

21.0927/10/2016
C60**LOCAL AREAS****General**

This clause focuses on local level implementation of the objectives and strategies set out in Clauses 21.05 to 21.08 of the Moyne Planning Scheme. Each section relates to a particular rural township or precinct within the municipality where detailed planning has been undertaken. This section should be read in conjunction with the rest of the Municipal Strategic Statement and not in isolation.

The sections are organised under the following Local Area headings:

- 21.09-1 Peterborough
- 21.09-2 Mailors Flat
- 21.09-3 Port Fairy
- 21.09-4 Mortlake
- 21.09-5 Port Fairy West

21.09-111/12/2014
C54**Peterborough**

Peterborough is a small coastal village on the Great Ocean Road. It is located within a dramatic coastal landscape contrasting with the serene backdrop of the Curdies River estuary and rural hinterland. Flooding is a crucial issue in the areas of Peterborough adjacent to the Curdies River. The population of the town increases substantially over the summer holiday period. Development and tourism pressures are expected to increase when the town is connected to a sewerage system, and given the ongoing popularity of the Great Ocean Road region.

Vision

To maintain and enhance the role of Peterborough as a peaceful small coastal village on the Great Ocean Road set within the dramatic scenery of the renowned Port Campbell National Park, Bay of Island Coastal Park and lesser known Curdies River estuary.

To limit the growth of the township and scale of development, including commercial development, to ensure the character, serenity and functioning of the township is protected for the enjoyment of permanent and semi-permanent residents and visitors.

Local area implementation

Ensure that any proposed use or development within Peterborough is generally consistent with the Residential Design Guidelines, Peterborough, Victoria 2006 and the Peterborough Framework Plan (see 21.09-1.1), so as to protect and enhance:

- The small scale coastal village character;
- The dramatic coastal and serene estuarine and rural landscapes; and
- The local environment including the Peterborough coastline, the Curdies River, the adjacent Port Campbell National Park, Bay of Islands Coastal Park, limestone depressions and indigenous vegetation.

Residential and Township development

Ensuring that the objectives and strategies in the Residential Design Guidelines, Peterborough, Victoria, 2006 are achieved through consistent application of the design standards for development, subdivision and infrastructure within the document when assessing planning permit applications.

Limit the height, scale and density of development, and encouraging site responsive design and view sharing.

- Encourage appropriate stormwater management especially in new subdivisions.
- Limit the extent of development by managing a sustainable township boundary as shown in Map 1 'Peterborough Framework Plan'.
- Focus the limited expansion of commercial activity around the existing Mac Street precinct, encouraging the redevelopment of existing commercial properties, and seeking high quality architectural design responses for proposals in prominent locations.
- Implement the Urban Design Priority Program to enhance public places, precincts and facility provision in the town as identified in the Residential Design Guidelines, Peterborough, Victoria 2006.

Road network and infrastructure

- Ensure safe vehicle and pedestrian access on the Great Ocean Road.

Environment

- Support on-going environmental studies and initiatives concerning the Curdies River estuary, catchment and coastal system.

Flooding

- Identify potential flood hazards and provide a sound basis for the future development and use of land thought to be liable to be at risk of flooding
- All land thought to be liable of flooding will be included within a Land Subject to Inundation and Floodway Overlay, generally in accordance with the controls established by the relevant floodplain management authority.

Exercise of Discretion

It is policy that:

- In areas subject to Land Subject to Inundation Overlay and Floodway Overlay, it is policy that as a first preference no fill will be allowed. Fill under a designated building footprint, outside a building footprint or for a safe and proper access to and from the site will be discouraged. Written justification to the satisfaction of the Responsible Authority must be provided by the applicant for any such fill, including why other construction techniques cannot be used.

