

21.11

LOCAL AREAS

~~28/03/2019~~
~~6423~~ Proposed C152 mth This clause focuses on Local Area implementation of the objectives and strategies set out earlier in the Mitchell Planning Scheme. Each section relates to a particular precinct, settlement or town, and should be read in conjunction with the rest of the Municipal Strategic Statement. The sections are organised under the following Local Area headings.

- Beveridge Township
- Broadford
- Kilmore
- Pyalong
- Puckapunyal
- Seymour
- Tallarook
- Tooborac
- Wallan
- Wandong-Heathcote Junction
- Waterford Park

21.11-1

Beveridge Township

~~19/05/2016~~
~~6488~~ Proposed C152 mth Beveridge Township has an estimated population of ~~500 persons~~ 453 residents. The town is located at the southern end of the Shire within Melbourne's Urban Growth Boundary, in an area set to see a rapid increase in residential growth in coming years. The township is serviced for community facilities by a primary school and Beveridge Reserve.

The rural residential land and farmland bordering the township on the east, west and south will develop into residential suburbs. Mt Fraser abutting the north of the township is within the Beveridge North East Precinct Structure Plan area and will remain undeveloped. Farmland located approximately one kilometre east of the township will develop into a major freight transport facility.

Community facilities, including sports fields and state government primary and secondary schools are planned for within the Lockerbie North Precinct Structure Plan area east of Stewart Street. Surrounding development and provision of infrastructure, including reticulated sewerage and upgraded roads, will place development pressure on the township.

Beveridge Township will transition from a rural residential township to integrate with Melbourne's growth areas as surrounding infrastructure becomes available in a planned and coordinated manner.

Settlement

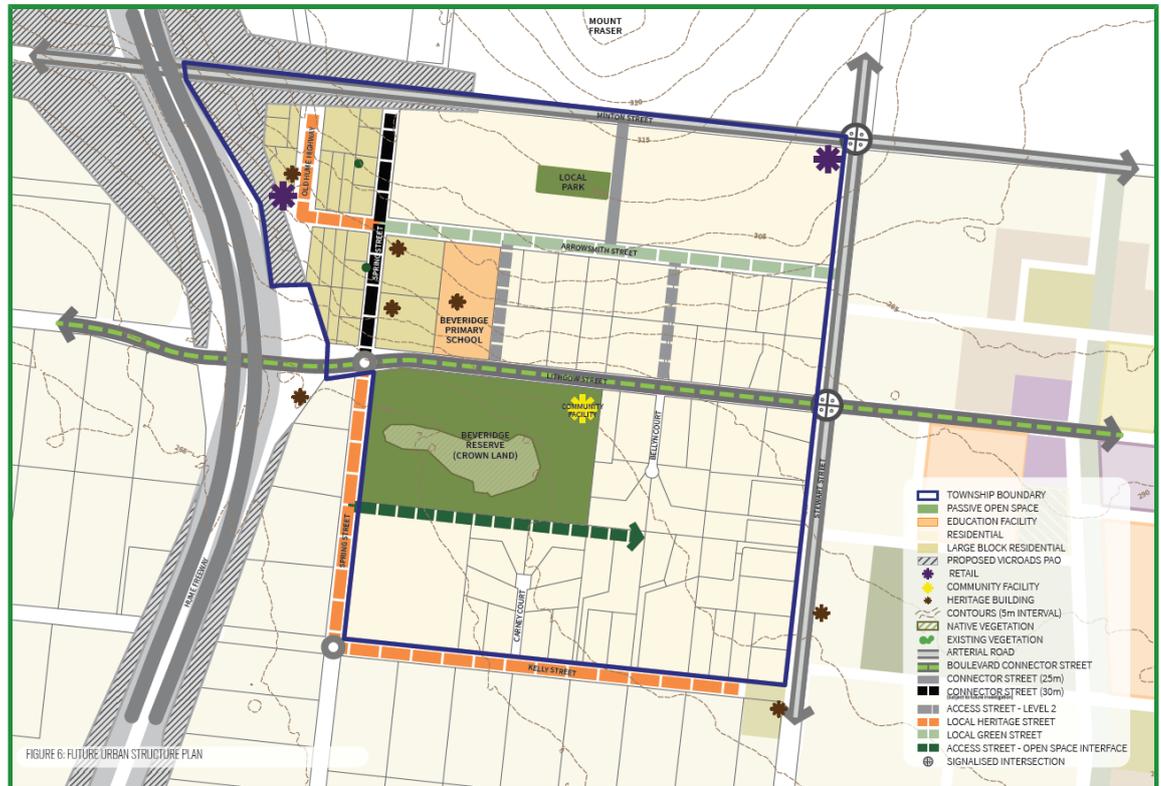
- ~~Provide for a level of population that will achieve a 'self contained township' with a full range of urban and community facilities.~~
- Support ~~further residential development only where it can be demonstrated that effluent and stormwater can be wholly contained and disposed of within the site~~ development that provides road and pedestrian connectivity through Beveridge Township.
- Support ~~the development of a new major activity centre at Beveridge, south of the Mandalay residential development~~ use of Beveridge Reserve as an open space and community meeting, sports and recreation area.

Infrastructure and road network

- Support the construction and delivery of the Camerons Lane interchange which will replace the Lithgow Street interchange.

- Discourage new access points off Minton Street and Stewart Street which will be upgraded to arterial roads as the surrounding area develops.
- Ensure that development is in accordance with an approved development plan that establishes the urban growth boundary of the township, location of community facilities according to population needs, provision of infrastructure and the staged release of new residential areas. Facilitate the upgrade of Spring Street north of Lithgow Street to improve safety and provide a shared path pedestrian connection.
- Facilitate local road connections between Arrowsmith Street and Lithgow Street and Minton Street and Arrowsmith Street.
- Ensure that development of this area is adequately serviced and integrated with the existing Beveridge township. Facilitate a local road fronting the south and west side of Beveridge Reserve.

Beveridge Township Future Urban Structure



21.11-2
05/12/2013
C87

Broadford

Broadford has an estimated population of 4280 persons and is home to the State Motorcycle Sports Complex and the Nestlé factory. It also hosts key civic and community facilities. Broadford’s strengths include its heritage features and natural surroundings, including Mt Piper.

Broadford is a family friendly rural town with a significant level of local commercial, employment and civic services. The town should be encouraged to further develop its active rural community with boutique living opportunities to expand within an area constrained by surrounding escarpments, freeway and creek. Broadford links to Kilmore’s educational facilities and excellent transport and access links will provide ongoing potential for development.

Local area implementation

- Ensure that any proposed use or development within Broadford is generally consistent with the Broadford Structure Plan included in this clause.

Settlement

- Incorporate conservation and beautification components as part of the overall development of future residential subdivisions.
- Promote the development and creation of various lot sizes within the urban area.
- Encourage infill development in advance of urban expansion.

Environmental and landscape values

- Encourage the protection of the surrounding natural features by limiting the intrusion of urban development.
- Maintain and encourage the expansion of the existing nature walks through the development of a trail strategy and acquiring land as development occurs.
- Protect and conserve the existing flora reserves within Broadford, namely Mt. Piper Educational Reserve, Fleming Drive Reserve and Horwood Road Reserve, Reedy Creek Homestead, Tyaak Cemetery (Chinese area), the former Bush Nursing Hospital, cemeteries and former Prisoner of War Camp.
- Ensure that development within the surrounds of the Broadford Water Treatment Plant, which is an important artificial wetland, are designed to complement the natural and environmental qualities associated with the area.

Environmental risks

- Ensure that those areas mapped by the Department of Environment and Primary Industries as being either a salinity recharge or discharge area are not developed and regeneration of vegetation is encouraged.
- Ensure all contaminated sites are identified.

Built environment and heritage

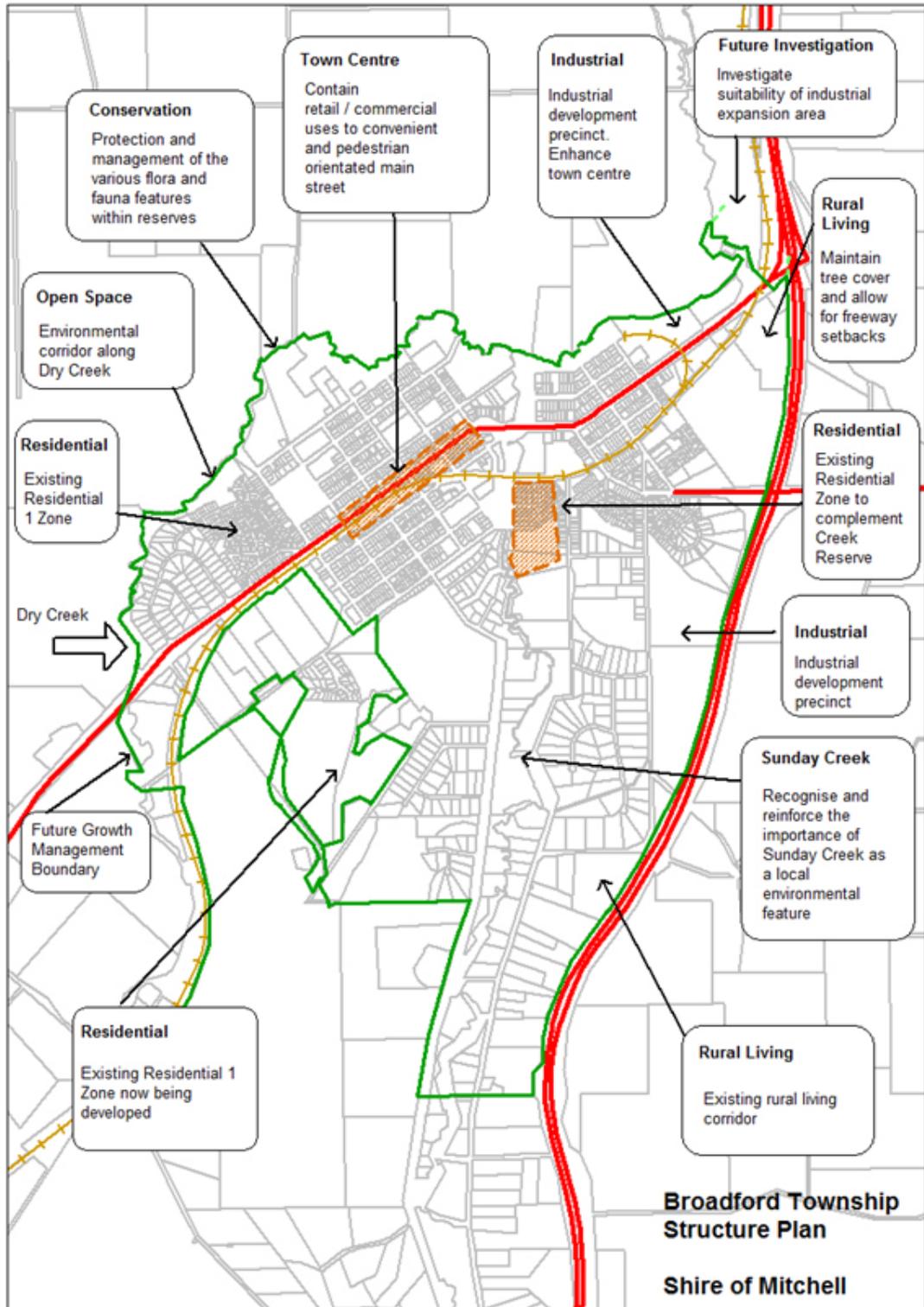
- Ensure that tourist development maintains and reinforces the rural/urban character of the town.
- Enhance the main street character.
- Improve the surrounds of the railway station.
- Enhance the highway entrances of the town.
- Support capital works (island car parking and bridge improvements) as part of the urban design and streetscape improvement programs.
- Support capital initiatives for the construction of footpaths to improve pedestrian movement to activity centres, transport, schools etc.

Economic development

- Support new industrial development where it can utilise space, infrastructure capacity and is compatible with the maintenance of residential amenity.

Transport

- Improve the integration of the railway station with the community.



21.11-3

28/03/2019
C123**Kilmore**

Kilmore has a population in excess of 8,400 persons and is situated on the Northern Highway, approximately 75km from Melbourne's CBD and 10km from Melbourne's Urban Growth Boundary at Wallan. Kilmore is a growing township with significant heritage values that provides a gateway to Metropolitan Melbourne and regional Victoria.

Kilmore has regular thoroughbred and harness race meetings at the Kilmore Racing Complex and its main economic drivers are agriculture, equine industry, education and health services. Kilmore has significant public reserves, including Hudson Park, Monument Hill and Kilmore Creek.

Kilmore has been identified as a peri-urban township with growth potential by *Plan Melbourne 2017-2050, March 2017* and the *Hume Regional Growth Plan, May 2014* due to its proximity to Melbourne, availability of developable land and existing infrastructure.

Future growth of Kilmore will be delivered in a planned, coordinated and careful sequence of development. Growth will be directed to designated infill and growth (greenfield) precincts that will unlock opportunities to improve Kilmore's infrastructure, open space network and community facilities that will benefit both existing and new residents, over time.

The growth of Kilmore will strengthen its role as a regional hub for high quality education and health facilities, supported by a variety of local employment opportunities and diverse housing options.

Development of Kilmore will be informed by its strong heritage and natural landscape ties reflected by its historical buildings, predominately gridded road network and scenic vistas.

Coordinated growth and development

- Ensure that any proposed use or development within Kilmore is generally consistent with the *Kilmore Structure Plan, August 2016* and the *Kilmore Infrastructure Framework, August 2017* which guides preferred growth and development outcomes and prioritises delivery of infrastructure for the town.
- Facilitate planning and delivery of Kilmore's infill precinct and growth precincts that will provide balanced and diverse housing opportunities to cater for the needs of current and future residents in locations as shown on the Kilmore Framework Plan.
- Support well designed growth precincts that represent 'complete neighbourhoods' and are connected to the established areas of Kilmore including the Sydney Street town centre and existing facilities via establishment of an integrated open space and movement network.
- Encourage diverse housing opportunities and densities, particularly within walkable proximity to the Sydney Street town centre.
- Support infill development that improves connectivity and gaps in infrastructure such as pedestrian/shared paths, roads and drainage.
- Protect the Kilmore and Kilmore East settlement boundary by avoiding residential development beyond the boundary.
- Support preparation and implementation of a Master Plan for Assumption College.

Rural and low density living

- Ensure development of existing and vacant parcels maintains, protects and enhances existing natural character, features and elements such as vegetation and key vistas.

Built environment

- Ensure development has regard to prevailing built form elements such as setbacks and site coverage, and enhances the surrounding neighbourhood character.
- Encourage contemporary style buildings that embrace high quality façade treatments and sustainable building elements such as eaves.

Natural environment and open space strategies

- Facilitate establishment of a linear open space network along key waterways, drainage lines and other reserves forming part of Kilmore's shared path network.
- Encourage development opportunities which embrace Kilmore Creek as a recreation area.
- Encourage development which contributes to and enhances Kilmore's natural environment and green outlook through tree plantings and vegetation and protection of remnant vegetation in the private and public realm.

Road and pedestrian network

- Advocate for the planning, construction and delivery of the Kilmore-Wallan bypass.
- Facilitate road connections between infill and growth precincts by emphasising and prioritising strategic road and open space links between neighbourhoods, the Sydney Street town centre and other destination points.
- Facilitate creation of a series of linear open space links which facilitate walking and cycle connections between neighbourhoods, community nodes and the Sydney Street town centre.
- Encourage cross-section design and development setbacks to the bypass which will remove or mitigate the need for construction of noise attenuation walls.
- Encourage subdivision design of Kilmore's growth precincts that supports connectivity to the higher order road network and avoids courtbowls and disconnected streets.

