

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.

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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.
- 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.

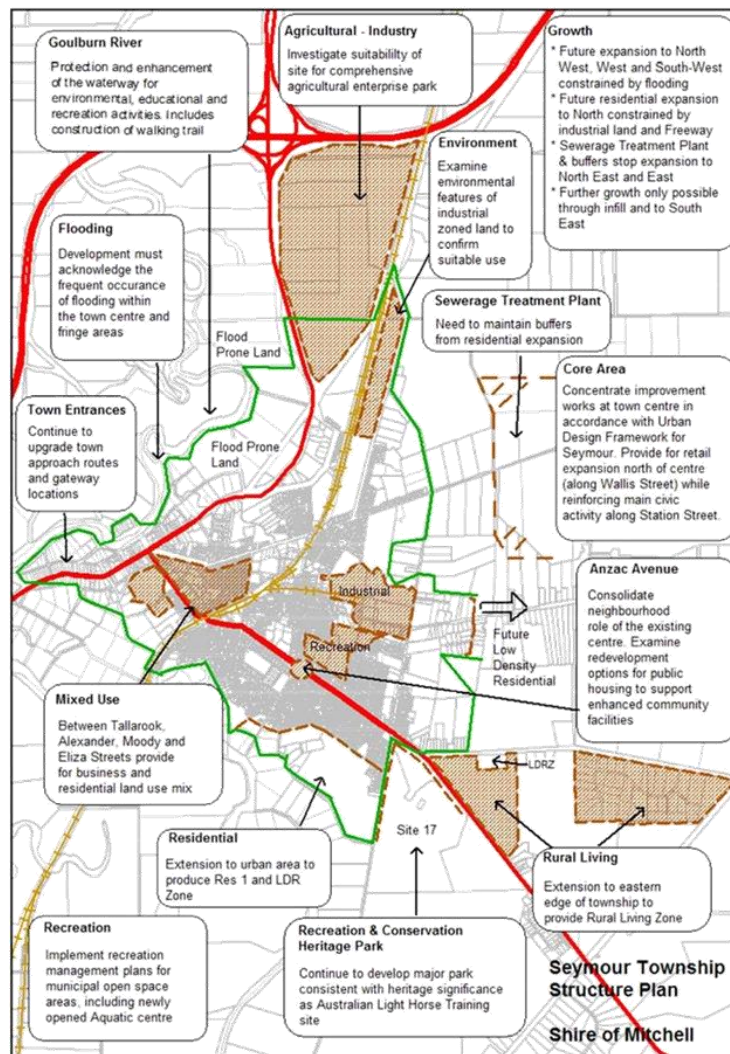
Economic development

- 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.

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21.11-7 Tallarook05/12/2013
C87

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.

21.11-8 Tooborac19/05/2016
C108

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.

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19/05/2016
C108

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, Strathbogie, 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

- 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.
- Ensure that if future duplication of the Northern highway is required that it enhances the entry into Wallan.
- 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.
- 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.

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- 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.
- Ensure social and community infrastructure is easily accessed from walking and cycling paths, as well as public and private transport.
- 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.

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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.
- 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.

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.

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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.
- 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 contribute positively to the character of the town centre.
- Support the redevelopment of underutilised sites across the town centre for more intensive uses.

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.

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- Ensure buildings are designed to enhance the adjoining public realm and the experience of people.

