warragul, Drouin, Trafalgar, Yarragon and the Princes Highway/Freeway Corridor**

This policy applies to the towns of Warragul, Drouin, Trafalgar, Yarragon and to the area shown as the Princes Highway/Freeway Corridor.

Policy basis

The co-ordinated planning and development of the four 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. It is expected that the majority of future growth pressures will be in and around the four largest towns and along the corridor served by the Princes Highway/Freeway and the Melbourne to Gippsland railway - the Princes Highway/Freeway Corridor. The corridor represents opportunities for development which can be serviced and in locations which do not impact on agricultural production.

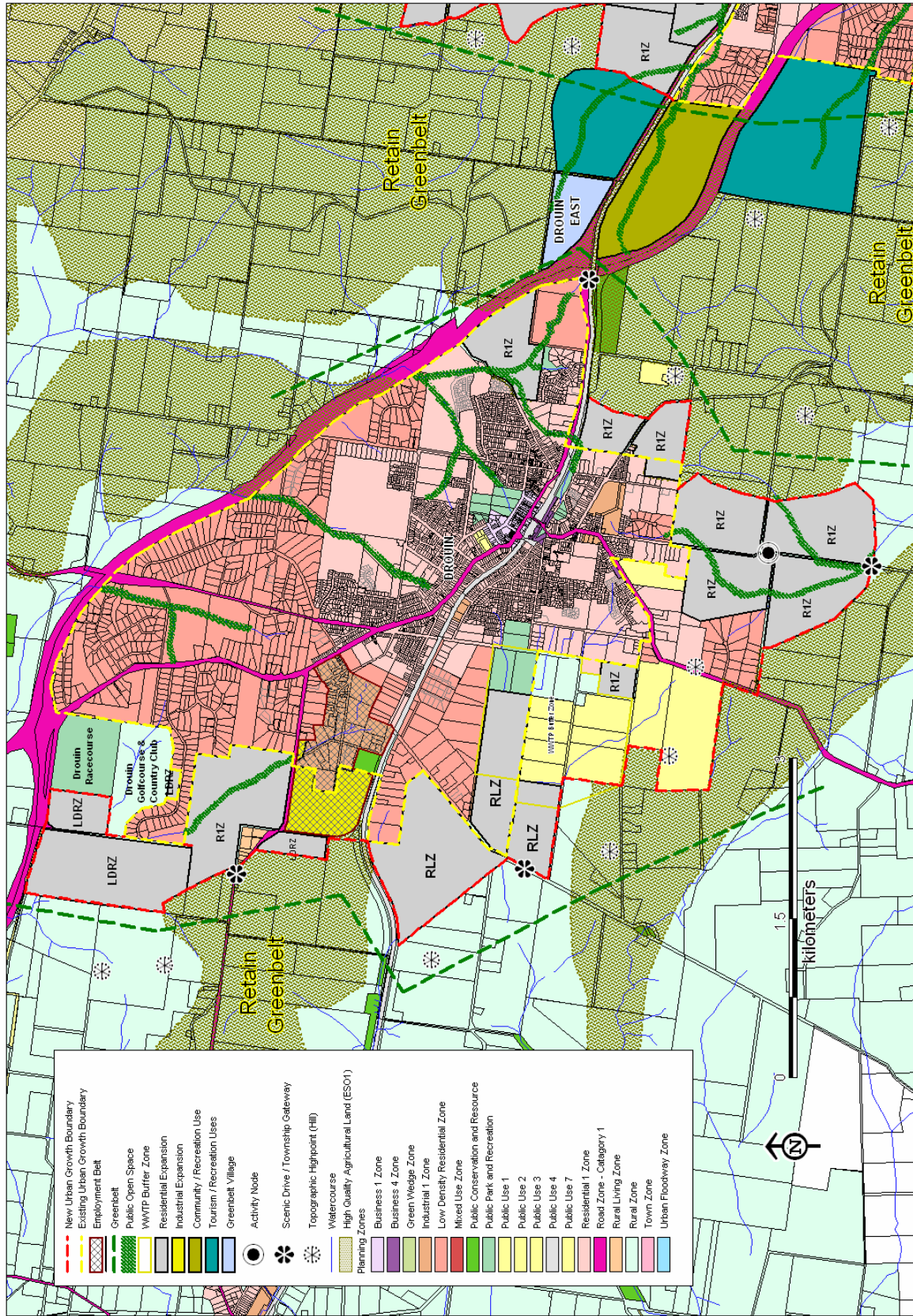
Objectives

- To ensure the co-ordinated management of new urban development.
- To manage the impact of urban development on the productive capacity of surrounding rural land.
- To use the strategy plan for each town and the corridor to assist in co-ordinated land use and development planning.

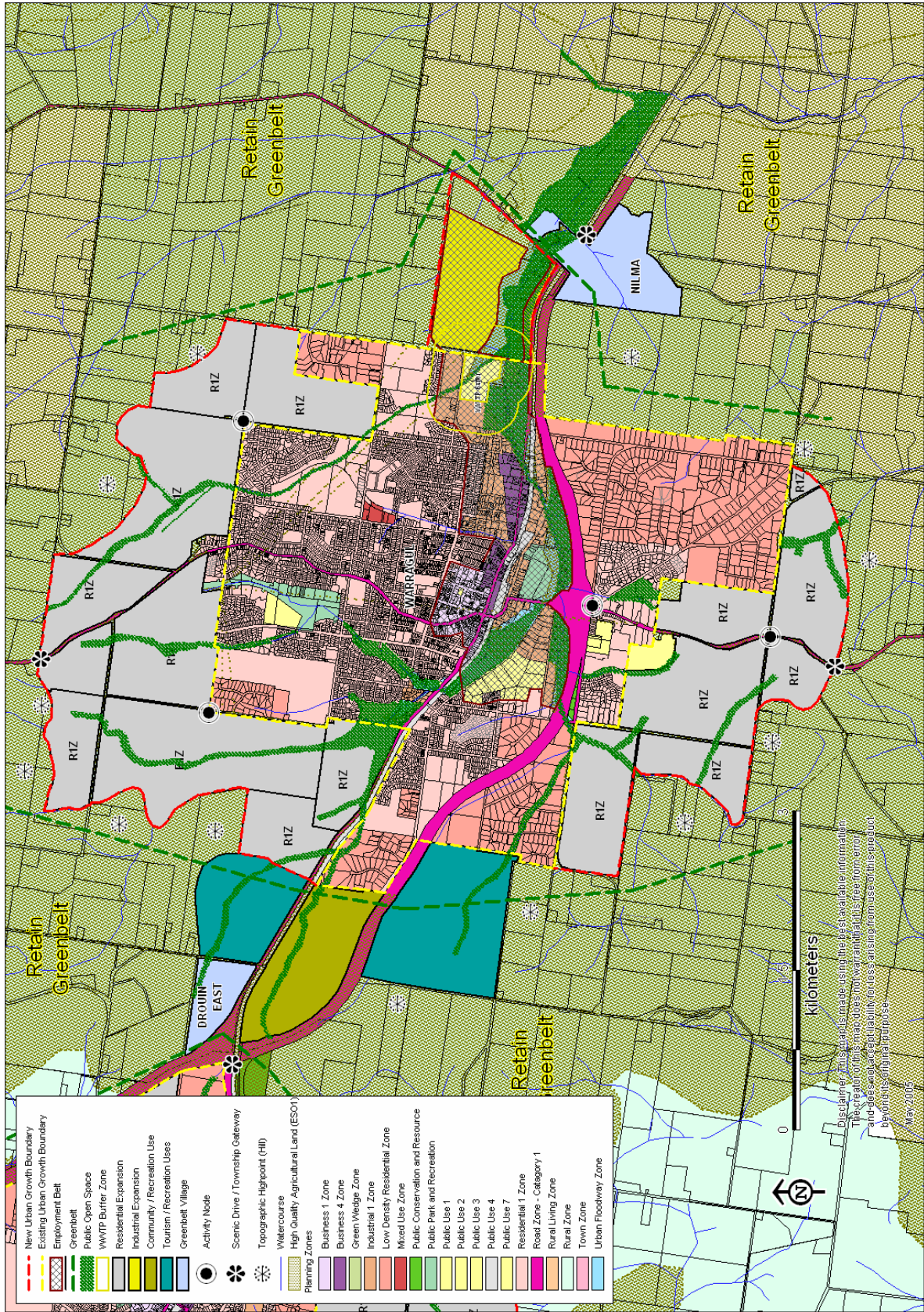
Policy

It is policy that:

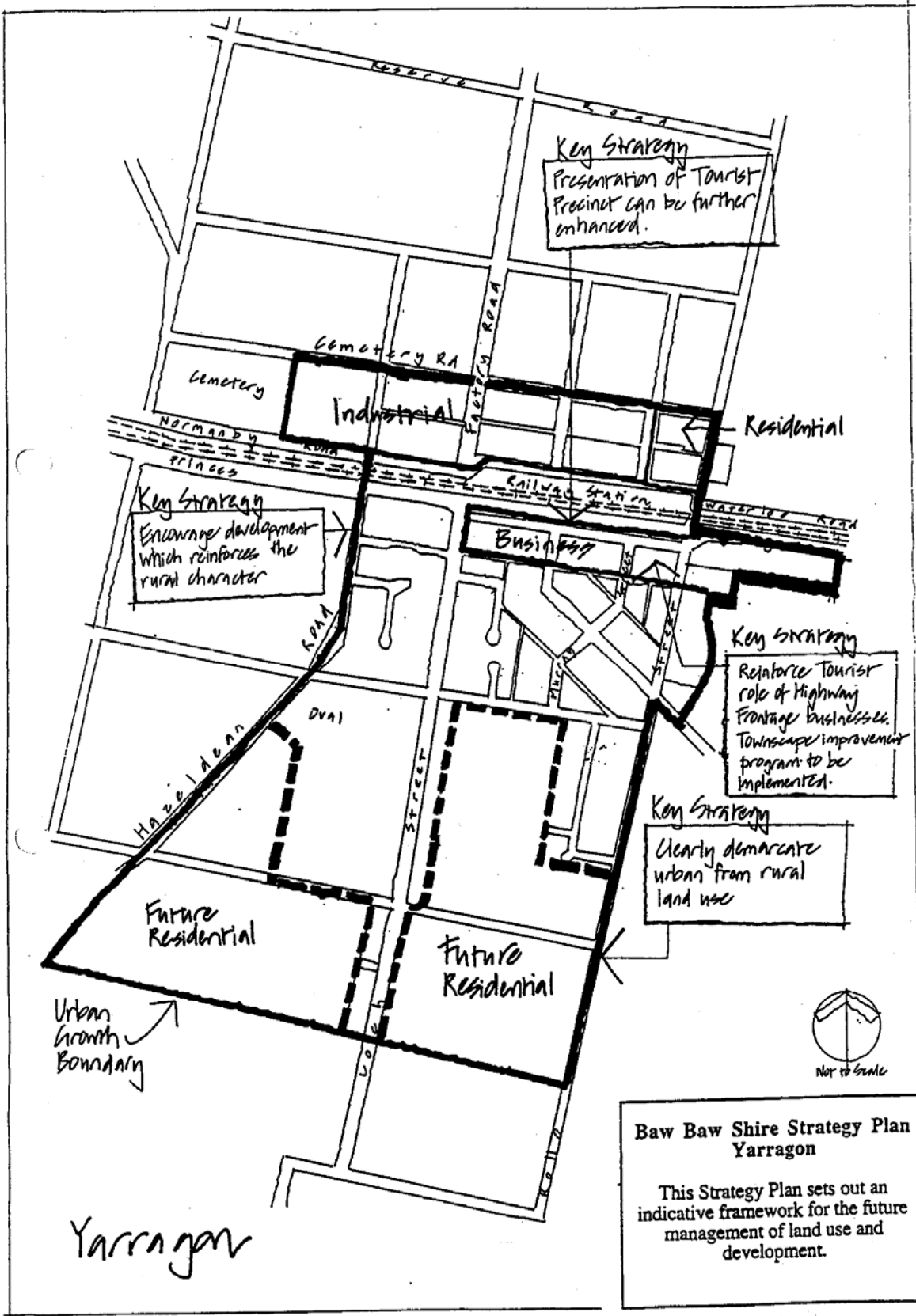
- New uses and developments within the township and on the urban-rural edge of the township and along the Corridor will be consistent with the elements of the strategy plans for Warragul, Drouin, Trafalgar and Yarragon and for the Princes Highway/Freeway Corridor which are part of this policy.

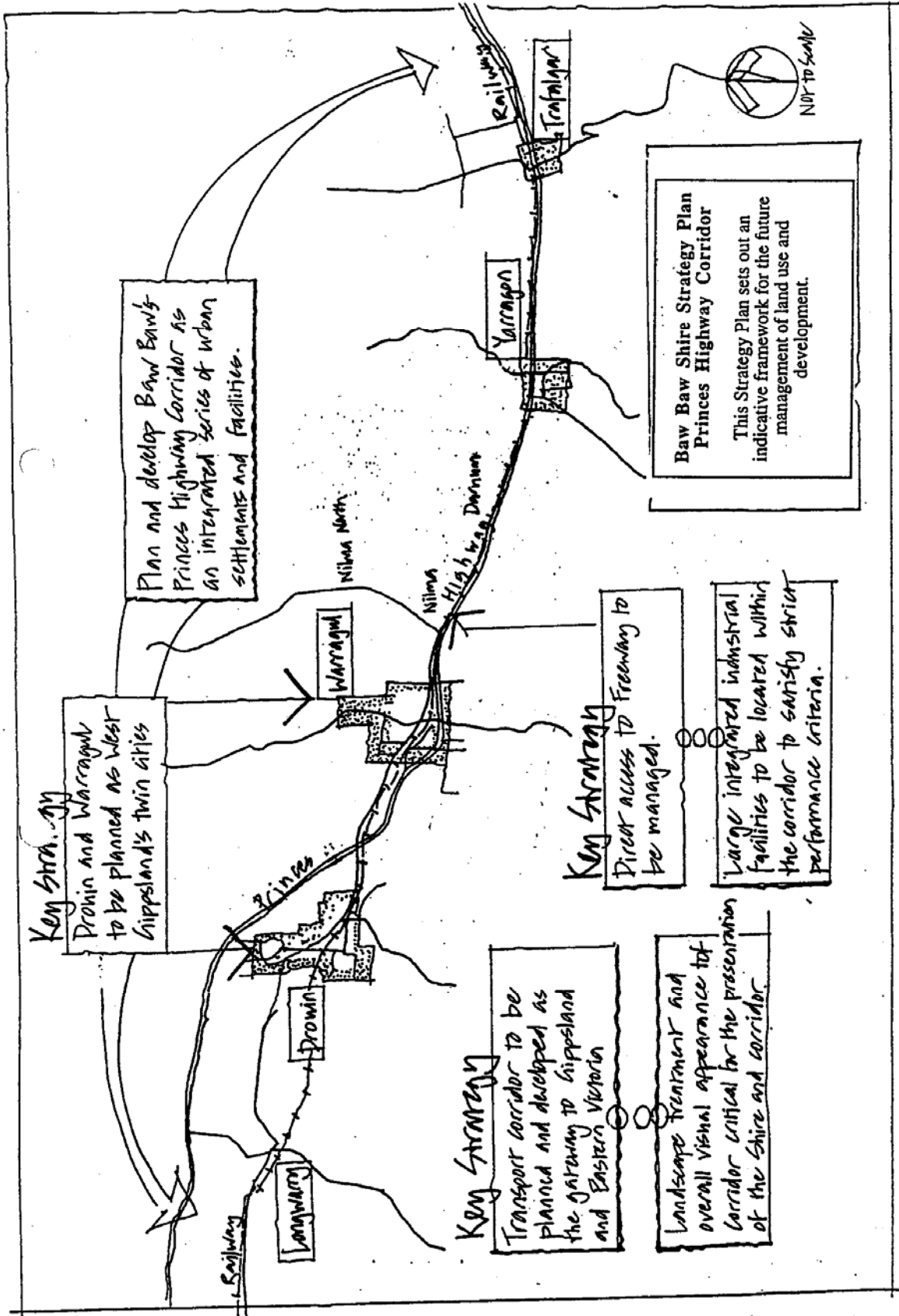


Drouin Structure Plan



Warragul Structure Plan





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Townscape

This policy applies to all land adjacent to freeways, highways, main roads and roads that form entrances to towns and in the presentation of main streets and roads within the towns.

Policy basis

The Shire has a diverse range of urban areas and townships. The presentation and appearance of the towns is important in protecting existing amenity, supporting heritage values, in the attraction of tourism and in providing a sense of place for residents.

Objectives

- To ensure that all new use or development has regard to the existing townscape and to design, siting and landscaping issues.
- To ensure that all use or development assists in the presentation of the main road entrances into townships.

Policy

Design

It is policy that:

- Development of land take into account the identified streetscape character and local heritage values of towns. The design of buildings, their mass and scale is important in preserving the historical attributes of towns.

Township entrances

It is policy that:

- Development should be designed with respect to the built environment and sited and finished in such a way that it contributes to the overall appearance and character of the town.
- Proposals address the presentation of development to the street and assists in streetscape presentation and its capacity to attract tourism, development, and demonstrate civic pride.

Landscaping of entrances and township boundaries

It is policy that:

- The importance of street trees in creating areas that offer shade and protection from the elements and that are conducive in assisting people to stop and use the town should be considered. Development located along entrances to all towns should take into account that the tree species used are consistent with the landscape plan for the township.
- Development located on the edge of a township area should be landscaped to assist in absorbing the development within the surrounding landscape and to provide a delineated edge to the town.

Warragul Township

It is policy that:

- The recommendations of the Warragul Townscape Study should be taken into account when assessing development within the township.

Information to be provided

It is policy that:

The following information be provided as appropriate with applications for new uses or development of land:

- A landscape plan demonstrating compliance with local landscape themes and plantings.
- For developments on the edge of townships, a landscape plan showing how the development can be absorbed by the surrounding environment.
- A design report demonstrating that building mass, scale and form have been considered having regard to the local surroundings.
- A demonstration that the streetscape character of township has been identified and considered.

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Car parking

This policy applies to all business zones.

Policy basis

The planning and functioning of car parking is important for the continuing development of the retail and business sector. It is necessary that where the provision of car parking required by the scheme cannot be made on site or in close proximity to a new use or development that cash in lieu payments be considered in order to provide for car parking areas.

Objectives

- To provide for cash in lieu payments for car parking when it cannot be provided on- site or nearby.

Policy

It is policy that:

- In considering an application to reduce or waive the number of car parking spaces, the responsible authority shall take into account whether a cash contribution should be sought.

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Industry landscaping

This policy applies to the development of land for industrial purposes.

Policy basis

The landscaped presentation of industrial development is important for the overall amenity and appearance of urban and rural areas.

Objectives

- To provide for comprehensively planned, well presented and landscaped industrial sites.

Policy

It is policy that:

- Buildings and open storage areas generally not exceed 60 per cent of the site.
- The preferred external finishes for walls of buildings is brick, stone, concrete or like material.
- Development should be connected to reticulated water, sewerage, power and storm water facilities.
- Car parking and external storage areas should be finished with an all weather surface to the satisfaction of the responsible authority.

Setback areas

It is policy that:

- Land within 7.5 metres of the front boundary should be used for car parking, access and landscaping. The area should be created and maintained to the satisfaction of the responsible authority.
- Ten per cent of the site should be landscaped as garden, using native vegetation.
- Buildings and works within 7.5 metres of a Residential zone should be landscaped using native vegetation to the satisfaction of the responsible authority in such a manner as to screen activities on the site.

Storage areas

It is policy that:

- Screen fencing should be erected on the site where it is to screen outdoor storage areas, loading bays or car parking areas from view.
- Goods or materials should not be stored or displayed in a setback area.

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Happy-Go-Lucky and Maidentown settlements

This policy applies to the freehold land at the Happy-Go-Lucky and Maidentown townships.

Policy basis

Happy Go Lucky and Maidentown are old gold mining settlements that were established in the nineteenth century in the midst of the gold rush.

These locations are inappropriate for residential development and any other types of buildings that are designed to contain people. These sites should be left undeveloped to contain the remnant vegetation and landscape features that have been integral to the area's character, since the end of the gold rush.

Development of this land is inappropriate due to the following reasons:

- Access is very difficult & isolated. Roads are not constructed, are unsealed and prevent the safe movement of traffic in two directions. There is a high cost in upgrading roads due to isolation and difficult terrain.

- The area has a high fire hazard rating and its inaccessibility and remoteness from fire services makes it dangerous to both protect life, habitat and environmental features.
- The vegetation is substantial and the terrain very rough and rocky. These features make it inappropriate for the removal of vegetation from an environmental perspective. The environment is prone to soil erosion and lack of soil depth reduces the ability to contain wastes from effluent disposal facilities.
- The areas have very steep slopes with many gullies and watercourses. Slopes generally exceed 20% and slopes in excess of 57% are common.
- The locations are within a potable water supply catchment. Due to soil type, depth and slope, septic tank discharge could not be contained within the boundaries of sites. This could lead to water pollution of the Thomson and Latrobe Rivers.
- Landscape features of these areas are very high and development of buildings in these remote locations is incompatible with the surrounding natural environmental features.

Objectives

- To identify the environmental constraints to the development of land in these areas.
- To limit development in the absence of appropriate infrastructure.
- To discourage development in the township areas of Happy-Go-Lucky and Maidentown.

Policy

It is policy that:

- Development of land within the Happy-Go-Lucky and Maidentown township be discouraged.

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Coopers Creek

This policy applies to the freehold land at the Coopers Creek mining township.

Policy basis

Coopers Creek is a settlement associated with the mining of copper which operated from the 1860s through to the end of the First World War.

There are opportunities for tourist and recreational developments associated with the historic area and the remains of the past mining activity. However, there are a number of constraints to new development in this area: access is not all-weather; it is surrounded by forest and there is a high fire hazard; the adjacent Crown land has steep slopes and many gullies and watercourses; some areas are rough and rocky and prone to soil erosion; the land is in a potable water supply catchment presenting problems for the disposal of body wastes, sullage water and garbage; and the Thomson River which flows adjacent to the settlement is a Heritage River with the river environment to be managed to preserve and protect the natural, scenic, cultural heritage and recreational values.

Objectives

- To ensure that any proposal for private development acknowledges and overcomes the various constraints impacting on the area and accords with an overall development plan for the settlement.

Policy

It is policy that:

Any development proposal for land at Coopers Creek should be accompanied by, and accord with, a Development Strategy Plan and Report covering the settlement area and its surrounds, prepared after consultation with the Department of Natural Resources and Environment and the Country Fire Authority, which addresses the various constraints on development which operate in this location and sets out the manner in which these are to be overcome.

Approval of development should depend upon:

1. The Development Strategy Plan and Report meeting the requirements of the Department of Natural Resources and Environment, the Country Fire Authority, and the Shire and being adopted as the basis for development control in the settlement.
2. The development complying with the provisions of the adopted Development Strategy Plan.