Sydney Street Town Centre

- Protect and reinforce the Sydney Street town centre as the primary destination and focus of Kilmore.
- Support consolidation of Sydney Street town centre by prioritising all retail and other activity-generating uses within the town centre as per the *Kilmore Structure Plan, August 2016*.
- Facilitate establishment of accommodation uses within Sydney Street town centre and other diverse activity generating uses compatible with the town centre environment.
- Support land uses which will provide activation of Sydney Street and increase night time trade and activity.
- Facilitate the secondary role of Melbourne and Patrick Streets within the town centre by creating safe pedestrian connections from Sydney Street via public or private thoroughfares.
- Encourage amalgamation of individual sites within Sydney Street to encourage larger tenancies within the established town centre boundaries.
- Support streetscape activation along Sydney Street through outdoor dining and other proposals which will promote pedestrian-orientated activity.
- Support development which seeks to renew and refurbish existing heritage buildings.
- Support establishment of office uses on the first floor.
- Support an additional full line supermarket within the Sydney Street Town Centre.
- Support other large anchor retail tenants immediately adjacent the Sydney Street Town Centre provided the following can be demonstrated;
 - There are no suitable sites available for the desired retail development within the town centre.
 - There is demonstrated additional demand for additional retail floor space.
 - The proposal does not detrimentally affect the vitality of Sydney Street and attract other retail uses that are better suited within the established town centre.

MITCHELL PLANNING SCHEME

- The proposal can integrate within the town centre and is accessible.
- The proposal provides net community benefit including upgrades to existing or additional infrastructure.

Economic development

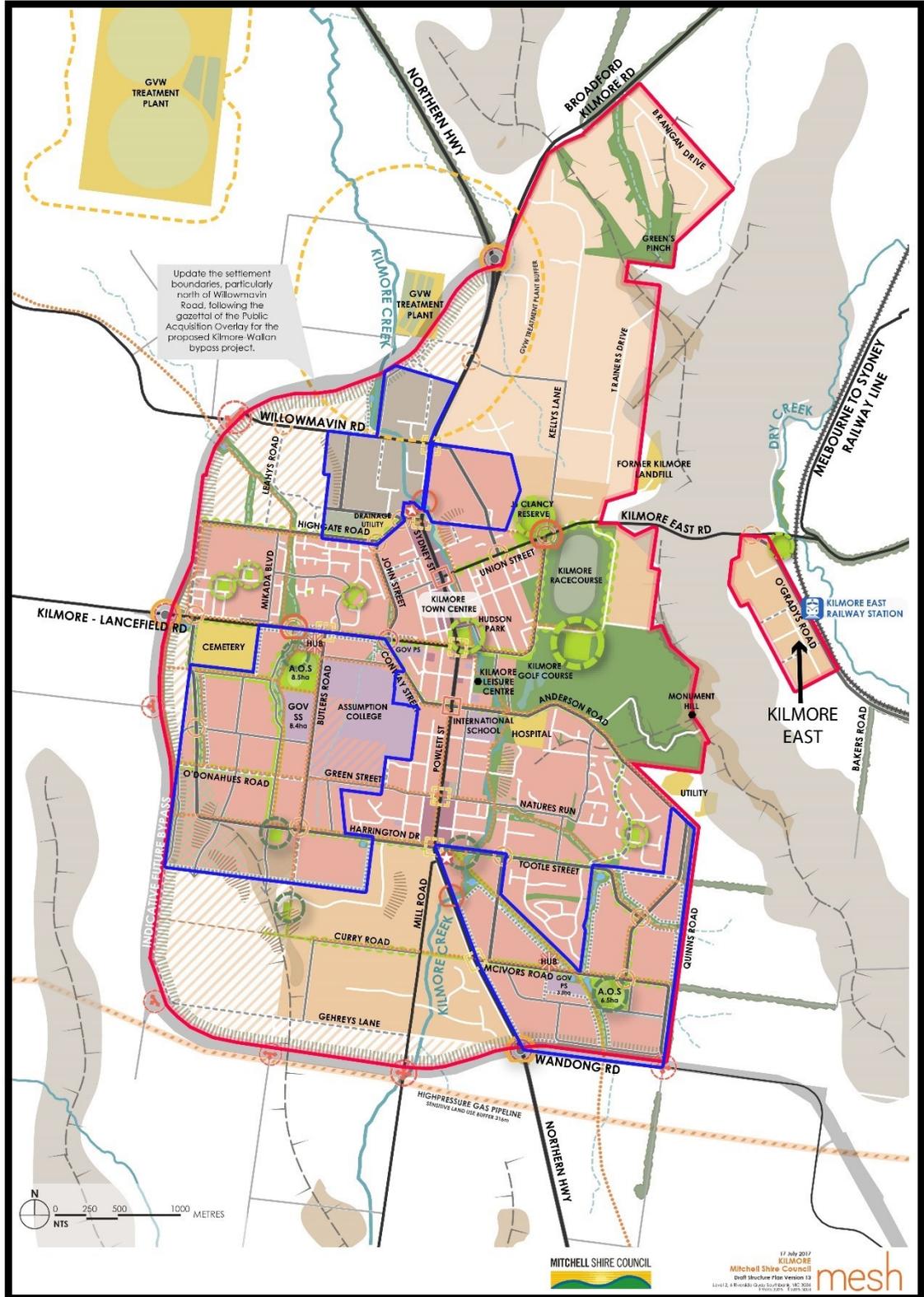
- Ensure high quality urban design, built form and landscaping outcomes are achieved in new commercial and industrial developments.
- Support co-location of education and health-related uses in proximity to Kilmore's Education and Health Precincts, activity nodes and the Sydney Street town centre.
- Support Kilmore's role as an education hub for the broader region.
- Support Kilmore's equine industry and equine related industry.
- Support co-location of land uses within the equine precinct which will contribute to strengthening the horse racing industry in Kilmore.
- Support intensification of employment uses within Kilmore's existing employment precinct.

Kilmore East

Kilmore East is a semi-rural settlement serviced by the Kilmore East Railway Station. Development will be reflective of large lifestyle lots that are characterised by vegetation (both native and exotic) and prominent views to surrounding hills and valleys.

- Ensure land uses are sympathetic and have regard to existing rural residential development.
- Ensure development maintains, protects, and enhances existing natural character and features.
- Ensure future development is sensitively sited and designed to reflect the natural site conditions and has regard to storm water constraints and septic tank requirements.
- Maintain the settlement boundary as shown on the Kilmore Framework Plan.

Kilmore Framework Plan

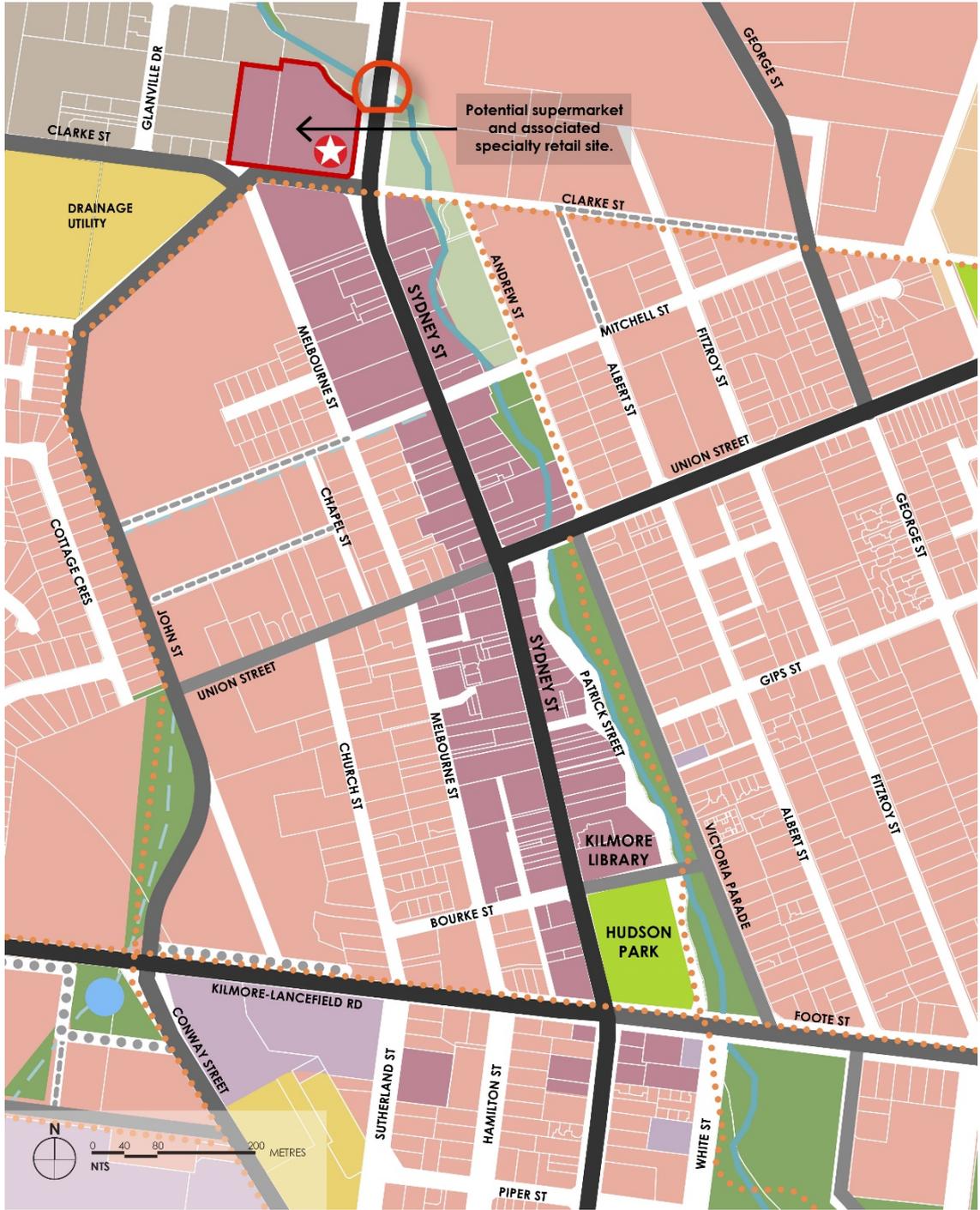


Kilmore Framework Plan Drawing Key

DRAWING KEY

	Kilmore Settlement Boundary		Existing Signalised Intersection
	Growth Area Boundary		Future Signalised Intersection
	General Residential Area		Future Key Intersection - Design TBC
	Sensitive Design General Residential Area		Future Key Intersection - Roundabout
	Low Density Residential Area		Future Key Intersection - Fully Directional
	Rural Residential Living Area		Future Key Intersection - Full T-Intersection
	Long Term Development to be Investigated		Future Key Intersection - Staggered-T Fully Directional
	Existing Employment Land		Secondary Gateway Locations
	Sensitive Interface Required		Primary Gateway Locations
	Activity Areas		Ridgelines
	Potential Hubs		Steep Terrain
	Key Gateway Site		Hill Tops
	Community Facilities (Schools, Kindergartens etc)		Significant Landscape
	Special Uses (As Labelled)		Watercourse
	Open Space Network (Encumbered)		Significant Drainage Lines/Channels
	Potential Constrained Open Space Links		Indicative Retarding Basin
	Passive Open Space & Active Open Space		Significant Road Side Vegetation
	Potential Bypass Open Space Buffer		GVW Treatment Plant Buffer
	Bypass Buffer Investigation Area		High Pressure Gas Pipeline
	Potential Open Space Node (Park, Playground or Recreation Facility)		
	Existing Open Space Node (Park, Playground or Recreation Facility)		
	Key Streetscape Links		
	Feature Boulevard Street		
	Northern Hwy		
	Arterial & Sub-Arterial Roads		
	Connector Roads		
	Interim Connector Roads		
	Key Local Roads		
	Logical Road Links		
	Edge/Loop Road Frontage		
	Rural Access Roads		
	Existing Local Road		
	Unsealed Road For Local Access		
	Shared Path Network		

Kilmore Town Centre Framework Plan



DRAWING KEY

- | | | | |
|--|--|-------------------------------|--------------------------------------|
| Activity Areas | Special Uses (As Labelled) | Northern Hwy | Existing Signalled Intersection |
| General Residential Area | Open Space Network (Encumbered) | Arterial & Sub-Arterial Roads | Future Signalled Intersection |
| Low Density Residential Area | Potential Constrained Open Space Links | Connector Roads | Future Key Intersection - Design TBC |
| Rural Residential Living Area | Passive Open Space & Active Open Space | Key Local Roads | Future Key Intersection - Roundabout |
| Existing Employment Land | Watercourse | Logical Road Links | |
| Community Facilities (Schools, Kindergartens etc) | Significant Drainage Lines/Channels | Edge/Loop Road Frontage | |
| Key Gateway Site | Indicative Retarding Basin | Existing Local Road Reserves | |
| Secondary Gateway Locations | | Shared Path Network | |
| Potential supermarket and associated speciality retail site. | | | |

21.11-419/05/2016
C108**Puckapunyal**

The Puckapunyal Army Base is a major contributor to the local economy. Its continued operation as a training facility is an essential and vital activity within Mitchell. The base covers an area in excess of 44,000 hectares and operates as a training facility for the Australian Army. Given the role of the facility and the noise and vibrations produced from on-site weaponry, the development of surrounding land needs to recognise the base and the likely noise emissions.

Settlement

- Support the continued operation of the Puckapunyal Army Base.
- Ensure the use and development of land within the immediate area of the Puckapunyal Army Base is compatible with the activities undertaken on the base.
- Seek to minimise the impacts of the Puckapunyal Army Base on the surrounding area.
- Seek the views of the Australian Army in relation to applications for the use and development on land abutting or surrounding the Puckapunyal Army Base.

21.11-505/12/2013
C87**Pyalong**

Pyalong has an estimated population of 700 persons. It is a small town north-west of Broadford on the Northern Highway. There are approximately 84 homes in the town as well as a hotel, general store, school and golf clubrooms. Council believes that there is limited growth potential in Pyalong in the future. The township is surrounded by agricultural land used predominantly for sheep and cattle grazing. The land is gently undulating and drains to a tributary of Sunday Creek. Pyalong's features include an historic trestle rail bridge and rocky outcrops surrounding the township.

Local area implementation

- Ensure that any proposed use or development within Pyalong is generally consistent with the Pyalong Township Structure Plan included in this clause.

Settlement

- Encourage infill development on vacant parcels of land within the urban boundaries of the town.
- Control rural residential development in order to create a more defined town boundary.

Environmental and landscape values

- Maintain visual links with the surrounding natural environment by restricting further development along any ridgeline or hilltop.

Natural resource management

- Protect agricultural land use around the town from residential development.
- Support an environmental management plan for the local watercourses in order to encourage revegetation of the streamsides and banks.

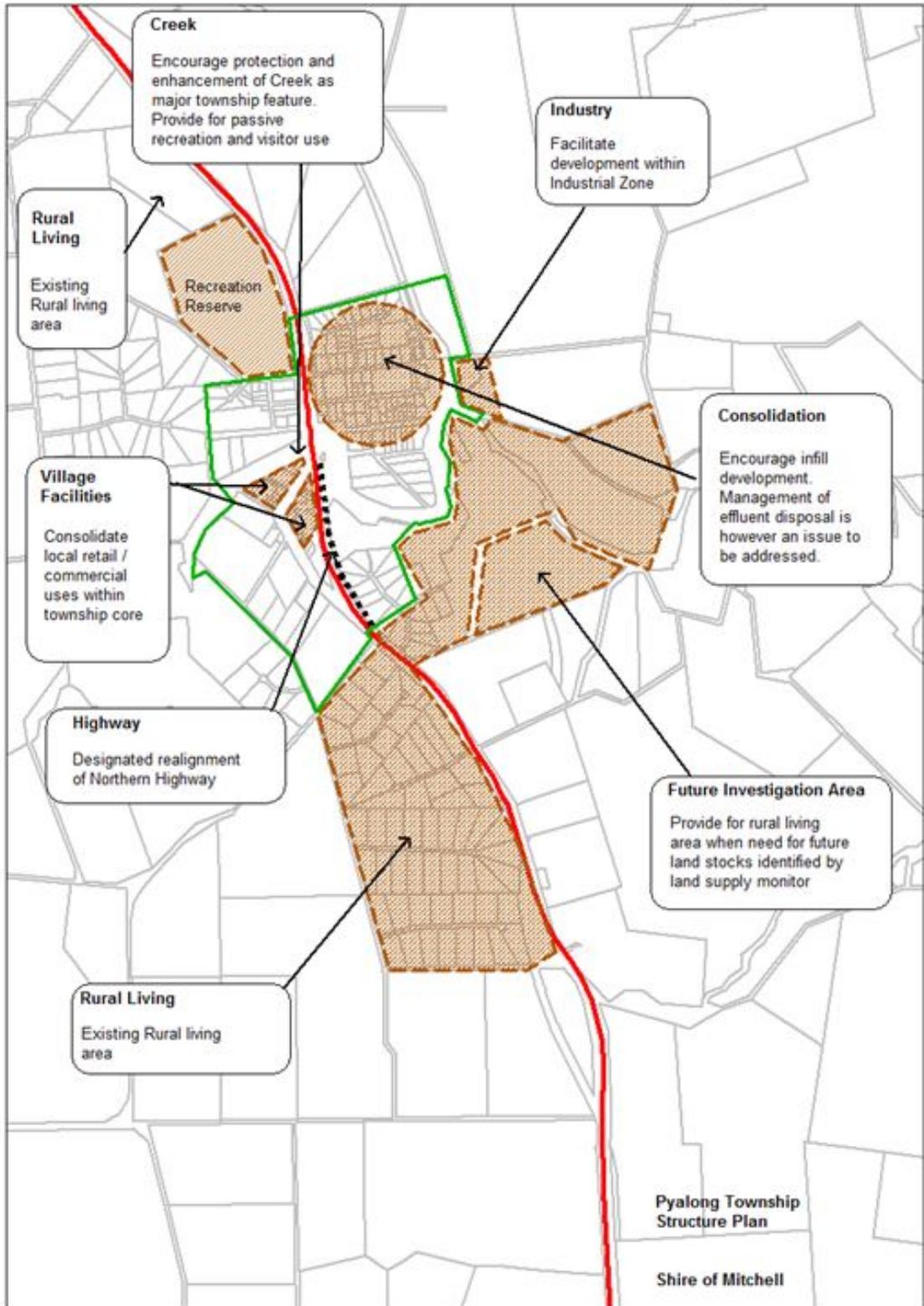
Economic development

- Encourage local commercial development.

Infrastructure

- Focus social and recreational facilities in a centralised and accessible location for all residents.

MITCHELL PLANNING SCHEME



21.11-6

19/05/2016
C108**Seymour**

Seymour (and Puckapunyal) have an estimated population of 7500 persons. Seymour is surrounded on three sides by the Goulburn River but this is an under-utilised and under-promoted resource. Seymour is also known for its railway and military history. There is a heritage railway centre, the army base at Puckapunyal and the historic Australian Light Horse Memorial Park an historic Light Horse Park on the Goulburn Valley Highway. A number of small wineries and vineyards are located in and around Seymour.

Seymour is Mitchell's regional growth centre and will benefit from a significant intergovernmental refocus for development and investment in community services, jobs, military tourism and decentralized government services. A dedicated campaign to turn around stagnant population growth has balanced the need for sensitive local urban redevelopment and maintaining an affordable and mixed housing stock while facilitating service sector jobs in medical, education, community, social or correctional sectors as a catalyst for local investment.

Seymour is significantly constrained by flooding from the Goulburn River and Whiteheads Creek. Substantial areas of Urban Floodway Zone and Floodway Overlay have been applied to the area and underscores that a levee bank is a key priority for the town. In the short term and in the absence of enhanced levee works, land in the lower lying, business areas of the town is subject to the risks of flooding.

Local area implementation

- Ensure that any proposed use or development within Seymour is generally consistent with the Seymour Township Structure Plan included in this clause.

Settlement

- Encourage the growth of Seymour as a dynamic economic centre for the region.
- Consolidate the urban centre to achieve a 'Town Centre'.
- Consider the rezoning of Future Investigation Areas identified on the town structure plan from rural to residential or low density residential when existing residential zoned land will provide for less than 15 years projected demand.
- Facilitate opportunities for new residential land release in Seymour following construction of a levee bank.
- Secure funding to build a levee bank in Seymour in order to facilitate future residential and commercial growth and investment in the township.

Natural resource management

- Protect and conserve the significant natural and built features within and around Seymour, including the Mangalore Flora Reserve and Bushland Park, Seymour Golf Course grass trees, the Hughes Creek, the Trawool Valley, the Seymour billabongs, geodetic cones and numerous foothills, ranges and forested areas.
- Develop links between the natural environment and tourism opportunities particularly corridors.
- Discourage inappropriate development on the floodplain, allowing better drainage of existing table drains in outer areas of the town and adequately disposing of drainage created by urbanisation to avoid impacting downstream flooding.

Built environment and heritage

- Preserve the built heritage throughout Seymour including the social and cultural heritage associated with the Australian Army, in particular, Site 17 and New Crossing Place.
- Create a heritage theme for the important historical relationship with the railway and its service, and provide a central focus for the community as a social and cultural development initiative.

MITCHELL PLANNING SCHEME

- Ensure that the subdivision of rural land takes into account the conservation values of adjacent roadsides and remnant vegetation.
- Establish programs to better market and promote local attractions and activities, including the availability of services.
- Encourage high standards of urban design and architecture in the development of new buildings.

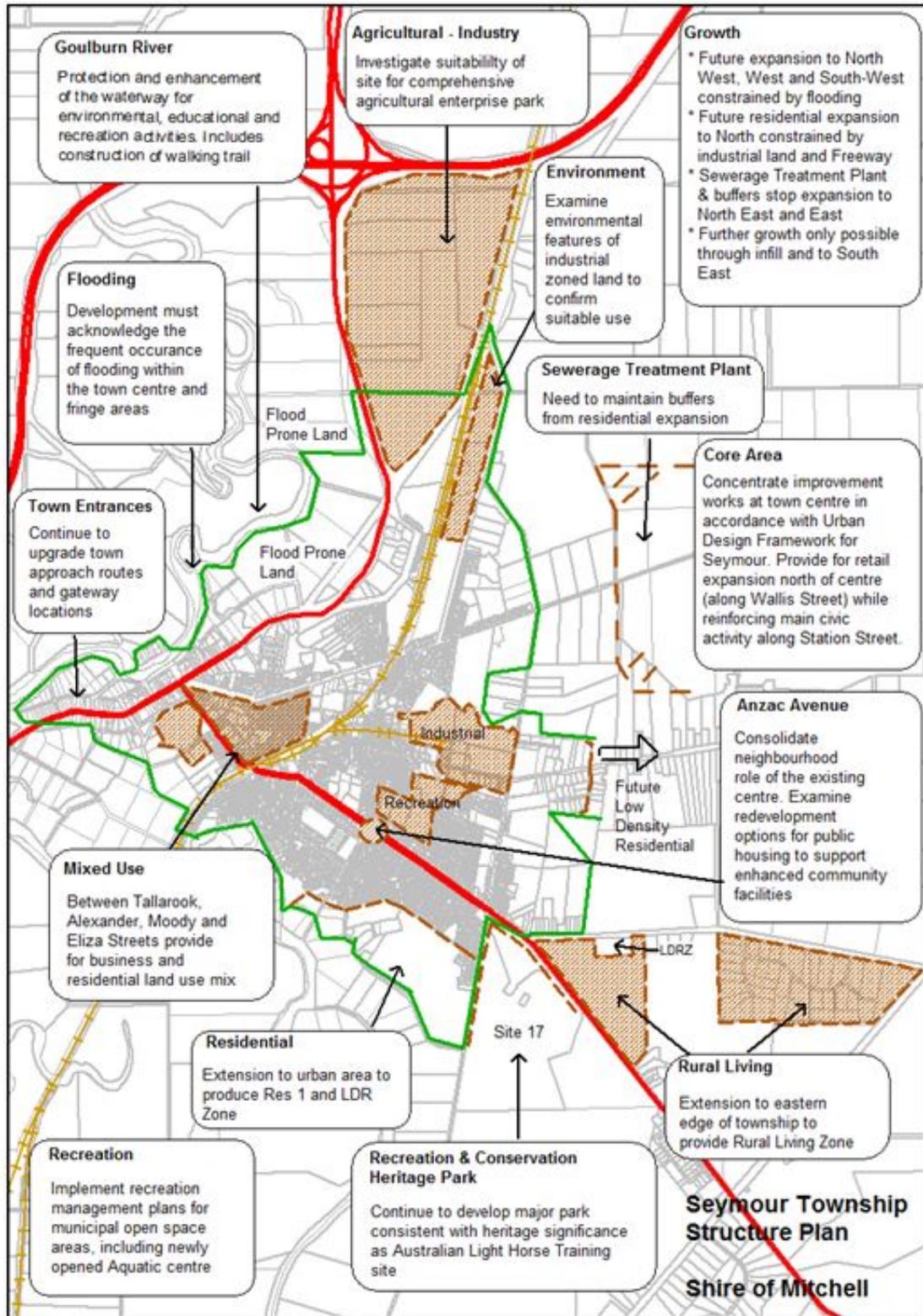
Economic development

- Promote and strengthen Seymour as a regional centre.
- Develop and encourage the existing horse and dog racing activities.
- Encourage existing industries within the area such as timber processing, concrete product manufacture and the abattoirs.
- Encourage the development of tourist related industry (services such as motels, gift shops, local craft stores) to further support the existing and potential tourist attractions.
- Support and encourage initiatives that enhance the range of attractions based on the rail heritage, wineries, the natural attractions such as the Tallarook Ranges and bushland parks, the variety of heritage buildings and sites, Puckapunyal and the Goulburn River and its surrounds.
- Support home based occupations as an alternative employment sector, particularly in the low density and rural residential areas.
- Support businesses that complement the existing industrial and manufacturing base.
- Encourage and promote future industrial and manufacturing business to locate in Seymour.
- Strengthen Seymour's position as a preferred location for industrial enterprises based on the availability of infrastructure, work forces and transportation.
- Prepare strategies and funding programs for the long term planning of the Seymour urban area, addressing issues such as town centre re-development, infrastructure, traffic management, urban design, flooding, railway crossing and residential area redevelopment strategies.

Transport

- Improve the connectivity of the railway station with the community.

MITCHELL PLANNING SCHEME



21.11-705/12/2013
C87**Tallarook**

Tallarook has an estimated population of about 300 persons and is located at the base of the Tallarook State Forest. It has a monthly Farmers Market which attracts people to the town and an active arts community based at the historic Mechanics Institute hall. Tallarook is the starting point for the Goulburn River High Country Rail Trail.

Settlement

- Ensure infill residential development on vacant land only occurs where it can be serviced by efficient disposal methods which can contain all sullage within the site.

Environmental and landscape values

- Protect the strong environmental and landscape setting of the town.

Built environment and heritage

- Protect the historical character and cultural setting of the town.

Infrastructure

- Implement the strategies and management recommendations outlined in the *Mitchell Shire Domestic Wastewater Management Plan Final Report*, RMCG, November 2006.

21.11-819/05/2016
C108**Tooborac**

Tooborac has an estimated population of about 270 persons and is a small town located on the Northern Highway. The town's main attractions are its rocky outcrops, the Shelmerdine Winery, Tooborac Hotel and Brewery.

Tooborac is located in the north west corner of the municipality and comprises 144 homes, a hotel, general store, school and football clubrooms. There were no applications for installation of new septic systems in the five years 2007-11 and the Shire believes that there is limited potential for growth in the future. The town is surrounded by agricultural land used predominately for sheep and cattle grazing.

Settlement

- Ensure infill residential development on vacant land only occurs where it can be serviced by efficient disposal methods which can contain all sullage within the site.
- Protect the strong environmental and landscape setting of the town.

Built environment and heritage

- Protect the historical character and cultural setting.

Infrastructure

- Implement the strategies and management recommendations outlined in the *Mitchell Shire Domestic Wastewater Management Plan Final Report*, RMCG, November 2006.

21.11-929/08/2019
C128mith**Wallan**

Wallan is located within the Urban Growth Boundary and has an estimated population of about 10,000 persons. State government projections anticipate that the population will increase to 50,000 persons over the coming decades.

Wallan is located to the south as a gateway to the Mitchell Shire where the Northern Highway meets the Hume Freeway and is a potential gateway to the region encapsulated by the new Goulburn River Valley Tourism (Shepparton, Strathbogrie, Murrindindi and Mitchell) initiative.

Wallan has developed into a fully serviced activity centre and continues to grow year-on-year. Greatly inspired by its rural hinterland and heritage, Wallan is a prosperous community, recreation, business and economic centre. Wallan is a well-connected place where commuter services and integrated “rural-meets-city” landscaping styles connect Wallan equally to the CBD and Mitchell’s rural settlements.

Reinforce Wallan’s Country Town Character

- Promote a built form that reflects the role of Wallan as a Major Activity Centre in *Plan Melbourne 2017–2050*.
- Facilitate a high standard of architecture and innovative building design.
- Reinforce visual and physical connections to Wallan’s surrounding landscape setting.
- Embrace the existing topography, heritage and natural elements of the site, and integrate these features into the development of Wallan to create a sense of place that is authentic and distinct.
- Provide a strong sense of arrival into Wallan along key entry roads by continuing the Avenue of Honour, and including new street tree planting.
- Ensure that if future duplication of the Northern highway is required that it enhances the entry into Wallan and maintains the Avenue of Honour.
- Enhance the view of Wallan from the Hume Freeway.
- Conserve and celebrate existing heritage places within Wallan.
- Support the precinct structure planning process in assessing Aboriginal heritage in future greenfield housing areas.

Provide sustainable growth and housing for all

- Provide a diversity of lot sizes throughout Wallan to create a range of housing, lifestyle and affordability choices including shop top housing, apartment buildings on large and consolidated lots and townhouses within the Town Centre.
- Ensure new residential communities are designed to respond to the natural environment and landscape setting.
- Support residential development in close proximity to shops, services, open space and public transport.
- Encourage infill development within established residential areas.
- Support residential development that provides a variety of lot sizes.
- Support the conversion of inadequately serviced low density residential areas to residential development densities where urban services are provided and the development is linked to the formation of the town centre.
- Consider the rezoning of Future Investigation Areas identified on the town structure plan from rural to residential or low density residential when existing residential zoned land will provide for less than 15 years projected demand.
- Build the community into the physical form and function of a town rather than as a scattered residential area.
- Limit the extent of rural residential development with the introduction of defined rural residential development boundaries.
- Provide for a wide range of community facilities and services, education services and health services to meet the varying needs of local residents.
- Include co-located services and facilities at the ‘heart’ of the town centre, to complement retail, commercial and public transport activities.

MITCHELL PLANNING SCHEME

- Ensure social and community infrastructure is easily accessed from walking and cycling paths, as well as public and private transport.
- Deliver infrastructure to improve access to and within the Town Centre for pedestrians and cyclists
- Provide for the coordinated provision of services and drainage infrastructure across Wallan.
- Provide for an integrated water management system that provides for the treatment and conservation of water and enhances the environmental and recreational qualities of Wallan.
- Minimise the visual and amenity impacts of service infrastructure.

Create opportunities for local employment

- Provide significant and diverse employment opportunities that meet the needs of the local and regional communities.
- Strengthen the local and regional economy by creating opportunities for new businesses to locate in Wallan.
- Enhance the existing industrial area in Wallan to develop it as an attractive destination for businesses and workers.
- Plan for the Beveridge Interstate Freight Terminal (BIFT) as a longer term freight terminal.
- Support and promote logistics based industry east of the rail line.
- Manage the land use interface at the BIFT to avoid land use conflict due to incompatible or sensitive land uses.
- Ensure good accessibility to and within the BIFT for freight vehicles and by public transport, cycling and walking.
- Ensure the BIFT is designed to respond to the environmental and recreational qualities of the Merri Creek corridor.
- Ensure flooding is adequately mitigated and stormwater is treated.

Create thriving, active and complementary local centres

- Increase the mix and intensity of land uses in the Wallan town centre to support future populations and service surrounding regional towns.
- Develop strategically located local centres that are highly accessible and provide a mix of uses to support the daily needs of residents.
- Create new local centres which respond to the natural features of the site.
- Ensure local centres provide a high level of street based retail activity.
- Allow restricted retail uses to be developed to enhance the southern entry into Wallan.

Ensure people can move easily and safely throughout Wallan

- Promote pedestrian and cyclist priority across Wallan.
- Create a network of footpaths and off road trails that connects homes to existing and future neighbourhood centres, community hubs and public open spaces.
- Improve the existing footpath network across Wallan with a focus on key streets that provide access into the town centre.
- Encourage shading along shared trails, pedestrian links and streetscapes through tree planting or other means.
- Provide for improved aged and disability access.

MITCHELL PLANNING SCHEME

- Improve public transport frequency, integrating comfort and amenity in order to promote public transport as a desirable transport alternative.
- Ensure that 95% of all households within Wallan are located within 400 metres of a future bus stop.
- Improve linkages between residential area and the station.
- Create a street network that provides for safe and efficient access between residential neighbourhoods, the town centre and other key destinations in Wallan.
- Focus major traffic movements onto arterial roads and reduce through traffic on local streets.
- Ensure the Northern Highway responds to its town centre context and provides for a high level of pedestrian and cyclists priority.
- Encourage active and sustainable transport modes i.e. walking, cycling across Wallan to reduce the use of private vehicles on existing and future streets.
- Retain and enhance Wellington Street and Watson Street as key secondary streets within the town centre.
- Support new development that activates the street with transparent glazing and pedestrian entrances.
- Ensure that key pedestrian links identified in the Wallan Town Centre Masterplan and Urban Design Framework are delivered.
- Facilitate development that provides passive surveillance over Wallan Creek.

Enhance Wallan's open space and environmental networks

- Develop an integrated open space system that enhances Wallan's landscape and environmental qualities and defines its urban structure.
- Protect and enhance areas of significant biodiversity and landscape values.
- Enhance creeks, wetlands and waterways as recreational and environmental corridors across Wallan.
- Create a network of reserves and linear parks to enable people to enjoy and experience the natural, environmental qualities of Wallan whilst being within easy reach of all residents.
- Enhance Hadfield Park, Green Hill (volcanic cone) and Green Hill Reserve as iconic open space destinations in Wallan.
- Ensure future parks are connected with trails and integrated with community hubs and retail centres.
- Provide leisure facilities and sports reserves to meet the future needs of the Wallan community, and encourage active and healthy lifestyles.
- Ensure that leisure facilities and sports reserves are integrated with the open space network and easily accessed by residents and visitors.
- Investigate the possibility of incorporating Hernes Swap as part of a regional park.

Encourage a healthy mix of land uses that foster prosperity and activity

- Provide a stronger diversity of land uses that activate the streets through day and night.
- Encourage additional housing and offices within the town centre.
- Support public realm improvements across the town centre in order to attract public and private investment.
- Provide for a highly walkable primary retail area within the town centre on the west side of the Northern Highway.

MITCHELL PLANNING SCHEME

- Provide for a greater intensity of land use and built form in the town centre periphery areas.
- Ensure sufficient retail and commercial land is provided within the town centre to cater for a population of up to 50,000 people.

Make the Northern Highway a great ‘country town’ main street

- Enhance the Northern Highway as an iconic ‘country town’ main street that provides clear priority for people whilst maintaining an important traffic function.
- Ensure future duplication, if required, enhances the function of businesses, open space and schools.
- Improve east-west pedestrian connections across the Northern Highway and north-south pedestrian connections across intersecting side streets.
- Retain and protect the Avenue of Honour in future duplication plans.

Transform Wallan’s shopping strip into a vibrant and engaging public space

- Create a highly active and people focused main shopping precinct along the Northern Highway and Queen Street.
- Promote pedestrian and cyclist priority across the town centre.
- Provide for efficient, safe and logical vehicle access and car parking arrangements.

Encourage a town structure that supports potential change and redevelopment

- Develop a secondary vehicle circulation network around the town centre that reduces local vehicle movements on the Northern Highway.
- Provide convenient and safe access to car park areas from secondary streets.
- Ensure car parks and vehicle access ways are minimised on key pedestrian streets and are located so that they do not diminish the character of the town centre.
- Support the redevelopment of underutilised sites across the town centre for more intensive uses.
- Support higher density development on the Key Development Sites identified in the *Wallan Town Centre Masterplan and Urban Design Framework*.
- Encourage the consolidation of sites identified in the *Wallan Town Centre Masterplan and Urban Design Framework*.

Develop a great modern Victorian ‘country town’

- Promote excellence in architectural quality and design across the town centre, defining a contemporary and existing identity for Wallan.
- Create a stronger presence of built form and activity to streets in the town centre.
- Ensure buildings are designed to enhance the adjoining public realm and the experience of people.

Promote civic pride in the town centre

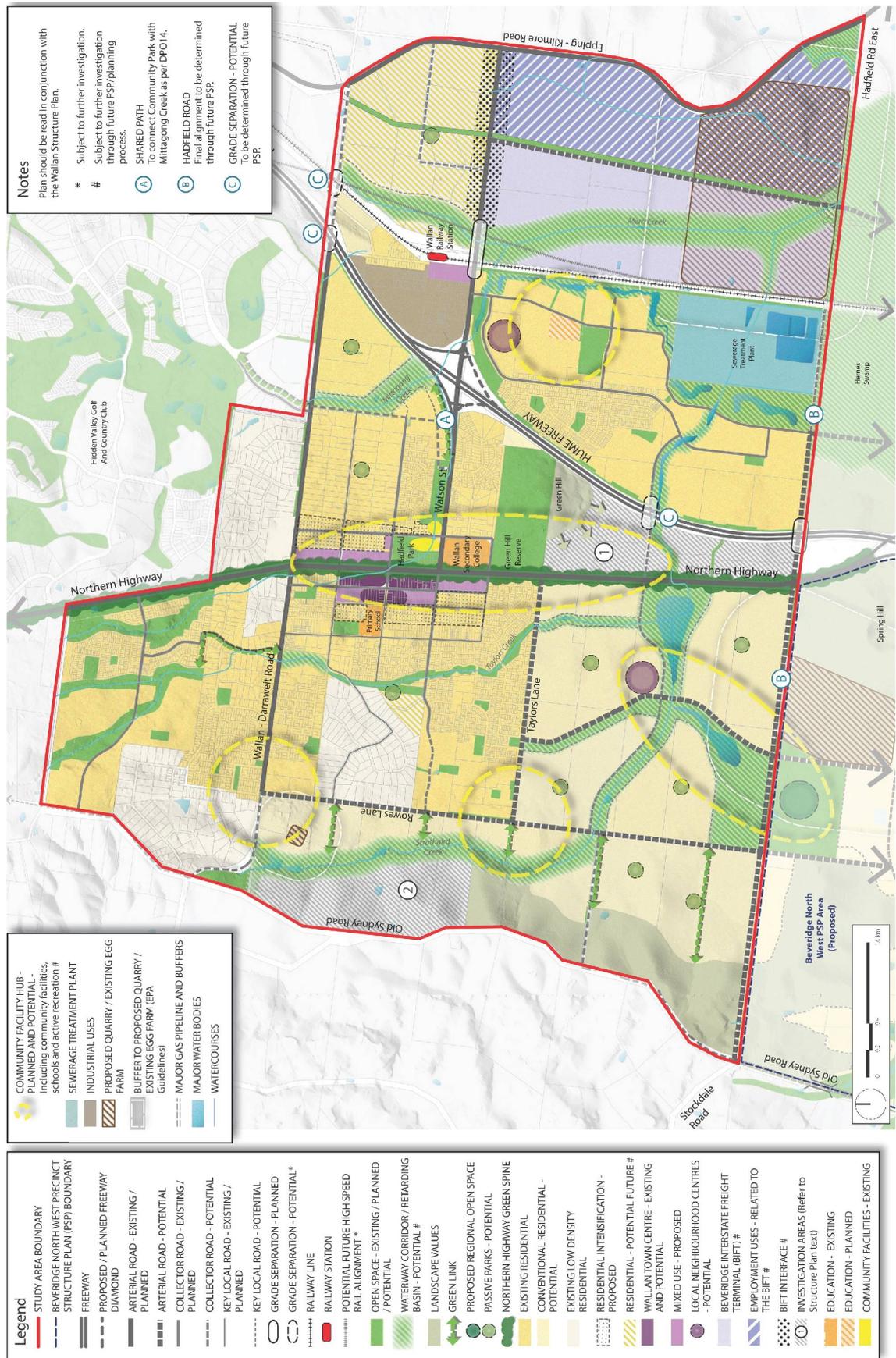
- Provide public spaces, community facilities and events that promote civic pride in the town centre.

Make Hadfield Park an iconic open space

- Strengthens Hadfield Park’s role as Wallan’s premier civic park with improved ease of access, better connections within the park, and enhanced landscaping and facilities.
- Enhance Wallan Creek to provide a greater landscape and environmental function.
- Ensure buildings provide a stronger contribution to the park.

MITCHELL PLANNING SCHEME

- Minimise the impact of car parking and vehicle access across the park.
- Enhance Hadfield Park as a location for events.



Wallan Town Centre Master Plan and Urban Design Framework

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Wandong-Heathcote Junction has an estimated population in excess of 3,800 persons and is approximately 70km from Melbourne's CBD. Wandong-Heathcote Junction is a unique settlement that enjoys a low-density and rural living lifestyle within a high quality landscape setting.

Wandong-Heathcote Junction has modest growth capacity due to the significant topography, agricultural lands and surrounding bushland which define the northern, eastern and southern edges of the townships and the Hume Freeway to the west. Future development of Wandong-Heathcote Junction will preserve the high environmental, heritage and landscape qualities of the area and reinforce Wandong-Heathcote Junction's character and identity as a rural lifestyle township.

Settlement

- Ensure that any proposed use or development within Wandong-Heathcote Junction is generally consistent with the *Wandong-Heathcote Junction Structure Plan, August 2016*.
- Recognise that Wandong-Heathcote Junction has modest growth opportunities due to environmental constraints, the Hume Freeway and the desire to protect and enhance the preferred neighbourhood character, environmental heritage and landscape qualities.
- Avoid further rezoning of land that would enable residential subdivision and development outside of the Wandong-Heathcote Junction township boundary.
- Avoid new development and subdivision in areas subject to high risk of bushfire.
- Minimise the impact of development on existing landscape values by protecting existing ridgelines and hilltops.

Built environment

- Support development that demonstrates a high quality architectural and landscape presence to the street, that integrates with surrounding development and is respectful to existing heritage and character.
- Ensure development has regard to the prevailing built form elements such as setbacks and site coverage with the surrounding neighbourhood character.
- Encourage new buildings to be contemporary in design and have a high degree of facade articulation and sustainable building elements such as eaves.
- Ensure new development sensitively responds to, protects and enhances heritage sites, buildings and built form elements, such as streetscapes and has regard to the *Wandong-Heathcote Junction Neighbourhood Character Assessment, July 2017*.
- Ensure new development incorporates and protects natural features such as topography, viewlines, remnant vegetation, roadside vegetation and watercourses.
- Support the retention and enhancement of natural waterways for drainage and environmental value and balance with the role of waterways for their important recreational and open space function for residents.

Natural environment and open space strategies

- Support development of surrounding open space that contributes to the activation and amenity of existing open space reserves, including linear spaces.
- Support open space connections along the former Heathcote Junction – Bendigo railway line and along the gas pipeline as part of a continuous green open space connecting neighbourhoods, LB Davern Reserve and other activity nodes.
- Support opportunities to allow for public pedestrian access along sections of Merri Creek, Dry Creek and other tributaries that are in private ownership and provide opportunities to link with the broader trail network through the towns.

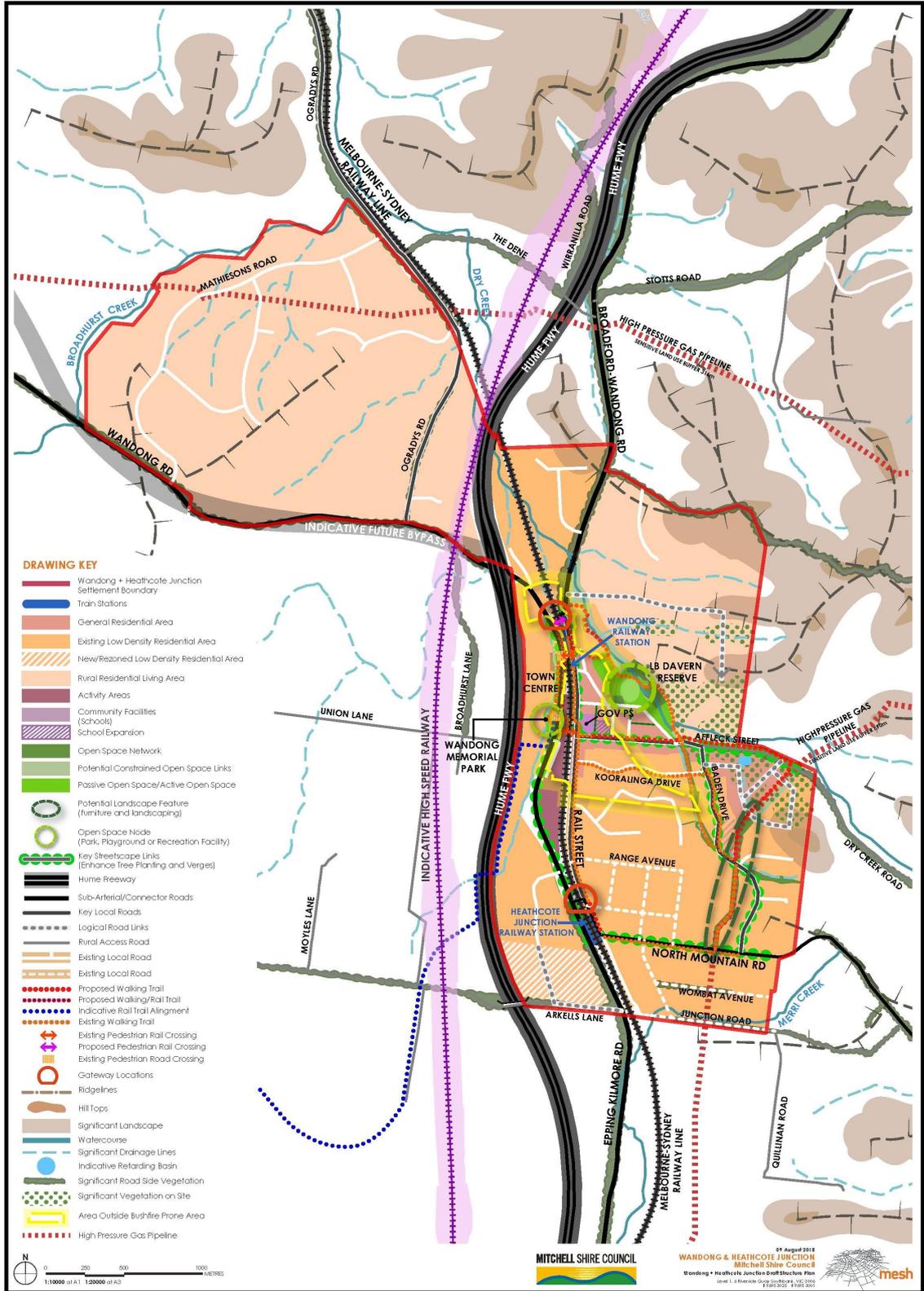
Road and pedestrian network

- Ensure new development provides a connected network of streets and roads that provides linkages to adjoining neighbourhoods where possible.
- Strengthen connections to and from neighbourhoods to railway stations.
- Ensure that new subdivision design has a compact street and block pattern and has more than one point of access-egress, particularly for bushfire safety.
- Support creation of a network of footpaths and shared off road trails between the neighbourhoods, the town centre, community hubs such as the school, recreation facilities and public open spaces identified in the Structure Plan.

Town Centre

- Support the development of an integrated, connected and diverse town centre focused around Epping-Kilmore Road and the Wandong Railway Station, comprising a range of commercial, employment and community uses.
- Encourage development of a mix of commercial, small scale retail, community and shop top dwellings.
- Encourage tourism services within the town centre.
- Facilitate development of commercial sites on the periphery of the town centre in a manner complimentary to the core function of the town centre. This may include consideration of alternative zoning of vacant sites.
- Support development in the town centre that presents a strong built form interface to Epping-Kilmore Road.
- Avoid carpark dominant frontages in new development along Epping-Kilmore Road.

Wandong-Heathcote Junction Structure Plan



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Waterford Park

Settlement

- No further residential development is to be permitted without an effective effluent disposal system.
- Encourage restructuring of lots which cannot contain effluent disposal on site.

Environmental and landscape values

- Retain the strong environmental and landscape setting of the settlement.

Infrastructure

- Discourage further residential subdivision unless the development demonstrates an efficient whole of settlement effluent disposal system which contains all sullage to meet the strategies and management recommendations outlined in the *Mitchell Shire Domestic Wastewater Management Plan Final Report*, RMCG, November 2006.
- Discourage additional residential development unless effluent disposal systems are provided to meet the strategies and management recommendations outlined in the *Mitchell Shire Domestic Wastewater Management Plan Final Report*, RMCG, November 2006.