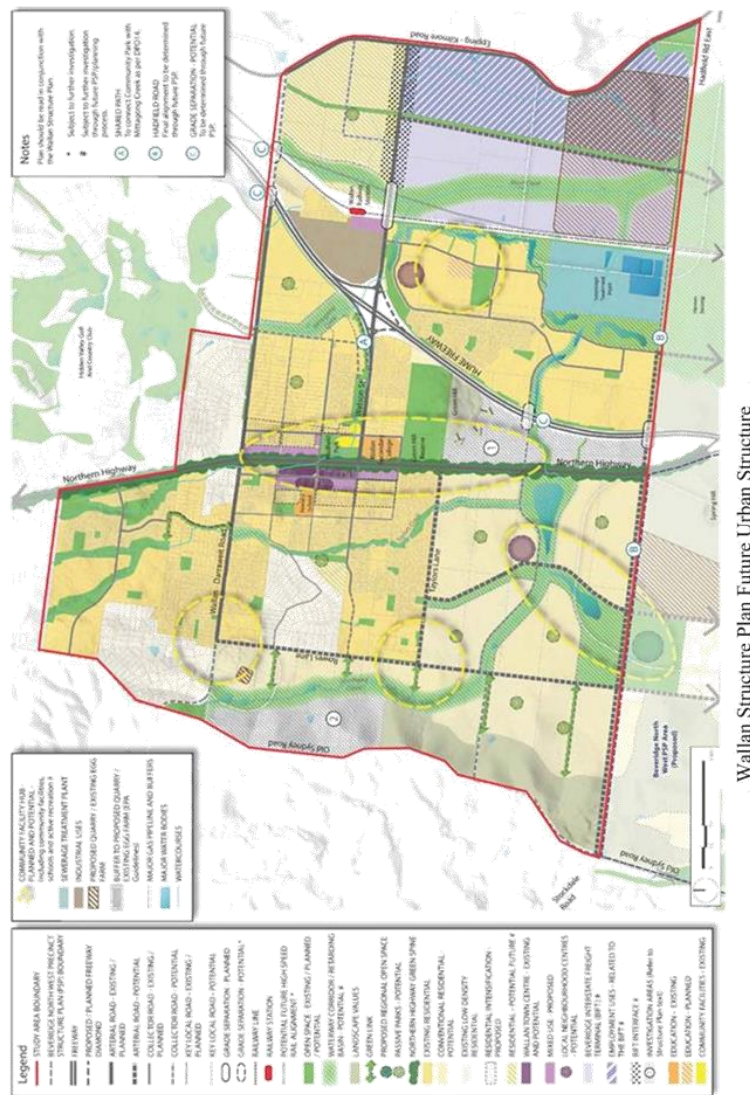
Promote civic pride in the town centre

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

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21.11-10 Wandong-Heathcote Junction

05/12/2013

Proposed C123

Wandong-Heathcote Junction has an estimated population in excess of 3,800 persons and 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.
- Limit 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.

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- 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

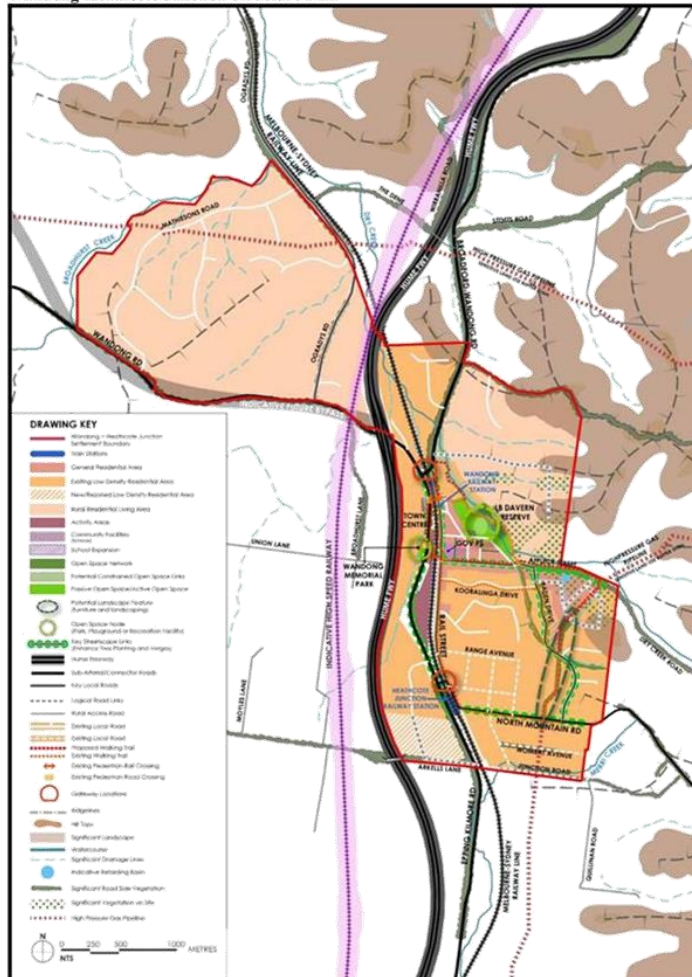
- Ensure new development provides a connected network of streets and roads that provides linkages to adjoining neighbourhoods where possible.
- Strengthen connections to and from neighbourhoods to railway stations.
- Ensure that new subdivision design has a compact street and block pattern and has more 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.

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Wandong-Heathcote Junction Structure Plan



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21.11-11 Waterford Park05/12/2013
C87**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.