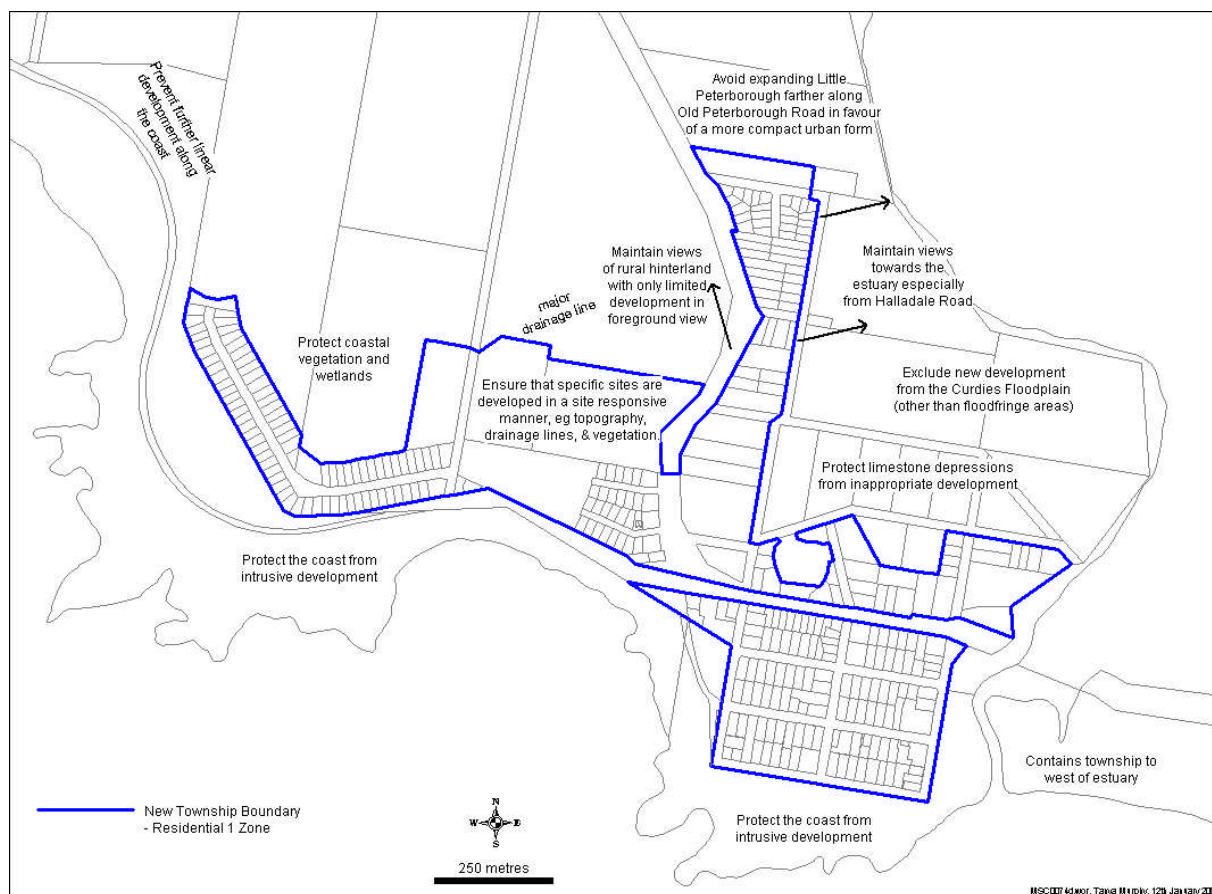
Reference documents

Peterborough Urban Design Framework, 2002.

Residential Design Guidelines, Peterborough, Victoria 2006.

21.09-1.1 Peterborough Framework Plan

22/03/2012
C42



21.09-2 Mailors Flat

22/03/2012
C42

Mailors Flat is located on low-lying flat land about 9 kilometres north of Warrnambool and 800 metres east of Warrnambool Airport. It is characterised by low-density residential uses with scattered rural industrial and retail uses. Agricultural land within and around Mailors Flat is on productive volcanic soils that are used for dairying and grazing. Pockets of significant remnant vegetation occur in the eastern area around Shady Lane. The township is attractive as a rural residential area owing to its closeness to Warrnambool and its landscape character. Mailors Flat must have sustainable water use, where groundwater usage for stock and domestic use is not detrimentally affected by development. The area has no provision for reticulated water or sewerage, no integrated drainage scheme and the road network requires significant improvement. The terrain and clay soils require special measures to ensure that wastewater can be adequately treated and that drainage systems are effective.

Vision

To enhance the low-density township character of Mailors Flat centred around town services and businesses while respecting surrounding rural land and protecting the features of the natural landscape.

Local area implementation

Ensure that any proposed use or development within Mailors Flat is generally consistent with the Mailors Flat Structure Plan (see 21.09-2.1).

Residential development

- Ensure that lot sizes for residential development are based on the capacity of the lot to treat and retain all wastewater within the lot.
- Direct smaller residential lots (average lot size 0.4 hectares) to the township centre as defined by the Township Zone.
- Direct low density residential development (minimum lot size 1.0 hectare) to the Low Density Residential Zone.
- Direct rural residential development to the Rural Living Zone where it can be demonstrated that the development will not adversely affect agricultural uses, biodiversity and landscape values and the operation of Warrnambool Airport.

Township development

- Direct commercial and industrial development that respects residential amenity to the township centre as defined by the Township Zone.
- Encourage the establishment of community facilities including park and playground facilities, public toilets, improved bus stops and footpaths in the township centre as defined by the Township Zone.
- Encourage signage and landscape works to enhance the appearance of the township.

Road network and infrastructure

- Encourage new development to concentrate in areas where infrastructure can be provided in a cost-effective manner.
- Make provision for new street links between Russells Road and Warrnambool–Caramut Road to improve connectivity through Mailors Flat.
- Create a new Russells Road/Warrnambool–Caramut Road intersection to replace the existing intersection.
- Downgrade vehicle access along Shady Lane.
- Encourage integrated wastewater systems for development proposals in the Township and Low Density Zones.
- Ensure that new development has access to a suitable integrated drainage network.
- Encourage the reuse of stormwater run-off.
- Ensure that new development has access to a safe and efficient road network.

Environment

- Encourage the maintenance of remnant native vegetation and encourage the establishment of wildlife corridors and biolinks.
- Encourage the protection of significant vegetation along roadsides, especially in the vicinity of Shady Lane.
- Discourage vehicle access through Shady Lane and promote it as a pedestrian/bicycle trail.
- Encourage the maintenance of localised areas of planted vegetation, scattered trees and windbreaks.
- Promote the planting of indigenous vegetation that reflects the area's natural heritage.

Vision

- To maintain and build Port Fairy as a strong economically sustainable settlement that provides services for the local community.
- To retain the distinctive character of Port Fairy based on the heritage features, the coastal location and high quality urban design.
- To recognise the constraints of the Moyne River floodplain on the development of land.

Local area implementation

Ensure that any proposed use or development within Port Fairy is generally consistent with the Port Fairy Framework Plan (see 21.09-3.1).

Urban Character

- The coastal and river character of Port Fairy should be retained and enhanced.
- The existing avenues of Norfolk Island Pines should be maintained and protected.
- The vegetation throughout Port Fairy should be maintained and protected.
- Existing commercial, residential heritage areas and other heritage sites and places in Port Fairy should be protected.
- For all new development:
 - New buildings and works should respect Port Fairy's built form and /or the coastal location of the area.
 - Development should respect the historic built form and natural environment through the sensitive use of materials and colours.
 - New development should reinforce the traditional streetscape.
 - New development should respect traditional forms of landscaping and/or significant coastal vegetation.
 - The design of buildings and spaces should protect existing building stock and streetscapes of the Town Centre and the Moyne River Environs and new development should reflect the traditional elements of heritage buildings in Port Fairy.
 - Design and appearance controls for residential areas within Port Fairy should limit structural heights and encourage new structures to reflect the traditional elements of heritage buildings in the town.

Housing

- A range of residential opportunities is facilitated which protect and reflect the important historical and amenity values present in Port Fairy.
- Smaller lot subdivision and higher density types of residential development compatible with the character and appearance of the area be encouraged.
- Infill residential development should be encouraged to strengthen the population base within walking distance of the commercial area.
- Retirement and aged support based industries should be encouraged to develop within the town.

Commercial

- Port Fairy should remain the retailing, service and cultural centre for the surrounding districts.
- The consolidation of major retailing and commercial functions within the central commercial area of Port Fairy should be promoted.
- Carparking facilities within the Port Fairy central area should be upgraded.
- Streetscape improvements in the Port Fairy central area should be carried out.
- Provision should be made for the expansion of commercial activities within the central area.
- Non-retail activities should be allowed throughout the town where they are in harmony with the local neighbourhood and contribute to the village feel and to tourism.
- Limited commercial activities (non-retail) throughout Port Fairy should be encouraged.
- Home industries and craft based activities throughout Port Fairy should be encouraged.
- Advertising signage displayed in the commercial historic precincts of Port Fairy must be designed having regard to the Moyne Commercial Areas Signage Guidelines.

Industrial

- Industrial development in and around Port Fairy is promoted.
- Industry should be focused on the existing industrial areas and on land beyond the sewerage treatment plant.
- Industrial development should be located to minimise its visual impact, particularly near major access roads into and out of Port Fairy.
- Sufficient fully serviced and easily accessible industrial land should be provided to accommodate the needs of industries seeking to locate within Port Fairy.

Infrastructure

- The establishment or retention of community and engineering services necessary to support the needs of the community should be facilitated.
- Development of the wastewater treatment site in the northwest area of Port Fairy should be encouraged and supported.
- Existing infrastructure should be upgraded in a manner that reflects the character of Port Fairy.

Tourism

- Port Fairy should be promoted as an important tourist destination.
- Appropriate tourist infrastructure should be developed and encouraged without impacting upon the present scale and heritage values of Port Fairy.
- Provision should be made for suitable bus and caravan parking areas in the Port Fairy central area.
- Small-scale tourist related facilities and services that are consistent with the traditional design elements and character of heritage buildings and the historical function of the original settlement should be encouraged.

- The economic base of the town should be strengthened to provide employment and wealth generation.
- The unique coastal, river and harbour location of Port Fairy should be utilised to develop tourist-related activities that are sensitive to the character of the settlement.

Accessibility

- A high degree of accessibility within Port Fairy should be promoted.
- Safe, direct and convenient pedestrian and cycle routes between major residential areas, schools, public open spaces and the Port Fairy central area should be provided.
- Development of the Town Bypass should be pursued to better integrate Port Fairy as one consolidated unit, and to improve safety and amenity values and reduce noise.
- Better links between existing residential areas and the town centre should be established.

Environmental

- Significant environmental features which contribute to the appeal of Port Fairy, including the coastline, the Moyne River, the Lough and the significant areas of open space should be protected and promoted.
- The coastline and coastal dunes around Port Fairy should be protected from inappropriate development.

Flooding

- Avoid increasing risks to human life and property from flood damage.
- Minimise development on land liable to flooding and, where development is permitted, ensure that the siting of buildings and works takes into account the potential depth of flooding, the route of major floodways and the impact on the operation of the Moyne River floodplain and its tributaries.
- Ensure that all new development permitted on the floodplain maintains the free passage and temporary storage of floodwater, minimises flood damage and is compatible with flood hazard and local drainage conditions.
- Protect private and public assets from the impacts of flooding.
- Minimise the effects on the Moyne River and its tributaries from changes to natural flow regimes such as flood frequency, run-off volume and flow velocity.
- Strongly discourage the filling of land which is liable to flooding unless balanced cut and fill can be achieved as per the Glenelg Hopkins Catchment Management Authority Guidelines for Floodplain Cut and Fill.
- Ensure that new development does not have adverse impacts on neighbouring properties and environments in terms of flooding and water quality.
- In future planning such as structure planning or planning scheme amendments, the risks to the township associated with flooding from the Moyne River should be considered and seek to ensure the use of the floodplain is not excessively intensified.
- Future development access needs to be considered to avoid access hazards associated with flooding.

Exercise of Discretion

It is policy that:

- An application for subdivision or a new dwelling should meet the following performance measures:
- Access to habitable buildings be achieved from flood free areas via roads or other access ways that are subject to not more than 0.5 metre deep flood water for storm events up to and including the 1% Average Exceedence Probability standard. Where this cannot be achieved regard must be had to:
- The number of persons likely to use the development and the likely adverse effects of the flood access hazard on potential future occupants;
- The potential for measures to avoid or minimise the flood access risk, including emergency management and prevention plans.
- That the use and development of land for habitable buildings is consistent with flood access hazards.

Reference documents

Design Guidelines for Port Fairy, January 1998.

Moyne Commercial Areas Signage Guidelines.

Feasibility Study for the Industrial Park Port Fairy, March 2009.

Port Fairy Regional Flood Study, 2008.

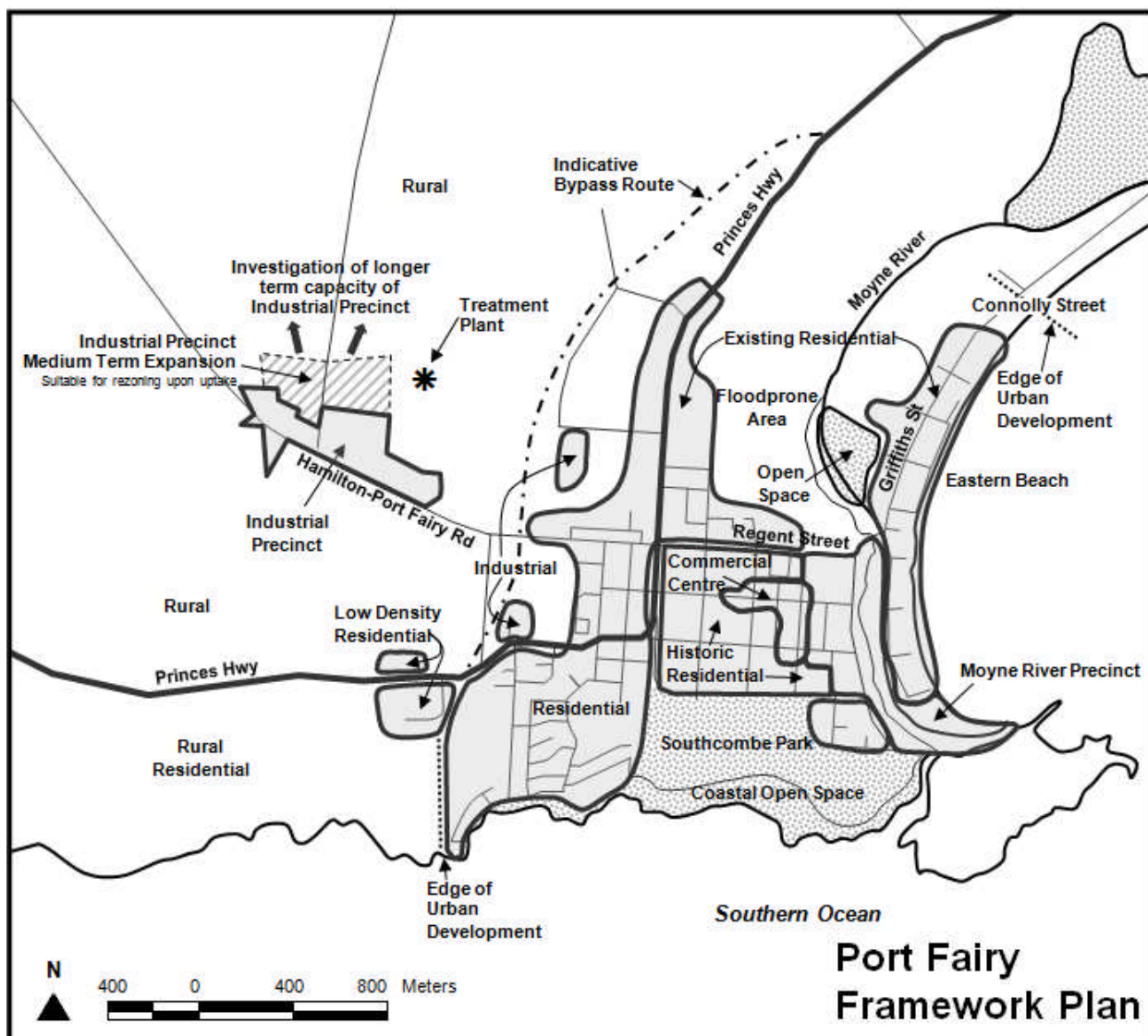
Port Fairy Regional Flood Study Addendum Sea Level Rise Modelling, 2010.

Port Fairy Sea Level Rise Modelling Project 2012.

Glenelg Hopkins Catchment Management Authority Guidelines for Floodplain Cut and Fill, 2012

21.09-3.1 Port Fairy Framework Plan

11/12/2014
C54



21.09-4 Mortlake

14/01/2016
C48(Part 1)

Overview

Mortlake is in the northern portion of the Shire and is located at the foot of Mount Shadwell, a significant landscape feature visible from the town. It is a service centre for the surrounding farming country with a range of community and recreational facilities. It has excellent road access to other regional centres including Warrnambool. There is a regional quarry nearby and a 550 megawatt (MW) gas-fired power station in operation 12 km to the west. Recently, Mortlake has experienced a small population increase owing to its attraction for those seeking a quieter rural lifestyle and retired farmers relocating to the town. There are a substantial number of historical bluestone buildings within Mortlake considered to be some of the finest in the State.

The Avenue of Honour on the eastern approach to Mortlake is historically and aesthetically significant to Victoria as a memorial to World War 1 and 2 veterans and is listed on the Victorian Heritage Register.

Vision

- To direct the contained development of Mortlake, in a manner that strengthens Mortlake's role as a commercial centre for the region while respecting the town's historic character, surrounding rural land and the natural landscape.

Local area implementation

The vision for Mortlake will be implemented by:

- Defining a settlement boundary.
- Promoting development growth and economic investment.
- Protecting the valued views and outlook to Mount Shadwell from development.

Town centre

Objectives

- To maintain and develop Mortlake as a retail and service centre for the town and the surrounding region.
- To strengthen the town centre as a hub for commercial development and a community focal point.

Strategies

- Key commercial development should be maintained in Dunlop Street between Webster Street and Officer Street.
- Streetscape works, landscaping, pedestrian links and other design measures that promote the appearance of the town centre should be supported.
- Higher density residential development in close proximity to the town centre should be supported.
- The style, materials, scale and form of new development should conserve the existing built form and streetscape.

Urban Character

Objective

- To support design of new development that contributes to the urban character of Mortlake.
- To protect and promote heritage and environmental features that contribute to the urban character of Mortlake.

Strategies

- New development should be consistent and appropriate in scale and character to Mortlake's role as a rural and highway service centre.
- Significant heritage buildings, precincts and areas of bluestone should be protected, including the Mill, the various churches and public buildings.

- Significant environmental features, which contribute to the appeal of Mortlake, including the Tea Tree Lake Reserve, should be protected.
- Signage and landscape works at the eastern and western end of the Hamilton Highway should be supported to improve the entry points into town.
- Public areas should be upgraded through improving traffic management, and better pedestrian circulation and safety.
- Improvements to the interface between the rear of commercial premises and adjoining residential areas should be supported.
- A landscaping and tree planting plan for public spaces should be developed and facilitated.
- The siting and design of new development should protect the key views to Mount Shadwell.

Residential areas

Objective

- To require new residential development to respect the urban character of Mortlake.
- To facilitate ongoing sustainable residential growth and development of Mortlake.

Strategies

- An adequate supply of land should be provided within the General Residential Zone.
- Infill development should be supported close to the town centre in proximity to existing services and infrastructure.
- Investigate the rezoning of Rural Living land located east of the township bound by Boundary Road, Terang-Mortlake Road, Hamilton Highway and Pound Lane at a future stage to maintain a 15 year land supply.
- Residential development that is cost-effective in infrastructure provision should be supported.
- Larger lots should be supported north of Mill Street in order to protect the open rural character of the town and views to Mount Shadwell.
- The design and siting of new development, including provision for gardens and fences, should protect the existing urban character and heritage values of the surrounding residential precinct.

Industrial

Objective

- To support industrial development in appropriate locations around Mortlake.

Strategies

- Industry in the existing industrial area should be supported.
- Opportunities for manufacturing and industrial establishment should be facilitated without adversely impacting on the scale and character of the town.

- The importance of existing industries should be recognised and supported for their endeavours.
- The development of the Mortlake Industrial Estate should be supported.

Infrastructure

Objective

- To provide a range of community and engineering services necessary to support the needs of the community

Strategies

- A wastewater treatment system for Mortlake and its industries should be facilitated.
- New development should be supported to concentrate in areas where infrastructure can be provided in a cost-effective manner.

Tourism

Objective

- To strengthen local features and events as points of tourist interest.

Strategies

- Well-designed and sited tourist facilities compatible with the urban and rural character of Mortlake should be supported.

Accessibility

Objective

- To facilitate a high degree of accessibility within Mortlake.

Strategies

- Safe, direct and convenient pedestrian and cycle routes between major residential areas, schools, public open spaces and the centre of Mortlake should be provided.
- Improved pedestrian facilities including pedestrian crossings, street furniture and pedestrian lighting should be supported.

Rural

Objective

- To maintain the rural character of land surrounding Mortlake

Strategies

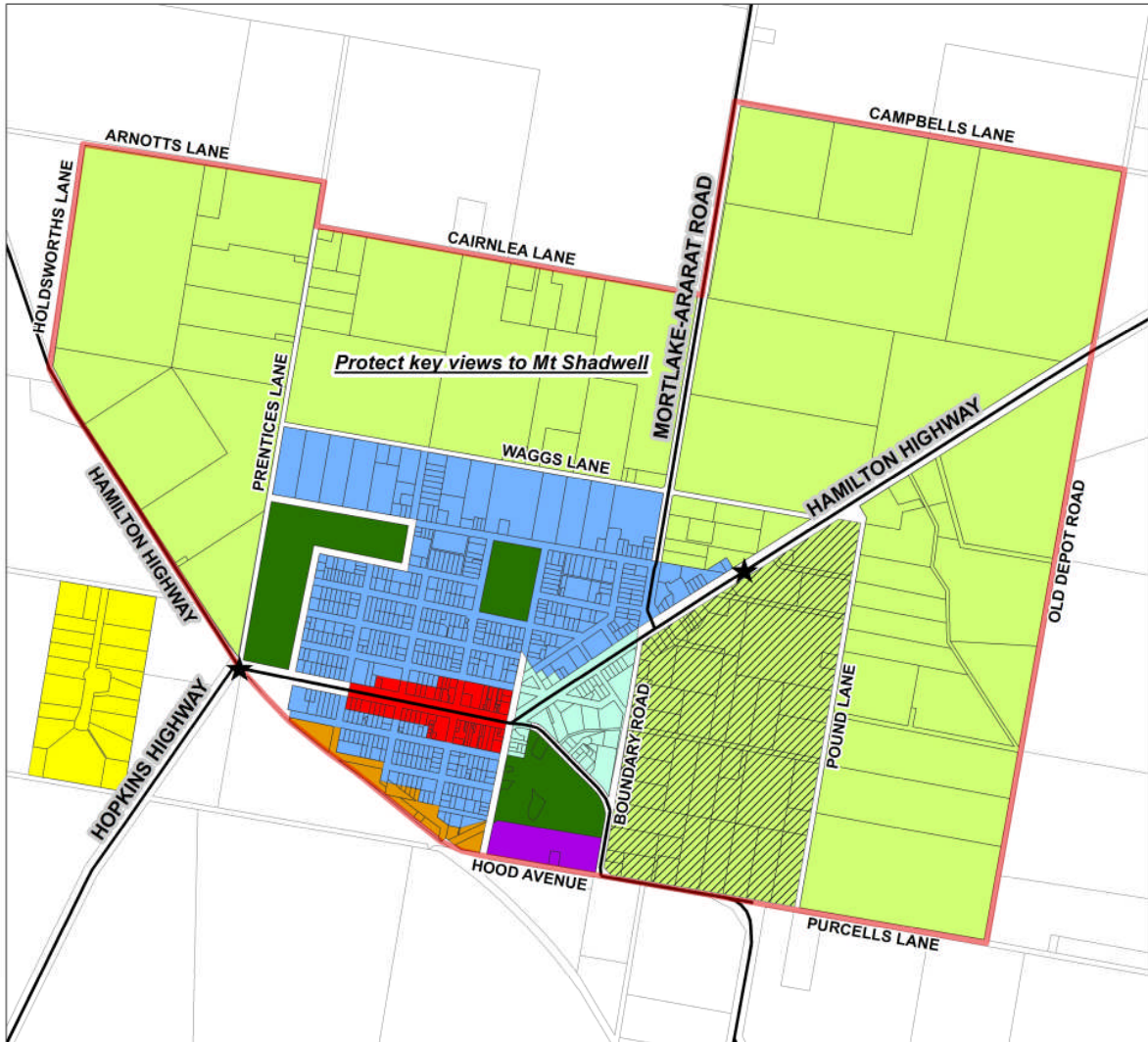
- Key views to Mount Shadwell and surrounding rural areas should be protected in the design and siting of future development.
- Small lot subdivision should not encroach on existing agricultural land and areas of environmental and landscape significance.

Reference documents

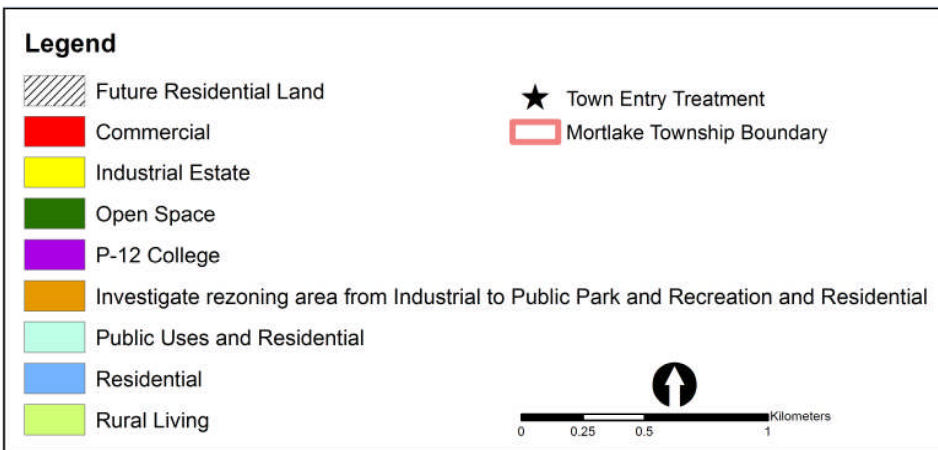
Mortlake Urban Design Framework, April 2010 (adopted 2015).

21.09-4.1 Mortlake Framework Plan

14/01/2016
C48(Part 1)



MORTLAKE FRAMEWORK PLAN



21.09-5
27/10/2016
C60

Port Fairy West

Overview

Port Fairy West is located to the west of the Port Fairy Township and is bound by the Princes Highway to the north, the Southern Ocean to the south, rural properties to the west and the existing urban zoned areas of Port Fairy to the east.

Current land uses vary within the area, with a high proportion of tourist accommodation provided along the foreshore, residential lots located adjacent to Thistle Place and rural uses in the western section.

The population of the town increases substantially over the summer holiday period. Due to the ongoing popularity of the Great Ocean Road region, development and tourism pressures are expected to increase therefore a framework is required to direct development in this area.

Given the subject areas proximity to the Southern Ocean, there is an increased risk of coastal inundation and erosion due anticipated sea level rise of not less than 0.8m by 2100.

Vision

To preserve the low-density and rural living character and coastal landscape of Port Fairy West whilst improving pedestrian and vehicular connectivity.

Local area implementation

Require that any proposed use or development within Port Fairy West is generally consistent with the Port Fairy West Structure Plan (see 21.09-5.1).

Residential Development

Objectives

- To avoid additional development in areas of identified risk from coastal inundation and erosion.
- To require future development to respond to the capability of the land.
- To improve road and footpath connectivity from east to west.

Strategies

- Require that lots sizes for residential development are based on capacity of the lot to treat and retain all wastewater within the lot.
- Direct additional residential development away from areas subject to inundation.
- Require all dwellings to be serviced by aerated treatment systems rather than septic tanks
- Require that all access to future subdivision and residential development be via existing access points on the Princes Highway.
- Require future residential development to upgrade the intersection of Thistle Place (west)/Princes Highway to the satisfaction of the Roads Corporation.

Tourism and Commercial Development

Objectives

- To protect the low-density and rural living township character and coastal landscape of Port Fairy West.

Strategies

- Avoid further intensification of tourism and commercial development.
- Avoid further intensification of advertising signage.

Coastal Erosion and Inundation

Objectives

- To manage land use and development having regard to potential coastal inundation and erosion.

Strategies

- Avoid additional development in areas of identified risk from coastal inundation and erosion
- Protect the coastline and dune systems from inappropriate development.
- Avoid increasing risk to human life and property, including private and public assets, from coastal erosion and flood damage.
- Avoid development on land liable to flooding and, where development is permitted, ensure that the siting of buildings and works takes into account the potential depth of flooding.
- Require that all new development permitted on the floodplain maintains the free passage and temporary storage of floodwater, minimises flood damage and has safe access during all floods ranging in magnitude up to the 100 year ARI event.
- Avoid the filling of land which is liable to flooding unless balanced cut and fill can be achieved as per the Glenelg Hopkins Catchment Management Authority Guidelines for Floodplain Cut and Fill to the satisfaction of the Floodplain Management Authority.
- Identify potential flood hazards and provide a sound basis for the future development and use of land thought to be liable to be at risk of flooding
- Future development access needs to be considered to avoid access hazards associated with flooding.

Exercise of Discretion

It is policy that:

- In areas subject to Land Subject to Inundation Overlay it is policy that as a first preference no fill will be allowed. Fill under a designated building footprint, outside a building footprint or for a safe and proper access to and from the site will be discouraged. Written justification to the satisfaction of the Responsible Authority must be provided by the applicant for any such fill, including why other construction techniques cannot be used.

Reference documents

Port Fairy West Structure Plan, September 2014

Future Coasts – Port Fairy Local Coastal Hazard Assessment 2013

21.09-5.1 Port Fairy West Structure Plan

27/10/2016
C60