MITCHELL SHIRE PLANNING SCHEME

DD/MM/YYYY
Proposed C123**SCHEDULE 4 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT
OVERLAY**Shown on the planning scheme map as **DDO4**.**KILMORE TOWN CENTRE AND KEY GATEWAY SITES****1.0 Design objectives**DD/MM/YYYY
Proposed C123

- To ensure that development within the town centre is of appropriate scale and form and has regard to the underlying heritage character, is of architectural interest and respects but does not mock or replicate the heritage features of the town centre.
- To improve the appearance of Sydney Street and Patrick Street by encouraging development of vacant or under-utilised sites and active street fronts, including al-fresco dining on Sydney Street and Patrick Street and shop top dwellings.
- To improve the pedestrian experience in the Kilmore town centre and discourage off street car parking from visually dominating the public realm and facilitate the role of Kilmore Creek as a continuous recreation and habitat corridor that provides the primary pedestrian and cycle access into the town centre.
- To encourage high quality development outcomes along Melbourne Street which has regard to its residential interface and supporting role to Sydney Street.
- To promote well designed key gateway sites that mark entry into the town centre.

2.0 Buildings and worksDD/MM/YYYY
Proposed C123

A permit is not required to:

- Install an automatic teller machine.
- Alter an existing building facade.
- Construct a fence.
- Carry out works that are not visible from the public realm.

An application for construction of a building or to construct or carry out works is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

This provision does not exempt works for buildings that are affected by Clause 43.01, Heritage Overlay.

The following buildings and works requirements apply to an application to construct a building or carry out works:

General requirements

The following requirements apply, as appropriate, to all buildings and works applications:

- Buildings and works should meet the preferred minimum and maximum heights in Table 1 to this schedule.
- Buildings must be located/oriented towards street frontages and setback in accordance with Table 1.
- Buildings on prominent corner sites are to be designed to define and connect the corners location through distinctive architectural treatments and features which wrap around the street frontages.
- Buildings are to activate the street edge at the ground floor level and provide interest for pedestrians by:
 - Logical placement of visible building entries, windows and openings.

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- Avoiding the presentation of blank walls to the public realm.
- Providing opportunities for outdoor dining/congregation.
- Street walls are to be activated by residential or commercial entries and include sufficient possibilities for passive surveillance.
- Public spaces at ground level should be:
 - Designed and landscaped to create attractive, accessible, inclusive and functional spaces;
 - Open and inviting;
 - Well lit and provide opportunities for passive surveillance opportunities.

Pedestrian, Vehicle Access and Car Parking Requirements

- Additional crossovers along street frontages must be avoided unless there are no existing crossovers.
- Vehicle access is to be created from side streets or rear laneways, except where alternative access is not available or reasonably practical.
- Vehicle parking spaces are to be located to the rear and side of buildings, or undercroft spaces where viable.
- Vehicle parking spaces and associated structures including garages, car ports, open spaces should not dominate the street frontage or front facades of buildings.
- Where lots have two frontages pedestrian access to both frontages should be provided and sites with two frontages are to be partially developed, development should not preclude providing a future active frontage.
- Carparks should not dominate Melbourne Street frontages.
- Pedestrian access between Sydney Street and Patrick Street and Melbourne Street is strongly encouraged.
- For land within the gateway precincts, access points to arterial roads should be minimised where possible and converted to left in, left out only.

Commented [JH1]: Submission 25: VicRoads

Precinct Guidelines

Table 1

Preferred Building Height and Form	Preferred Setbacks
Area 1: Sydney Road East	
For buildings fronting Sydney Road, development of two storeys. Where lots front both Sydney and Patrick Streets, active frontage is to be provided for both streets. Single storey frontages to Patrick Street. Where buildings front both Patrick Street and Sydney Street, a second storey setback to the Patrick Street frontage should be provided.	Buildings fronting Sydney Road to be built to the title boundary. Buildings fronting Patrick Street to be built to the footpath or provide landscaping that fits the natural creek environment of the area.
Area 2: Sydney Road West	
For buildings fronting Sydney Road, development of two storeys or higher. For buildings fronting Melbourne Street single storey.	Buildings fronting Sydney Road to be built to the title boundary.
Gateway Precinct	
Active street frontages.	

Refer to Figures 1 and 2 for precincts. Refer to Figure 3 for a cross section of preferred building heights.

Application Requirements

Applications for buildings and works must be accompanied by the following reports and plans to the satisfaction of the responsible authority: