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OBJECTIVES, STRATEGIES AND IMPLEMENTATION THEMES

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Settlement

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Activity Centres

The Municipal Strategic Framework Plan (2012) lists the hierarchy of activity centres as:

- Portland (regional centre);
- Casterton and Heywood (district towns); and
- Cape Bridgewater, Condah, Dartmoor, Digby, Merino, Narrawong, Nelson, Sandford and Tyrendarra (small towns).

Portland is the largest population centre in the Glenelg Shire.

Retailing is the largest of the Shire’s service industries. Other important activity centre components include offices, community services, education, entertainment, accommodation and housing.

Key issues

- Responding to reduced retail escape expenditure and competition from other regional centres.
- Attracting key retail facilities to Portland.

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Objectives

- To support existing activity centres.

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Strategies

- Encourage new retail facilities to locate within existing commercial precincts.
- Support redevelopment of existing commercial facilities.
- Ensure that new uses and developments reinforce and support the primacy of the role of the Portland central business district.

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Implementation

The strategies for the built environment will be implemented through the planning scheme by:

Application of zones

- Applying the Commercial 1 Zone over Portland’s central commercial area.
- Applying the Commercial 2 Zone along sections of the Henty Highway/Percy Street, Portland designated for commercial development.
- Applying the Commercial 1 Zone to the existing retail areas of Casterton and Heywood.
- Applying the Commercial 2 Zone in the vicinity of Racecourse Road, Casterton and at the corner of Princes Highway and Woolsthorpe/Heywood Road, Heywood.

Future strategic work

- Portland Structure Plan
- Casterton Structure Plan
- Heywood Structure Plan

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Urban growth

Planning for urban growth in the Shire must balance various opportunities and constraints, and seek to provide effective and efficient development outcomes. Some of Portland's past planning has prejudiced future residential and industrial development and investment with no clear direction being set for industrial and residential areas around Portland. Some small towns have infrastructure but no growth. Securing the economic future of Casterton, Heywood, Nelson and Dartmoor requires community leadership and actions to broaden their employment base. The designation of land for future urban uses assists investment in services and reduction in land use conflicts.

The Shire is committed to providing a high quality urban environment and encouraging the consolidation of existing township areas by maximising opportunities within these areas. In particular, the urban areas, fringes, and adjoining areas of Portland, Heywood, Casterton, Dartmoor, Nelson, Cape Bridgewater, Narrawong, Condah, Sandford, Digby, Merino and Tyrendarra, have been designated for future residential or industrial development.

Key issues

- Managing urban growth to minimise conflict with surrounding rural areas and having regard to bushfire risk and the prioritisation of human life above all other planning considerations.
- Consolidating development within the main town areas where there is reticulated infrastructure such as water, sewerage and stormwater drainage.

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Objectives

- To strengthen the role and capacity of the network of towns and services throughout the Shire as the basis for local wealth creation and the further diversification of sustainable land uses, whilst ensuring that development is undertaken in a manner that minimises the risk of bushfire.

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Strategies

- Encourage population growth within and immediately around the existing towns to:
 - maximise existing infrastructure investment;
 - support infrastructure improvement;
 - improve and extend the existing range of goods, services and amenities for both urban and rural communities;
 - increase job opportunities; and
 - provide land to facilitate further industrial investment and expansion of the port and port storage areas.
- Ensure the needs of existing residents, particularly services and facilities for aged and young persons are met within towns.
- Ensure the viability of local businesses and shopping areas.
- Assist in increasing the viability of community services and facilities.
- Ensure that incompatible urban and rural uses are separated.
- Lessen conflict in agricultural areas between agriculture and non-agricultural land uses.
- Establish an urban edge to all settlements to ensure that the direction of development is known to all residents and to facilitate certainty for both developers and surrounding agricultural land uses.
- Future urban development is to be confined to the established urban growth areas associated with each township.

GLENELG PLANNING SCHEME

- Encourage compact and contained forms of development along the coast in order to avoid ribbon development and unrelated cluster developments in coastal areas.
- Minimise, or where possible, totally avoid, any impact on environmentally sensitive areas from the expansion of urban and residential areas, including the provision of infrastructure for urban and residential areas.
- New developments are encouraged to use natural forms, locations and layout to ensure siting minimises the risk of impact by bushfire on buildings.
- Ensure that a compatible relationship exists between industrial and sensitive land uses with due regard given to the recommended separation distances.
- Ensure decisions to develop or rezone land within the urban areas are informed by the following items:
 - the capacity of the site to accommodate long term urban growth requirements, in particular the need for housing, housing choice, employment opportunities and liveability;
 - the demonstrated need for additional industrial and residential land having regard to current zoning and land supply;
 - the compatibility of the proposed use with adjacent activities, notably non-residential uses such as industry and agriculture;
 - the efficient, economic and orderly provision of infrastructure; and
 - the minimisation of the environmental and social consequences of urban sprawl.
- Ensure decisions to rezone additional land for urban purposes are informed by the following items:
 - the demonstrated need for additional urban land having regard to current urban zoning and land supply and demand;
 - the availability of alternative suitable locations;
 - the environmental, energy, social and economic consequences of the conversion of the area to an urban use;
 - the retention of productive agricultural land; and minimisation of the loss of agricultural land to urban purposes;
 - the compatibility of the proposed urban use with adjacent activities, notably non-residential uses such as agricultural land uses;
 - the efficient and orderly provision of public facilities;
 - the capacity to accommodate population growth, in particular the need for housing, housing choice, employment opportunities and liveability; and
 - the minimisation of the environmental, energy, and social consequences of urban sprawl.
 - if growth can be directed to locations of lower bushfire risk;
 - discourage development in locations where there is significant bushfire risk that cannot be avoided;
 - avoid development in locations of extreme bushfire risk; and/or
 - avoid development in areas where the planned bushfire protection measures may be incompatible with other environmental objectives.

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Implementation

The strategies will be implemented by:

- Applying the Township Zone to existing developed areas.
- Applying the General Residential Zone to provide a diversity of housing types within Portland, Heywood and Casterton.
- Applying the Development Plan Overlay to vacant areas designated for urban development to coordinate the provision of infrastructure with new development.

Future strategic work

- Glenelg Rural Land Strategy
- Small Town Structure Plans (Cape Bridgewater, Narrawong, Nelson, Tyrendarra, Dartmoor and Merino).

Reference Documents

Recommended separation distances for industrial residual air emissions (EPA Publication number 1518, 2013)

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Rural Living Areas

Glenelg Shire supports rural living areas on the outskirts of Dartmoor, Allestree, Dutton Way, Gorae and Bolwarra. These areas support mainly large residential uses but also include niche agricultural businesses.

Key issues

- Provision of appropriate services to rural living areas.
- Managing interface of rural living areas and agricultural areas to minimise conflict with commercial agricultural operations and ensure residential amenity is protected in these areas.

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Objectives

- To encourage infill development throughout the Shire within rural living areas that is appropriately designed and sited to ensure that the potential for land use conflict is minimised and residential safety and amenity is protected.

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Strategies

- Encourage population growth within the existing rural areas where appropriate.
- Ensure buildings are sited, designed and constructed to reduce the risk to human life from bushfire and where possible minimise the impact on vegetation.

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Open space, recreation and leisure

The Glenelg Recreation and Open Space Plan 2007 identifies the sporting and recreational needs within the municipality's communities and contains an implementation plan that sets out the long term needs for recreation facilities, open space, recreation programs and service requirements.

There are 98 Council owned or managed reserves, totalling approximately 243 hectares, in the Glenelg Shire. These include reserves used for active recreation, drainage, open space, playgrounds and other specific community recreation purposes. The majority (78) are within Portland, 8 in Casterton and the remaining 12 spread throughout the Shire.

In addition to the Council owned/managed recreation reserves there are a number of reserves owned or managed for the community by others. The majority of these are Crown land managed by local community committees of management.

Passive recreation is also important for the Shire, including camping, nature-based walking and fishing. Part of the Great South West Walk Glenelg is located along the Shire's coast.

According to the *Glenelg Shire Council Recreation and Open Space Strategy* (2007), a lack of facilities to support leisure participation does not appear to be a major issue, however the physical condition of some buildings require improvement and Council could play a greater role in advocating for their enhancement through State Government support.

Key issues

- Open space and recreation facilities that are able to cater for a wide range of recreational activities.
- Financial capacity of Council to upgrade and renew existing open space and recreational facilities to meet existing and emerging needs.

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Objectives

- To ensure sufficient land is reserved to meet the open space needs of current and future residents.
- To improve the landscape and amenity of public open space and reserves.
- To encourage and facilitate access to foreshore areas and waterways for:
 - aquatic recreational activities; and
 - scenic benefit.

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Strategies

- New subdivisions should include the provision of local public open space reserves that are integral to the planning of new neighbourhoods and are not physically constrained by features such as steep escarpments and low lying flood-prone land.
- New environmental areas may be acquired/created in new subdivisions that seek to protect existing native vegetation, be linked to existing natural and open space areas, and be as wide as possible to provide core habitat and minimise edge effects.
- Open space reserves should meet the following design principles:
 - be connected to surrounding path and cycle networks;
 - be of an adequate size and shape in order to provide for a variety of uses;
 - cater for multi-functional use;
 - have high visibility to ensure passive surveillance;
 - not have an adverse impact on sites of heritage or environmental significance; and
 - be within 400 to 600 metres of dwellings.
- Prepare landscaping plans to enhance the visual character of reserves.
- Provide facilities where appropriate such as playgrounds, tables, seats, barbeques and rubbish bins.
- Improve natural assets by applying the following design principles:
 - Protection of existing remnant indigenous vegetation by careful planning and design of pathways;
 - Planting of additional indigenous vegetation;
 - Controlling environmental weed species;
 - Minimising lawn areas;
 - Sensitive path construction that is compatible with the landscape;

- Providing seating and rest stops;
- Providing seats, shelters, barbeques and picnic areas at key viewing points and areas of public focus; and
- Installing interpretative signage.

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Implementation

The strategies will be implemented by:

- Applying the Public Park and Recreation Zone or Public Conservation and Resource Zone to areas identified as public open space.

Future strategic work

- Glenelg Open Space Strategy

Reference Documents

Glenelg Recreation and Open Space Strategy (2007)

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Environmental and Landscape Values

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Biodiversity

The Glenelg Shire has a wealth of natural resources of regional, national and international significance. Glenelg Shire has a rich array of plant and animal species on land, waterways, wetlands and the sea - many of which do not occur anywhere else in the world. The Glenelg Shire supports nine nationally important wetlands, seven threatened ecological communities of national significance, 85 nationally protected threatened species and 54 nationally recognised migratory species. There are 107 State reserves within the Shire that provide habitat for a number of these values. The significant area of forestry plantation within the shire also provides habitat corridors between these reserves and other habitat on private land.

The Shire provides habitat for over 107 threatened fauna species protected under the *Flora and Fauna Guarantee Act 1988* including the Spot-tailed Quoll, Common Bent-wing Bat, Red Tailed Black Cockatoo, Swift Parrot, Masked Owl, Barking Owl, Bush Stone-curlew, Australian Bustard and Australasian Bittern. The Shire also supports in excess of 190 threatened flora species, including the Gorae Leek Orchid, Large-fruit Yellow-gum and Mellblom's Spider-orchid.

The Shire's biodiversity is located across public land and is generally in good condition. Biodiversity is a cornerstone of healthy, functioning and sustainable ecosystems.

Many reserves in the Shire, often with wetlands, are known to have highly significant biodiversity levels. The foreshore, cliffs and Nun's Beach in Portland, Ess Lagoon in Casterton and the river areas in Heywood, Narrawong, Dartmoor and Digby are prime examples of these highly diverse environments.

Key Issues

- Protection and conservation of the Shire's biodiversity, including native vegetation retention and provision of habitats for native birds and animals.
- Managing urban and rural impacts on coastal areas, waterways and ecosystems.

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Objectives

- To manage the Shire's biodiversity and environmental values.

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Strategies

- Recognise, protect and enhance sites of significance for their specific biodiversity values.

- Support environmentally sustainable practices and uses in rural areas.
- Require development to be directed away from wetlands and rehabilitate township waterways to protect and enhance sensitive ecosystems.
- Improve natural habitats on public land and encourage revegetation on private land.
- Facilitate the creation of wildlife corridors through the provision of a network of open space.
- Liaise with the Glenelg Hopkins Catchment Management Authority to ensure consistency in decision making over catchment issues - in particular the Glenelg River and its tributaries.
- To retain the Shire's Red Gum country as a major environmental and landscape asset.
- Restrict development where there may be conflict between bushfire protection measures and biodiversity outcomes.
- Require development be directed away from locations where bushfire protection measures, including defensible space, are incompatible with environmental values.
- Ensure development is only permitted where the risk to life, property and community infrastructure from bushfire can be reduced to an acceptable level within the Bushfire Management Overlay (BMO).
- Manage vegetation in a manner that prioritises human life above all other policy considerations whilst respecting the vegetated character of the landscape.
- Ensure that land use and development protects and enhances biological diversity in a manner that does not increase the risk of bushfire.

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Implementation

The strategies for the environment will be implemented through the planning scheme by:

- Applying the Public Conservation and Resource Zone to publicly owned river corridors, wetlands, floodplains and coastal reserves.
- Applying the Environmental Significance Overlay over coastal reserves, rivers, land adjacent to river corridors and other significant habitats.
- Applying the Vegetation Protection Overlay to areas containing significant flora.

Policy guidelines

When deciding on an application for use and development that may impact on the environment, the responsible authority will consider as appropriate:

- Any regional catchment strategies approved under the Catchment and Land Protection Act 1994 and any associated implementation plan or strategy including any regional river health and wetland strategies.
- *Glenelg Environment Strategy 2010-2020*

Future strategic work

- Implement the strategies and actions of the *Glenelg Environment Strategy 2010-2020*.

Reference Documents

Glenelg Environment Strategy 2010-2020 (2010)

Glenelg Shire Council Roadside Vegetation Management Plan (2014)

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Coastal Management

Protection of coastal areas

The coastal areas of the Shire are major natural, economic and environmental resources which need to be protected, conserved, managed and developed in a sustainable manner. The coast also contains the Shire's major concentrations of population and industry. Some activities such as the Port of Portland are dependent on or gain an advantage from a coastal location. The coast is also an important resource to Aboriginal people, in particular for traditional uses and Aboriginal culture.

There are dynamic, complex and interconnected biological and physical processes at work in the Shire's coastal areas. Coastal areas in the Shire are susceptible to the effects of natural events, including sea-level rise. Good water quality is important to marine ecosystems in coastal areas.

The Shire's coastal resources should be managed to realise development opportunities while protecting the landscape and environment.

Key Issues

- Protection of the natural and cultural values of the coast.
- Managing the use and development of the coast in a sustainable manner
- Ensuring the integrated management and protection of coastal areas.
- Managing the pressures of land use and development in coastal areas, in particular the economic and social values of sea ports, mineral and forest resources, agriculture, marine farming and fisheries to Glenelg Shire and the legitimate aspirations of individuals and communities for allocation of space and resources in the coastal area for these activities.
- Protection of valuable fish nursery habitat for future fishing activities.
- Ensuring good water quality for the Shire's marine-based food industries.
- Recognising the economic and social values of tourism and recreation in the coastal area.
- Managing public access to and along the coast that is consistent with protection of natural coastal values, systems and processes.
- Managing activities, uses and development occurring outside coastal areas, which affect the coastal environment.

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Objectives

To protect and manage the Shire's coastline as a significant environmental resource and long term public asset.

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Strategies

- Prevent inappropriate development in coastal areas that is likely to prejudice the long term environmental values of the coast.
- Encourage landscaping and good design in the assessment of applications for buildings and works.
- Liaise with other municipalities to ensure a coordinated approach to planning for coastal areas.
- Ensure that coastal planning is coordinated with the strategies and action plans of the Western Coastal Board.
- Managing public access to and along the coast that is consistent with protection of natural coastal values, systems and processes.
- Protect and maintain representative or significant natural ecosystems and sites of biological importance, biodiversity and indigenous coastal flora and fauna.
- Protect coastal sites and features of cultural and historic value.
- Identify, plan and manage significant scenic coastal transport routes and associated facilities to ensure sustainable benefits for tourism and recreation value and amenity.

- Ensure future residential and commercial development in the Bridgewater Bay coastal area is planned, designed and sited so that the landscape features and qualities of the natural environment are not lessened.
- Ensure future residential and commercial development in the Narrawong to Portland coastal area is consistent with the capability of the land to manage and accommodate the development.
- Ensure development proposals incorporate the revegetation of sites with predominantly indigenous species, land management practices, the siting and design of houses and buildings which blend into the landscape, the avoidance of linear development and the limiting of entry points from existing roads, particularly the highway.
- Restrict development where there may be conflict between bushfire protection measures and biodiversity outcomes.
- Require development be directed away from locations where bushfire protection measures, including defensible space, are incompatible with environmental values.
- Ensure development is only permitted where the risk to life, property and community infrastructure from bushfire can be reduced to an acceptable level within the Bushfire Management Overlay (BMO).
- Manage vegetation in a manner that prioritises human life above all other policy considerations whilst respecting the vegetated character of the landscape.

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Implementation

The strategies for coastal areas will be implemented through the planning scheme by:

Policy guidelines

When deciding on an application for use and development that may impact on coastal areas, the responsible authority will consider as appropriate:

- The recommendations of the *Glenelg Coastal Action Plan* (2004 as amended in 2012)
- *Bridgewater Bay Foreshore Master Plan* (2014)
- *Narrawong Coastal Engineering Study* (2011)
- *Portland Bay Coastal Infrastructure Plan* (2007)

Application of zones, overlays and particular provisions

- Applying the Public Conservation Zone to coastal Crown land in recognition of flora and fauna values.
- Applying the Public Park and Recreation Zone to coastal Crown land in recognition of recreational values.
- Applying the Environmental Significance Overlay over coastal reserves in recognition of habitat values.

Future strategic work

- Evaluate the application of the Significant Landscape Overlays along coastal areas approved in Amendment C52 (Part 1)

Reference Documents

Coastal Spaces Landscape Assessment Study (2006)

Glenelg Coastal Management Plan (2004 as amended in 2012)

Glenelg Environment Strategy 2010-2020 (2010)

Bridgewater Bay Foreshore Master Plan (2014)

Narrawong Coastal Engineering Study (2011)

Portland Bay Coastal Infrastructure Plan (2007)

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Significant landscapes

Victoria's coastal landscapes are some of the most spectacular in the country. These coastal landscapes and their hinterlands are highly valued by the community for their visual, environmental and cultural qualities, and as well as being productive agricultural land.

The Shire contains various landscapes which have been recognised as being important to protect for their environmental, cultural, social and economic significance. Landscape Character Areas of particular significance within the Shire, as identified in the *Coastal Spaces Landscape Assessment Study 2006* (CSLA), include the Far West Coastal Hills, Discovery Bay Dunes and Hinterland, The Three Capes and the Portland Coast and Hinterland.

Key Issues

- Protection of significant landscapes.
- Ensuring that coastal related development responds appropriately to the landscape setting, character and desired future character directions.
- Maintaining locally significant views and vistas that contribute to the character of the coastl and coastal hinterland region.
- Ensuring that development is subordinate to the natural, visual and environmental landscape character and significance.

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Objectives

To protect and manage the landscape character and significance of the Far West Coastal Hills, Discovery Bay Dunes and Hinterland, The Three Capes and the Portland Coast and Hinterland Character Areas.

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Strategies

Vegetation

- Protect the indigenous coastal vegetation and ensure that it is the dominant feature of the landscape when viewed from the foreshore.
- Retain the undeveloped and vegetated character of coastal dunes, waterways and estuaries near the coastal edge of this landscape.
- Protect and enhance indigenous vegetation, particularly:
 - where native grasses are present;
 - at roadsides, in riparian strips and at the edge of waterways;
 - at the coastal edge and adjoining inland lakes;
 - on hill slopes viewed from main roads and settlements in cleared areas adjacent to Discovery Bay Coastal Park and Bridgewater Lakes; and
 - adjacent to roads and other viewing corridors.
- Protect indigenous coastal vegetation and ensure that it is the dominant feature of the coastal landscape.
- Encourage the planting of indigenous vegetation for rehabilitation works.
- Use appropriate indigenous species or non-invasive native / exotic plantings that are already a feature of the area for landscaping around developments.
- Retain existing shelterbelts and exotic feature planting where it is a feature of the area.

GLENELG PLANNING SCHEME

- Where shelterbelts or exotic feature plantings are lost, old, degraded or incomplete, replacement planting should be with the same species or an alternative non-invasive species.
- Protect cultural vegetation patterns throughout the rural hinterland.
- Ensure that use and development protects and enhances biological diversity in a manner that does not increase the risk of bushfire,
- Ensure revegetation considers the potential risk of bushfire and seeks to minimise such risk.

Views and Vistas

- Protect locally significant views and vistas to the ocean.
- Protect locally significant views and vistas, including long and extensive views of the coastal and hinterland landscape from main roads, and largely natural and unbuilt views of lakes and other water bodies from their edges.
- Protect locally significant views and vistas that contribute to the character of coastal and coastal hinterland areas, including:
 - scenic vistas from publicly accessible locations (e.g. 'gateway' views at topographic rises along a road, roads that terminate at the coast, and formal scenic lookouts); and
 - views from important access corridors (e.g. main roads and tourist routes, walking tracks and recreation trails).
- Design and site structures to minimise the loss of canopy trees and understorey wherever possible and maximise the area on a lot able to support vegetation.
- Design and site buildings to minimise their visual intrusion. This may be achieved by:
 - low building heights;
 - appropriate colours and materials;
 - encouraging property boundary delineation by vegetation;
 - encouraging open-style fencing; and
 - integrating or screening built form with vegetation.

Edges of Settlements

- Encourage the retainment of undeveloped breaks between settlements by focussing further development within existing township boundaries.
- Utilise existing landscape features, where they exist, (e.g. topography, vegetation coverage, vistas) to define edges to settlements, protecting the surrounding landscape character.
- Site development to minimise views of the buildings and structures from road corridors, with the exception of built form that has been traditionally located adjacent to the road (e.g. small dairying structures).

Coastal Edges of Settlements

- Scale the height and form of new development at the coastal edge of settlements to be sensitive to surrounding development, the surrounding landform and the visual setting of the settlement, particularly when viewed from the foreshore.
- Support a hierarchy of built form within coastal settlements, with lower buildings adjacent to the foreshore and higher buildings away from the foreshore.

Ridges and Hill Slopes

- Discourage the visual domination of buildings from ridge tops and visually prominent hill faces.
- Where development cannot be avoided in steep locations or prominent hill faces:

GLENELG PLANNING SCHEME

- encourage the siting of development in the lower one third of the visible slope, wherever possible;
 - set buildings and structures among existing vegetation, and/or establish gardens of locally appropriate species;
 - design buildings to follow the contours or step down the site to minimise earthworks; and
 - articulate buildings into separate elements, and avoid visually dominant elevations.
- Confine development to existing coastal settlements wherever possible and discourage any ribbon developments or development atop cliffs, coastal landforms visible from roads, beaches and recreation locations.
 - Minimise the visual prominence and intrusion of developments in coastal locations.
 - Encourage buildings or structures be set back from the foreshore, coast and natural coastal landforms.
 - Where development within the coastal strip cannot be prevented (e.g. development for essential public purposes):
 - site developments on the inland slope of dunes so that buildings do not protrude;
 - site above the dune ridgeline;
 - set buildings and structures among existing vegetation, maximising the retention of coastal vegetation;
 - utilise appropriate indigenous vegetation to further integrate the development with the landscape;
 - design buildings to follow the contours or step down the site and avoid visually dominant elevations;
 - limit the extent of overlooking of the foreshore; and
 - locate driveways and paths away from the foreshore.
 - Discourage change to the vegetated character of coastal areas by:
 - siting developments away from vegetated areas and dunes;
 - siting developments in areas of low visibility (e.g. low in inland slopes) and avoiding any locations on ridgelines; and
 - using darker colours (e.g. green, brown, black) and low-reflectivity materials.
 - Encourage development be setback in flatter locations (e.g. adjoining inlets), to minimise visual intrusion and retain a dominant natural character within 500 metres of the edge of the coast.
 - Ensure building design responds to the natural setting in relation to siting, materials and colours. Use materials durable in the coastal environment, and colours that complement the coastal environment and minimise contrast with the surrounding landscape.
 - Locate site servicing and access away from landscape features and areas of high visibility, and avoid the loss of vegetation.

Between Settlements – Coastal Locations

- Confine development to existing coastal settlements wherever possible and discourage any ribbon developments or development atop cliffs, coastal landforms visible from roads, beaches and recreation locations.
- Minimise the visual prominence and intrusion of developments in coastal locations.

GLENELG PLANNING SCHEME

- Encourage buildings or structures be set back from the foreshore, coast and natural coastal landforms.
- Where development within the coastal strip cannot be prevented (e.g. development for essential public purposes):
 - site developments on the inland slope of dunes so that buildings do not protrude above the dune ridgeline;
 - set buildings and structures among existing vegetation, maximising the retention of coastal vegetation;
 - utilise appropriate indigenous vegetation to further integrate the development with the landscape;
 - design buildings to follow the contours or step down the site and avoid visually dominant elevations;
 - limit the extent of overlooking of the foreshore; and
 - locate driveways and paths away from the foreshore.
- Discourage change to the vegetated character of coastal areas by:
 - siting developments away from vegetated areas and dunes;
 - siting developments in areas of low visibility (e.g. low in inland slopes) and avoiding any locations on ridgelines; and
 - using darker colours (e.g. green, brown, black) and low-reflectivity materials.
- Encourage development be setback in flatter locations (e.g. adjoining inlets), to minimise visual intrusion and retain a dominant natural character within 500 metres of the edge of the coast.
- Ensure building design responds to the natural setting in relation to siting, materials and colours. Use materials durable in the coastal environment, and colours that complement the coastal environment and minimise contrast with the surrounding landscape.
- Locate site servicing and access away from landscape features and areas of high visibility, and avoid the loss of vegetation.
- Minimise any increase in development visible above the dunes and coastal vegetation outside settlements, when viewed from the beach, foreshore or offshore.

Between Settlements – Hinterland Locations

- Minimise visual clutter of the hinterland landscape with built development to retain open spaces that provide views to the coast, capes and hinterland.
- Retain the dominance of the pastoral landscape in the hinterland areas.
- Locate buildings to minimise visibility from main road corridors and key public use areas.
- Retain trees that form part of a continuous canopy beyond the property, and plant new trees in a position where they will add to such a continuous canopy.
- Encourage locally appropriate indigenous vegetation or native / exotic feature planting to delineate property boundaries, instead of fencing. If fencing is necessary, this should be of an open style and not visually obtrusive (e.g. post and wire style traditionally used in rural areas).
- Encourage building design that strongly responds to the natural setting in relation to siting, materials and colours.
- In prominent and highly visible locations, construct buildings and structures of materials that reduce distant visibility and avoid the use of bright coloured and/or highly reflective materials.
- Strongly discourage ribbon development along main roads and key touring routes.

- Retain natural landforms and indigenous vegetation as an essential component of the character of the rural hinterland.

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Implementation

The strategies for coastal landscapes will be implemented through the planning scheme by:

Policy Guidelines

When deciding on an application for use and development that may impact on coastal landscapes, the responsible authority will consider as appropriate:

- *Coastal Spaces Landscape Assessment Study (2006)*
- Incorporated Documents approved under Amendment C93 applying to Narrawong and Allestree

Application of zones, overlays and particular provisions

Applying the Significant Landscape Overlay to land around Cape Bridgewater, Bridgewater Bay, the Bridgewater Lakes and Discovery Bay.

Future strategic work

- Evaluate the application of the Significant Landscape Overlays along coastal areas approved in Amendment C52 (Part 1)

Reference Documents

Coastal Spaces Landscape Assessment Study (2006)

Siting and Design Guidelines for Structures on the Victorian Coast (1998)

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Environmental Risks

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Climate change impacts

The results of climate change, such as storm surge, inundation through sea-level rise, and temperature increase, pose some of the most significant threats to Glenelg's coastline including:

- Coastal erosion and inundation
- Impacts to infrastructure
- Erosion and cliff instability
- Damage to places of cultural significance
- Loss of native flora and fauna species.

Planning needs to take account of the risks associated with possible sea-level rise in areas of known vulnerability and to ensure that these risks are mitigated or avoided, where possible.

Coastal and acid sulfate soils are known to occur within the municipality. If left undisturbed, acid sulfate soils are largely benign. However, if disturbed, they can have a detrimental impact on the environment including the acidification of water and soil, poor water quality, dissolution of soil, rock and concrete, and corrosion of metals.

Key Issues

- The protection of life, property and infrastructure from inundation
- Adapting to the impacts of a changing climate.
- Managing the impacts of acid sulfate soils.

21.02-32

30/11/2017
C75

Objectives

- To plan for and manage the potential coastal impacts associated with sea-level rise and climate change.
- To prohibit housing in Dutton Way within the Special Use Zone 3.

21.02-33

30/11/2017
C75

Strategies

- Ensure that use and development proposals take into account and respond adequately to possible sea level rise and storm surge.
- Avoid development in identified coastal hazard areas susceptible to sea level rise and storm surge.
- Ensure that all proposals for use and development are subject to strict evaluation of their impact on erosion and the improvement of the appearance of the area.

21.02-34

30/11/2017
C75

Implementation

The strategies relating to climate change impacts will be implemented by:

- Implementing the strategies and actions of the *Glenelg Environment Strategy 2010-2020*.

Application of zones and overlays

- Applying the Land Subject to Inundation Overlay to areas affected by possible sea level rise and storm surge.

Further Strategic Work

- Monitoring and continuing to plan for the impacts of climate change on the local environment in the context of broader climate change policy.
- Identify coastal areas susceptible to coastal acid sulphate soils and implement a management strategy.
- Developing design guidelines and policies to assist in the assessment of use and development applications.

Reference Documents

Coastal Spaces - Inundation and Erosion Coastal Engineering Study (2010)

Glenelg Environment Strategy 2010-2020

21.02-35

30/11/2017
C75

Bushfire

The majority of the Shire is designated as a Bushfire Prone Area with approximately half the Shire affected by the Bushfire Management Overlay. The most significant urban interfaces to bushfire hazards are in the towns of Nelson, Dartmoor and Cape Bridgewater. Other areas in proximity to bushfire hazards include the settlements of Bolwarra, Narrawong, Tyrendarra, Digby and the urban interface areas of Portland and its surrounds. Various parts of the Shire have suffered from bushfire damage on numerous occasions, with the most significant fires occurring in 1851, 1939, 1976, 1979, 1991, 2000, 2005, 2006, 2012 and 2013. The landscape across a significant area of the Shire is formed by extensive areas of private and public bushland interspersed with extensive grasslands and rural settlements. The continuous nature of these bushfire hazards combined with the ironstone common to the municipality results in the Shire being prone to significant occurrence of lightning strikes and other fire starts. Other significant bushfire hazards include timber plantations, national parks, state parks and forests dispersed throughout the Shire. As a result, many of the communities within the Glenelg Shire are at risk of either bushfire and/or grassfire. It is important that land use planning and development considerations minimise the impact of fire.

Key Issues

- Protection of areas prone to bushfire risk from inappropriate development.
- Managing the urban bushfire threat interface of towns in areas prone to bushfire risk.
- Protection of life and property from bushfire events.

21.02-36

30/11/2017
C75

Objectives

To ensure that new land use and development:

- Does not increase the level of fire risk; and
- Includes adequate fire protection measures.

21.02-37

30/11/2017
C75

Strategies

- Buildings and access roads be sited and subdivisions designed to minimise the impact of fire and the emergency conditions which arise from fire.
- Development associated with residential or public use incorporate fire prevention measures where appropriate in accordance with the relevant fire prevention guidelines.
- Access, fencing and the location of dams and tanks maximise firefighting potential and minimise interference with firefighting measures where appropriate.

21.02-38

30/11/2017
C75

Implementation

The strategies for bushfire will be implemented through the planning scheme by:

Policy guidelines

Planning must consider as relevant:

- Glenelg Regional Bushfire Planning Assessment (2012)
- Municipal Fire Prevention Plan
- Any relevant guidance published by the relevant fire authority.

Application of overlays

- Applying the Bushfire Management Overlay

Future strategic work

- Investigate the application of the Bushfire Management Overlay to areas of the municipality where the risk to life, property and community infrastructure is greatest.

Reference Documents

Glenelg Shire Municipal Fire Prevention Plan

21.02-39

30/11/2017
C75

Floodplains

Parts of the urban areas of Portland, Heywood Narrawong and Casterton are at the risk of fluvial (river) flooding from rivers. Flooding can also occur from storm surge and sea level rise. The proper management of flood plains protects the natural environment and properties located in areas subject to inundation. The filling of flood prone land can significantly alter water flow within the floodplain.

Key Issues

- The protection of floodplains from inappropriate development.
- The protection of life, property and infrastructure from flood events.
- Applying the precautionary principle approach to development within areas which are known to flood.

21.02-40

30/11/2017
C75

Objectives

To ensure that land use and development is directed to locations and carried out in ways that minimises vulnerability to the threat of flooding.

21.02-41

30/11/2017
C75

Strategies

- Ensure that areas identified subject to inundation are planned and managed to reduce flooding and risks to life, property and infrastructure.
- Identify land affected by flooding, including floodway areas, as verified by the relevant floodplain management authority, in planning scheme maps. Land affected by flooding is land inundated by the 1 in 100 year flood event as determined by the floodplain management authority.
- Avoid intensifying the impacts of flooding through inappropriately located uses and developments.
- Locate emergency and community facilities (including hospitals, ambulance stations, police stations, fire stations, residential aged care facilities, communication facilities, transport facilities, community shelters and schools) outside the 1 in 100 year floodplain and, where possible, at levels above the height of the probable maximum flood.
- Developments and uses which involve the storage or disposal of environmentally hazardous industrial and agricultural chemicals or wastes and other dangerous goods (including intensive animal industries and sewerage treatment plants) must not be located on floodplains unless site design and management is such that potential contact between such substances and floodwaters is prevented, without affecting the flood carrying and flood storage functions of the floodplain.

21.02-42

30/11/2017
C75

Implementation

The strategies for floodplains will be implemented through the planning scheme by:

Policy guidelines

- When deciding on an application for use and development that may impact on floodplains the responsible authority will consider as appropriate:
 - Any floodplain management strategy, manual, policy and practice, adopted by the responsible floodplain management authority, including but not limited to:
 - Any regional catchment strategies approved under the *Catchment and Land Protection Act 1994* and any associated implementation plan or strategy including any regional river health and wetland strategies.
 - Victorian Strategy for Healthy Rivers, Estuaries and Wetlands adopted by the Catchment Management Authority.
 - Victorian Floodplain Management Strategy.
 - Local Floodplain Development Plans adopted by the Council or the responsible floodplain management authority.

Application of zones and overlays

- Applying the Urban Floodway Zone to undeveloped urban land within the high hazard major flood paths.
- Applying the Floodway Overlay to rural land and developed urban land within high hazard major flood paths.
- Applying the Land Subject to Inundation Overlay to land in flood storage or fringe areas.

Reference Documents

Glenelg Flood Investigations Project (2008)

Portland Flood Study Implementation Works (2011)

Casterton Flood Investigations Floodplain Management Report (2011)

Surry River Estuary Flood Study (2008)

21.02-43

30/11/2017
C75

Soil degradation

Use of contaminated and potentially contaminated land

Industrial activities have the potential to contaminate land. Existing industries should ensure compliance with relevant State Environment Protection Policies administered by the Environment Protection Authority. Any former industrial land must not be used for a sensitive use until a Statement or Certificate of Environmental Audit has been issued. Any land to be rezoned from industrial in Portland should not occur until preliminary investigations on potential contamination are completed.

Erosion and landslip

Limestone cliffs, steeper earth slopes and coastal dunes along the main rivers and coast are susceptible to erosion as a result of landslip. A significant problem is the existence of slopes in excess of 20 degrees where further development and vegetation removal would compromise land stability.

Key Issues

- Appropriate reuse of potentially contaminated land.
- Ensuring the ongoing protection of land susceptible to land slip.

21.02-44

30/11/2017
C75

Objectives

- To ensure potentially contaminated land is suitable for its intended future use and development, and that contaminated land is used safely.
- To ensure that land and development has regard to the potential for landslip.
- To ensure soil is not contaminated by the discharge of domestic wastewater.

21.02-45

30/11/2017
C75

Strategies

- Ensure that applicants provide adequate information to demonstrate that potentially contaminated land is safe for use prior to the commencement of the use and/or development of the land.
- Ensure new buildings and works do not increase the risk of landslip on the land or surrounding land in areas where landslip risks have been identified.
- Avoid vegetation removal in areas susceptible to landslip.
- Discourage development on slopes in excess of 20 degrees.
- Require the installation of domestic wastewater systems in accordance with the *Glenelg Shire Council Wastewater Management Plan (2009)*.

21.02-46

30/11/2017
C75

Implementation

The strategies for potentially contaminated land will be implemented through the planning scheme by:

Application of zones and overlays

- Applying the Environmental Audit Overlay or other suitable control over potentially contaminated land where sensitive land uses or other ‘at risk’ impacts may be proposed.

- Applying the Erosion Management Overlay to land susceptible to erosion as a result of landslip.

Future strategic work

- Identify land that is potentially contaminated.
- Identify land that is susceptible to erosion as a result of landslip.
- Update the *Glenelg Shire Council Wastewater Management Plan (2009)*

Reference Documents

Glenelg Shire Council Wastewater Management Plan (2009)

Glenelg Hopkins Regional Catchment Strategy 2013-2019

Portland Industrial Land Strategy (2016)

21.02-47

30/11/2017
C75

Noise and air

The historical development of Portland has resulted in some industrial and residential areas being located adjacent to each other. Greater care is now taken to ensure that there are adequate separation distances between residential areas, including rural residential land and industrial activity. Land use conflicts have occurred throughout Portland's industrial zones and options for visual, dust, odour and noise attenuation will be given a high priority.

The Port of Portland, Portland Airport, Portland Aluminium Smelter and other heavy industries are of great significance to the local and regional economy and need to be protected from the encroachment of incompatible land uses.

Air quality

The State Environment Protection Policy recognises that where there are industrial air emissions, there may be unintended emissions that must be anticipated and allowed for (even with good pollution control technology and practice). Equipment failure, accidents and abnormal weather conditions are among the causes that can lead to emissions affecting sensitive land uses beyond the boundary of the source premises.

Separation distances seek to avoid the consequence of unintended industrial air emissions. An adequate distance should allow emissions to dissipate without unreasonable adverse impact on adjoining or nearby sensitive land uses.

Glenelg Shire Council has taken a proactive approach to manage potential amenity impacts within identified separation distances. It is Council's intention to give priority to the active management of identified separation distances to assist in the medium to long-term retention and continued viability of existing employment generating activities. The management of identified separation distances will also ensure that communities within close proximity to established industries and facilities are protected from off-site impacts such as dust, odour and noise.

Key Issues

- Protecting the community and the environment from the impacts of noise and air pollution, including dust and odour.

Noise

The State Environment Protection Policy (N-1) recognises the need to ensure commercial and industrial activities are managed to minimise impacts on sensitive uses.

Separation distances can be used to minimise noise impacts. An adequate distance combined with appropriate mitigation measure should ensure no unreasonable adverse impact on adjoining or nearby sensitive land uses.

Key Issues

- Protecting the community and the environment from the impacts of noise pollution.

21.02-48

30/11/2017
C75

Objectives

- To protect the community and the environment from the impacts of visual and air pollution.
- To protect the community and the environment from the impacts of noise pollution.

21.02-49

30/11/2017
C75

Strategies

- Ensure that any air emissions from new or expanded use and development do not unreasonably affect the amenity of the adjoining land and sensitive land uses within the prescribed separation distances.
- Provide buffers between new and existing industrial uses and residential areas in the form of open space, roads, building envelope restrictions and substantially landscaped areas of private land to limit visual, dust and odour impacts.
- Discourage any encroachment of sensitive land uses within the recommended separation distances of established or planned industrial areas or vice versa.
- Ensure that noise emissions from new or expanded use and development do not unreasonably affect the amenity of the adjoining land and sensitive land uses within the prescribed separation distances.
- Provide buffers between new and existing industrial uses and residential areas in the form of open space, roads, building envelope restrictions and substantially landscaped areas of private land to limit acoustic impacts.
- Discourage any encroachment of sensitive land uses within the recommended separation distances of existing or planned industrial areas or vice versa.

21.02-50

30/11/2017
C75

Implementation

The strategies for noise and air pollution will be implemented through the planning scheme by:

Policy guidelines

- *Portland Industrial Land Strategy (2016)*
- *Recommended separation distances for industrial residual air emissions (EPA Publication 1518, 2013)*
- *Noise from Industry in Regional Victoria Guidelines (EPA Publication 1411, 2011)*

Application of zones, overlays and particular provisions

- Retaining rural zoned land west of School Road, Portland to act as a buffer from future industrial development in Precinct 1.
- Rezoning land from the Industrial 2 Zone to the Industrial 3 Zone adjacent to the North Portland Primary School in Precinct 1.
- Rezone land abutting the south side of Westlakes Road, between the railway line and Henty Highway from the Industrial 2 Zone to the Industrial 3 Zone to provide a buffer between the Industrial 1 Zone and the Rural Conservation Zone in Precinct 1.
- Retain the Industrial 3 Zone between Edgar Street and Hislop Street, Portland as a transitional area between the Port Zone to the east and the residential area to the west in Precinct 4.
- Retain the Design and Development Schedule 2 between Edgar Street and Hislop Street Portland in Precinct 4 to protect the amenity of the adjacent residential area.
- Retain the Environmental Significance Overlay Schedule 5 – Port of Portland Environs to provide for the continued protection and operation of the Port of Portland.
- Apply and/or retain the Design and Development Overlay to ensure the appropriate siting, setbacks, buffers and interface treatments are provided to protect sensitive land uses.

Future strategic work

- Consider applying the Environmental Significance Overlay to the rural zoned land in Precinct 1 along School Road, Portland to prevent new residential development that could impact industrial uses within that precinct.
- Heywood, Fitzroy River and Darlot Creek Flood Study
- Review the application of the Environmental Significance Overlay Schedule 5 - Port of Portland Environs to reflect the modelled acoustic impact area and to ensure the continued protection of port operations.

Reference Documents

Glenelg Shire Council Wastewater Management Plan (2009)

Portland Industrial Land Strategy (2016)

Recommended separation distances for industrial residual air emissions (EPA Publication 1518, 2013)

Noise from Industry in Regional Victoria Guidelines (EPA Publication 1411, 2011)

21.02-51

30/11/2017
C75

Natural Resources Management

21.02-52

30/11/2017
C75

Primary Industries

Agriculture is an important element of the regional economy with 13.1 percent of the work force employed within the agriculture, fishing and forestry sector. The Shire supports a large proportion of the largest plantation forestry area in Australia (355,000 hectares and 18 percent of the national plantation estate). Sustainable land use, land management and the protection of the natural resource asset base are essential to ensure the continued economic performance of the primary industry sector.

Key Issues

- Ensuring changes to the use of land and new developments are compatible with sustainable agriculture and natural resource management.
- Maintaining the significance of agriculture in the local economy.

21.02-53

30/11/2017
C75

Objectives

- To protect land in agricultural production from adjoining uses and development inconsistent with normal farming practices and ensure that use and development of land does not prejudice agricultural, horticultural, timber and fishing industries or the productive capacity of agricultural land.
- To provide for agricultural uses which are environmentally and ecologically sustainable by encouraging investment in existing agricultural enterprises and diversification of agricultural enterprises.
- To facilitate the establishment, management and harvesting of plantations and forest based industries in an environmentally sustainable manner.
- To facilitate the development and expansion of an environmentally and ecologically sustainable fishing industry.

21.02-54

30/11/2017
C75

Strategies

- Encourage opportunities for the expansion of agriculture, horticulture and timber production where compatible with adjoining land uses.

- Support the continuing development of the fishing industry including the processing of product and the servicing of the fishing industry.
- Protect land in agricultural production from adjoining uses and development inconsistent with normal farming practices.
- Provide a diversity of locational opportunities for agriculture including agroforestry, horticulture and appropriately sited intensive animal husbandry.
- Provide locational opportunities for the establishment of local processing of agricultural products.
- Provide locational opportunities for the establishment and development of wineries.
- Protect areas of high quality agricultural land from non-agricultural uses.
- Promote the establishment of timber production on predominantly cleared land.
- Identify and promote areas for timber production taking into account road infrastructure and development, diversification for agriculture, fire hazard minimisation, landscape protection and environmental matters including protection of water quality and soil suitability. (Clause 21.09 Forestry and timber production – Strategies)
- Provide locational opportunities for the expansion of fishing fleets and the establishment of local processing of fishery products.
- Ensure that the fishing industry has access to port and processing facilities within close proximity to the port of Portland.

21.02-55

30/11/2017
C75

Implementation

The strategies in relation to agriculture will be implemented through the planning scheme by:

Policy Guidelines

When deciding on an application for use and development the responsible authority will consider as appropriate:

- *Glenelg Environment Strategy 2010-2020 (2010)*

Application of zones and overlays

- Applying the Farming Zone to areas of the Shire currently in agricultural production except for areas suitable for intensive agriculture, which shall be included in a Rural Conservation Zone.
- Applying a 40 hectare subdivision minimum in the Farming Zone except in areas of prime agricultural land around Portland within a Rural Conservation Zone where the subdivision minimum is 2 hectares.
- Using local policies to promote protection of high quality agricultural land to encourage opportunities for expansion of new agricultural enterprises.

Future strategic work

- Review the outcomes of the Animal Industries Advisory Committee and incorporate into the Glenelg Planning Scheme as appropriate.
- Identify areas suitable for the expansion of servicing facilities for fishing fleets.

Reference Documents

Glenelg Environment Strategy 2010-2020 (2010)

21.02-56

30/11/2017
C75

Water

The Shire’s waterways and wetlands are a significant environmental resource which should be protected from inappropriate development. Significant wetlands and waterways should be retained as natural drainage corridors with vegetated buffer areas in order to perform their long term function as drainage areas, stream habitat, wildlife corridors and landscape areas, and to minimise erosion and reduce polluted surface runoff from adjacent land uses.

The Shire contains extensive ground water resources in deep and shallow aquifers that are used for stock and domestic supplies.

Key Issues

- Protection of the Shire’s groundwater resources water quality and potable water supply.
- Recognising that areas comprising wetlands, remnant swamplands, intertidal areas, lagoons and significant waterways provide important functions including:
 - flora and fauna habitat;
 - drainage;
 - recreation areas;
 - landscape features; and
 - water storage.

21.02-57

30/11/2017
C75

Objectives

- To maintain and enhance the ecological health of Glenelg Shire’s water resources and waterways.
- To reduce sediment and nutrients entering waterways.

21.02-58

30/11/2017
C75

Strategies

- Minimise damage to water catchments and watercourses.
- Rectify salinity, soil erosion and vegetation loss through the encouragement of Landcare principles and comprehensive catchment management.
- Support and encourage an integrated total catchment management approach.
- Ensure the adequate provision of sewerage and stormwater facilities for new developments.

21.02-59

30/11/2017
C75

Implementation

The strategies for water will be implemented through the planning scheme by:

Policy Guidelines

When deciding on an application for use and development the responsible authority will consider as appropriate:

- Any regional catchment strategies approved under the *Catchment and Land Protection Act 1994* and any associated implementation plan or strategy including any regional river health and wetland strategies.

Application of zones and overlays

- Applying the Public Conservation and Resource Zone to publicly owned river corridors, wetlands, floodplains and coastal reserves.
- Applying the Environmental Significance Overlay over coastal reserves, land adjacent to river corridors and wetlands, and other significant habitats.

Future strategic work

- Identify land where the Environmental Significance Overlay and/or the Public Conservation and Resource Zone should be applied.

Reference Documents

Glenelg Hopkins Regional Catchment Strategy 2013-2019

Glenelg Environment Strategy 2010-2020 (2010)

21.02-60

30/11/2017
C75

Built Environment and Heritage

21.02-61

30/11/2017
C75

Built Environment

The Glenelg Shire has a diverse range of urban areas and towns. The built environment has been influenced by early settlement, soldier settlement and more recent industrial development. Protecting existing heritage values and supporting tourism development, particularly at the entrances and in the main streets of Portland (including the Portland central business district and foreshore), Heywood, Casterton, Dartmoor, Nelson, Cape Bridgewater, Narrawong, Condah, Sandford, Digby, Merino and Tyrendarra will ensure that character and heritage values within the built environment of the Shire are managed sustainably. The presentation of the towns from the highways and major roads is important in defining urban character. Development at township entrances should be designed and landscaped in a manner which contributes to the appearance and character of each town and the town entrance. Street trees are important in creating areas that offer shade and protection from the elements and are conducive in encouraging people to stop and use towns. The design of buildings, including their mass and scale is also important in preserving the character and historical attributes of the Shire's towns.

Key Issues

- Ensuring that the quality of the built environment is protected and enhanced.
- Minimising the risk of bushfire

21.02-62

30/11/2017
C75

Objectives

- To ensure that new uses and developments in towns have regard to design, siting and landscaping needs.
- To ensure that development assists in the presentation of main road entrances into towns and enhances the immediate environment.

21.02-63

30/11/2017
C75

Strategies

- Support new use and development which considers the existing character and local heritage values of towns.
- Support new use and development that will integrate with its surrounds and identified streetscape character.
- Support new uses and developments that take into account existing landscape and design planning for the area.
- Ensure that development is directed away from locations where bushfire protection measures, including defensible space, are incompatible with environmental values.
- Ensure development is only permitted where risk to life, property and community infrastructure from bushfire can be reduced to an acceptable level within the Bush Fire Management Overlay.
- Require development along entrances to all towns be landscaped with species consistent with existing landscape planning for the township.
- Require developments located on the edge of township areas to be landscaped to assist in absorbing the development within the surrounding landscape and delineating edges of the town.

21.02-64

30/11/2017
C75

Implementation

The strategies for the built environment will be implemented through the planning scheme by:

Application requirements

Applications for new uses and development on land located adjacent to highways, main roads and the edges of township areas should include, where appropriate:

- A landscape plan demonstrating consistency with local landscape themes and plantings.
- For developments on the edge of urban areas, a landscape plan showing how the development can be absorbed into the surrounding environment.
- A design report demonstrating that building mass, scale and form have been considered, having regard to the local surroundings and streetscape character.

Application of overlays

- Applying the Design and Development Overlay to entrances and main streets which contribute to the character of towns and town entrances.

21.02-65

30/11/2017
C75

Heritage

The Gunditjmara, Bunganditj and Jarwadjali people have inhabited this region since the earliest of times.

For thousands of years the Gunditjmara people engineered and constructed an extensive aquaculture system along the Budj Bim/Tyrendarra lava flow and wetlands. The aquaculture system and permanent lifestyle of the Gunditjmara people are widely recognised and valued as being unique in the World’s human history of settlement and society. Evidence of the aquaculture system, including stone eel traps and channels, and the lifestyle, including stone house sites and smoking trees, are located along the Budj Bim National Heritage Landscape.

The first Europeans to come to Portland Bay were sealers and whalers visiting the region from the late 1820s on a seasonal basis. William Dutton (1811-1878), the most well-known of them sealed from 1828 to 1832, and was among the first to establish a shore-based whaling station at Portland Bay in 1833. The Henty family played an important role in Glenelg Shire history. Edward Henty led the establishment of a settlement in Portland Bay in 1834. Initially the Henty family developed a farm and a number of outstations grazing cattle and sheep supported by whaling operations. The Henty family explored what was to become the south west of Victoria and the south east of South Australia.

After the overland arrival of Major Mitchell in 1836, the Henty family established large pastoral licences on the rich grazing land in the north of the Shire. Following the survey of Portland in 1840, the township continued to develop with growth in farming, commercial and industrial enterprises.

Glenelg Shire is home to a number of very significant buildings including a group in Portland built under the administration of the Colony of New South Wales prior to the separation of Victoria in 1851. These include the Courthouse, Customs House and Watch House. Also a number of significant early buildings were constructed following the Portland land sales, such as the Steam Packet Inn and Julia Street stores. The occupation of pastoral runs, such as Muntham and Mount Eckersley also contribute to the Shire’s rich cultural heritage.

The Shire contains an outstanding array of European and Aboriginal heritage features, including some of the State’s most important places of cultural and historic significance. The conservation, protection and maintenance of these places have social, community, and cultural significance to the Shire’s towns and rural areas, and of economic benefit as tourist attractions.

Key issues

- Identifying, protecting and enhancing heritage places.

21.02-66

30/11/2017
C75

Objectives

- To identify, conserve and enhance items, places and areas of built, indigenous, cultural and natural heritage.

21.02-67

30/11/2017
C75

Strategies

- Support the conservation and enhancement of heritage places of natural or cultural significance.
- Identify, protect and enhance Glenelg's heritage including individual buildings, heritage precincts, landscapes, trees and other items of cultural heritage significance.
- Require that new development is consistent with the predominant scale of heritage buildings.

21.02-68

30/11/2017
C75

Implementation

The strategies for the built environment will be implemented through the planning scheme by:

Policy guidelines

When deciding on an application for use and development, the responsible authority will consider as appropriate:

- *Portland Urban Conservation Study (1981)*
- *Portland Heritage Gaps Study (2016)*

Application of overlays and particular provisions

- Applying the Heritage Overlay to conserve and enhance identified heritage places.

Future strategic work

- Continue to identify places of potential heritage significance and update statements of significance as resources are made available.
- Develop signage and design guidelines for main streets and significant precincts of Portland and the rural towns and settlements in the Shire.

Reference Documents

Portland Urban Conservation Study (1981)

Glenelg Shire Heritage Study: An Environmental History Stage 1 (2002)

Glenelg Shire Heritage Study Stage 2a (2006)

Portland Heritage Gaps Study (2016)

21.02-69

30/11/2017
C75

Housing

21.02-70

30/11/2017
C75

Location and type of housing

The towns within the Glenelg Shire have the capacity to accommodate additional residential development. Land within existing towns should be developed before new land is considered for rezoning to provide housing. Different housing types such as multi-unit dwellings should be encouraged to meet changing housing needs, particularly for the elderly. Rural living housing is an appealing lifestyle option that should be generally located in areas surrounding existing towns. Each of the town framework plans provides more detail on the desired location of housing.

Key issues

- Utilising land within existing towns for new housing to maximise use of existing infrastructure and services.
- Encouraging different housing types to meet changing household needs.
- Encouraging rural living only in appropriate locations.

21.02-71

30/11/2017
C75

Objectives

- To locate new housing in existing towns.
- To support rural living only in appropriate locations.

21.02-72

30/11/2017
C75

Strategies

- Encourage population growth within the existing towns to:
 - maximise existing infrastructure investment;
 - support infrastructure improvement;
 - improve and extend the existing range of goods, services and amenities for both urban and rural communities;
 - increase job opportunities; and
 - provide land to facilitate further industrial investment and expansion of the port and port storage areas.
- Support residential infill development within existing towns to meet changing housing needs that complements neighbourhood character.
- Ensure that rural living areas are located in areas surrounding towns in accordance with the relevant town's framework plan/s.
- Ensure that rural living areas do not conflict with agricultural uses.

21.02-73

30/11/2017
C75

Implementation

The strategies for the location of residential development will be implemented through the planning scheme by:

Policy guidelines

Town framework plans

Application of zones and overlays

- Applying the General Residential Zone in the residential areas of towns.
- Applying the Development Plan Overlay to ensure new urban development is coordinated with infrastructure.
- Applying the Rural Living Zone to rural residential areas surrounding existing towns only where appropriate.

Future Strategic Work

- Glenelg Housing Strategy
- Glenelg Rural Land Strategy

21.02-74

30/11/2017
C75

Small lot subdivision, dwelling excisions and dwellings in the Farming Zone

The development of housing which does not relate to, or support continued agricultural production can be in conflict with agricultural practices, such as spray drift and farm management practices, and the rising price of land which makes restructuring of farms more difficult and costly. Proposals to excise dwellings or create lots for dwellings in rural zones need to avoid these types of conflicts.

Key issues

- Minimising the impact of subdivision, use and development of land that will conflict with farming land.

- Ensuring that dwellings which are excised or constructed on an excised lot are properly sited and designed.

21.02-75

30/11/2017
C75

Objectives

To ensure that dwellings which are excised or constructed on an excised lot do not prejudice rural production activities.

21.02-76

30/11/2017
C75

Strategies

- Discourage subdivision which is not for the purposes of excising an existing dwelling, that is in excess of the requirements of a rural use following the consolidation of titles.
- Discourage subdivision that is likely to lead to such a concentration of lots as to change the general use and development of the area and which is not consistent with the purpose of the zone.
- Support subdivision for the purposes of excising a dwelling where it can be demonstrated that the excised lot is designed to minimise the area taken up by residential use and development so as not to limit the productive use and development of rural land.
- Dwellings excised under the provisions of Clause 35.07-3 shall be in a habitable condition and comply with the Building Code of Australia.

21.02-77

30/11/2017
C75

Implementation

The strategies for small lot subdivision, dwelling excisions and dwellings in the Farming Zone will be implemented through the planning scheme by:

Policy guidelines

When deciding on an application for use and development that may impact on farming areas, the responsible authority will consider as appropriate:

- Lots created under the provisions of Clause 35.07-3 should have a maximum size of 2 hectares, except as otherwise required by a provision of this planning scheme.

Application requirements

The following information should be provided with an application for a small lot subdivision, house lot excision or dwelling in the Farming Zone:

- A report which explains how the proposed use and development:
 - Is consistent with the Municipal Strategic Statement and Local Planning Policies.
 - Is consistent with the purpose of the Farming Zone.
 - Has addressed all the decision guidelines of the clause for the zone.

Application of zones

- Applying the Farming Zone to provide for the use of land for agriculture and to encourage the retention of productive agricultural land.

Future strategic work

- Glenelg Rural Land Strategy

21.02-78

30/11/2017
C75

Economic Development

Glenelg Shire is an important part of the Green Triangle Economic Region. Key industry sectors include the Port of Portland, the Portland Aluminium Smelter, renewable energy, timber production and processing, commercial fishing, agribusiness and tourism. The major concentrations of jobs are in manufacturing 1366 (18%), agriculture, forestry and fishing 976 (13%), retail 770 (10%), education and training 541 (7%), accommodation and food services 536 (6%).

The Port of Portland is a deep water bulk-handling port that is of state and national significance. It handles increasing volumes of commodity exports and is a potential future entry point for tourists.

21.02-79

30/11/2017
C75

Commercial

The retail sector employs over 900 persons in the Glenelg local government area. Most of these persons are employed in small businesses. Of the 186 operating retail businesses in the Shire, 69 were proprietor operated businesses, and 72 employed between 1 and 4 persons. Of the larger businesses, there are only 12 retailers in the region that employ between 20-50 persons and only 33 businesses that employ between 5-19 persons. The larger retailers typically include supermarkets and department stores. Portland acts as the retail centre for the Shire and has 75% of retail jobs in the Shire.

Key issues

- Retail leakage to larger centres such as Mount Gambier and Warrnambool.
- Attracting larger retailers to Portland.
- Availability of large parcels of land in close proximity to the Portland CBD to attract larger retailers.

21.02-80

30/11/2017
C75

Objectives

To support Portland's main commercial centre as the major retail and commercial centre in the Shire.

21.02-81

30/11/2017
C75

Strategies

- Ensure that new uses and developments reinforce and support the primacy of the role of the main commercial centre.
- To encourage well-designed buildings and works that enhance the character and presentation of the centre, and contribute to the preservation and conservation of Portland's heritage.
- To not support proposals for free standing retail uses and developments on the periphery of Portland's main commercial areas.

21.02-82

30/11/2017
C75

Implementation

The strategies in relation to commercial use and development will be implemented through the planning scheme by:

Application of zones and overlays

- Applying the Commercial 1 Zone to create vibrant mixed use commercial centres for retail, office, business, entertainment, community uses and residential uses.
- Applying the Commercial 2 Zone to encourage areas for offices, service industries and bulky good retailing.
- Applying the Design and Development Overlay to require development to enhance the public realm.

21.02-83

30/11/2017
C75

Industry

Industrial development is critical to the long term economic future of the Shire. Portland has industries of State significance including the Port of Portland, the Portland Aluminium Smelter and Industrial 2 zoned land.

Key issues

- The need to identify areas in and around Portland, Heywood and Casterton suitable for long term industrial use including port needs, storage, service industries, processing, the management of off-site effects and the creation of buffer areas.
- Providing for the future growth, planning and development of Portland’s industrial precincts.

21.02-84

30/11/2017
C75

Objectives

- To encourage industrial development that increases and adds value to local product.
- To ensure that industrial development does not prejudice the amenity of residential areas.
- To provide for limited industrial use and development in rural zones.
- To ensure there will be an adequate supply of industrial zoned land with appropriate servicing capability for industry.
- To develop Portland as a major regional centre for transport, logistics, manufacturing and processing industries and employment.

21.02-85

30/11/2017
C75

Strategies

- Support the development of new industries which are vital for the processing of local products.
- Protect areas suitable for industries requiring extensive buffer distances from residential and sensitive uses.
- Ensure that industrial development in rural areas only occurs where development:
 - has access to sealed roads;
 - can minimise the impact on rural and residential areas;
 - is environmentally sound and can adequately dispose of effluent.
- Designate areas for long term industrial development in Portland, Casterton and Heywood.
- Support the development of transport, logistics, manufacturing and processing facilities as vital industries supporting the local agricultural and industrial sectors.
- Maintain the viability and purpose of industrial areas by minimising land use conflicts and encroachment from non-industrial uses.
- Encourage industries that require intermodal transport connectivity to locate around existing rail facilities.
- Promote the establishment of industrial precincts in Portland, where coordination is required to facilitate enabling infrastructure.

21.02-86

30/11/2017
C75

Implementation

The strategies for industry will be implemented through the planning scheme by:

Policy guidelines

When deciding on an application for use and development, the responsible authority will consider as appropriate:

- Applying Local Areas, as appropriate

- Applying Clause 22.01 – Portland Industrial Area

Application of zones and overlays

- Applying the Industrial 1 and 3 Zones to areas of existing industrial use.
- Applying the Industrial 1 Zone east of Rhodes Street, Casterton and west of the Glenelg Highway, Casterton (south of the junction with Bartagunyah Road) to provide for large scale industrial uses.
- Applying the Industrial 1 Zone south of Catons Flat Road, Heywood west of the Princes Highway.
- Applying the Industrial 3 Zone between the Princes Highway, Heywood and the railway south of Heywood and on the south east corner of Danger Lane and Princes Highway where buffer requirements can be met.
- Applying the Development Plan Overlay to industrial zoned land where there is a need to ensure that development occurs in an orderly manner with appropriate buffer areas and adequate services.

Future strategic work

- Preparation of Development Plans and introduction of Development Plan Overlays to Portland's industrial precincts.

Reference Documents

Portland Industrial Land Strategy (2016)

21.02-87

30/11/2017
C75

Tourism

Tourism is an increasingly important industry in the Green Triangle Region, with much activity focussed on the coast, rivers and the national parks. Glenelg Shire has a range of attractions including fishing, cultural heritage, eco-tourism, beaches, surfing, trails, national parks, and a series of festivals throughout the year. Portland is developing as a tourism destination and is now seen as the western gateway to the Great Ocean Road and the eastern gateway for the Limestone Coast. It has experienced significant growth in recreational fishing activity. Tourism plays a significant role in the local economy. Portland has approximately 120 businesses that rely directly on tourism for the majority of their business activity.

Key Issues

- Operating in a competitive market where there has been a decline in overall visitor numbers to Victoria.
- The perception of Portland as a predominantly industrial area.
- Distance from Melbourne and separation from Great Ocean Road.
- Lack of tourism infrastructure, particularly foreshore development, waterfront tourism and recreational fishing facilities at Portland Bay.
- The need to improve the quality of tourist accommodation.
- Maximising opportunities in niche markets, including fishing and boating, bird watching, groups (such as school, rowing, scouts) and cruise ship visitors.

21.02-88

30/11/2017
C75

Objectives

To support the development of an enhanced tourism industry based on the Shire's attractions including natural features, fishing, local produce, cultural heritage, built heritage, eco-tourism, beaches, surfing, trails and national parks.

21.02-89

30/11/2017
C75

Strategies

- Support quality tourism uses, developments and experiences that link towns and tourism assets within hinterland areas.
- Enhance access to coastal and rural tourism assets via routes from the Princes Highway to attract people to these areas.
- Maintain and develop tourist routes, in particular, the coast roads and the Penola-Casterton Road which are important for the development of the tourism industry.
- Develop tourist product and facilities at Nelson and Casterton.
- Maximise the Shire's eco-tourism potential including off shore tourism and the existence of accessible ship wrecks.
- Encourage nature based tourism particularly focussed on The Budj Bim Heritage Landscape, Cape Bridgewater / Discovery Bay Coast and the Lower Glenelg River and the Great South West Walk.
- Improve the quality of tourism accommodation and expand accommodation types including self-contained accommodation, farm stays, fixed eco/cabin accommodation and branded accommodation.
- Improve road linkages and signage for the Portland to Nelson coastal link.
- Support the development of the Portland Airport to attract more interstate and international tourists to the region.
- Support tourism development based on facilities and attributes which recognise the area's cultural and natural heritage.
- Support the development and expansion of tourist facilities, recreational activities and accommodation facilities.
- Require coastal development to optimise tourism potential in a manner that recognises the sensitive nature of coastal features and assets.
- Support high quality tourist development that is conducive to the environmental attributes of the area and enhances environmental and aesthetic values.
- Support the holding of events to support tourism, such as the Upwelling Festival, the Wood, Wine and Roses Festival and the Casterton Kelpie Muster.
- Encourage cellar door and local produce tourism experiences.
- Support the development of a maritime museum as a major tourism asset in the Portland Foreshore Precinct.
- Support the development of the Portland Foreshore as a major tourist asset.

Future strategic work

- Implement the recommendations of Glenelg Shire business retention and expansion program regional economy and strategy report 2010 on tourism, including:
- Developing a new tourism plan that focuses on key advantages of the region, fishing and boating infrastructure, maritime precinct, cruise ships, nature-based tourism and tourist accommodation.

Reference Documents

Glenelg Shire business retention and expansion program regional economy and strategy report (2010)

Glenelg Tourism Strategy (2015)

21.02-90

30/11/2017
C75

Transport

21.02-91

30/11/2017
C75

Land Use and Transport Planning

Transport infrastructure is critical to the future economic development of the Shire and the Greater Green Triangle region. Transport links, particularly to and from Portland, provide much of the basis of the Shire's future economic development opportunities.

Major transport infrastructure includes:

- a major deep water port (Port of Portland)
- standard gauge rail connection
- inter and intrastate road and rail connection
- airport facilities at Portland and Casterton.

Increasingly, commodities such as timber, grain, livestock and manufactured goods will require access to the Port of Portland. The Port will continue to expand its operations and will rely upon links to other transport modes.

The airport facilities at Portland, which are able to be substantially upgraded, are able to support night flying, full domestic servicing and storage facilities for helicopters.

The long term development of the Shire is linked to the use, development and expansion of the port and port driven development. The further development of the port and port related infrastructure must be facilitated.

21.02-92

30/11/2017
C75

Objectives

To ensure that future planning reinforces the function and utility of transport infrastructure.

21.02-93

30/11/2017
C75

Strategies

Consider the long term development of the Shire's transport infrastructure when considering applications for use and development associated with such facilities.

21.02-94

30/11/2017
C75

Implementation

The strategies for transport will be implemented through the planning scheme by:

- Applying the Road Zone (RDZ1 and RDZ2) to identify significant existing roads.
- Applying the Public Use Zone (PUZ4) to identify rail corridors and airport infrastructure.

21.02-95

30/11/2017
C75

Port of Portland

Key issues

- Planning for the Port of Portland that enables the port to meet forecast demand for port related storage, ensure efficient and safe road and rail access and to provide effective land use buffers.

21.02-96

30/11/2017
C75

Objectives

- To support the growth and development of the Port of Portland, as a port of State significance.
- To ensure that the Port of Portland's development is not limited by other land uses and developments in nearby areas, either onshore or offshore.

21.02-97

30/11/2017
C75

Strategies

- Ensure that the Port of Portland's operations minimise external amenity impacts and meet relevant State Environment Protection Policies.

- Protect the Port of Portland from encroachment of sensitive and incompatible land uses in the port's environs.
- Plan for and manage land in the port environs to accommodate uses which depend upon or gain significant economic advantage from proximity to the port's operations.
- Ensure that industrially zoned land within the environs of the Port of Portland is maintained and continues to support the role of the port as a critical freight and logistics precinct.
- Identify and protect key transport corridors linking the Port of Portland to the broader transport network.

21.02-98

30/11/2017
C75

Implementation

The strategies for the Port of Portland will be implemented through the planning scheme by:

Policy Guidelines

When deciding on an application for use and development the responsible authority will consider as appropriate:

- *Port of Portland Land Use Strategy (2009)*
- *Portland Industrial Land Strategy (2016)*

Application of zones and overlays

- Applying the Port Zone to the area declared as the Port of Portland and to lands required for port related infrastructure and activities.
- Applying the Environmental Significance Overlay Schedule 5 – Port of Portland Environs to land within the designated port environs.

Future Strategic Work

Review the application of the Environmental Significance Overlay Schedule 5 – Port of Portland Environs to reflect the modelled acoustic impact area and to ensure the continued protection of port operations.

Reference documents

Port of Portland Land Use Strategy (2009)

Portland Industrial Land Strategy (2016)

21.02-99

30/11/2017
C75

Rural Road Infrastructure

The provision of road infrastructure for new development in rural areas is critical to ensure access.

Key issues

- Impact of heavy vehicles on the condition of the State and local road network.

21.02-100

30/11/2017
C75

Objectives

To ensure that:

- the upgrading of rural roads and infrastructure is commensurate with the expected impacts of proposed uses and/or developments.
- proposed uses and/or developments do not restrict existing rural road access.

21.02-101

30/11/2017
C75

Strategies

- Ensure that all new uses and/or developments in rural areas are provided with two way access and that access is safe and efficient.

21.02-102

30/11/2017
C75

Implementation

The strategies for rural roads will be implemented through the planning scheme by:

Application requirements

The following information must be provided with an application that could have a significant impact on the local rural road network:

- A comprehensive transport management plan that identifies strategies, including financial contributions, that mitigates the impacts of the proposed use and development on the local rural road network.

Policy guidelines

When deciding on an application for use and development the responsible authority will consider as appropriate:

- The need for all-weather road access and egress to the site.
- Road alignment and safety of road users.
- The condition of all infrastructure, including road surface and the likely impacts that the use and development of land will have on such infrastructure.
- The impacts that may occur due to the proposed use and development of land.
- The design and alignment of the road, its surface and the likely effects that new uses and developments of land may have on the future surface and condition of the road.

Reference Documents

Glenelg Transport Strategy (2008)

21.02-103

30/11/2017
C75

Airports

Glenelg has airports at Portland and Casterton and a private airfield at Nelson. The Portland Airport is of strategic importance for the Shire because of its importance to facilitate economic growth and tourism.

Key issues

- Planning for the future growth of the airports.
- Protecting flight paths around the airports.

21.02-104

30/11/2017
C75

Objectives

- To support the future planning of the Portland and Casterton airports to facilitate economic development and tourism.
- To support the future planning of the private airfield at Nelson.

21.02-105

30/11/2017
C75

Strategies

- Support the implementation of the Portland and Casterton airport master plans to guide the future development of the airports.
- Protect airport / airfield flight paths.
- Encourage the use of the Nelson airfield to support local aircraft-related businesses and tourism.

21.02-106

30/11/2017
C75

Implementation

The strategies for airports will be implemented through the planning scheme by:

Policy guidelines

- *The Portland Airport Masterplan 2009-2013 (2009)*
- *The Casterton Aerodrome Masterplan (2013)*

Application of zones and overlays

- Applying Schedule 1 to the Design and Development Overlay at the Portland Airport.
- Applying Schedule 3 to the Design and Development Overlay at the Casterton Airport.
- Applying the Airport Environs Overlay in the vicinity of the Portland Airport.
- Applying Schedule 2 to the Airport Environs Overlay in the vicinity of the Portland and Casterton airports.

Future strategic work

- To support preparation of a Transport Strategy for road and rail - infrastructure, upgrading and the location of new roads and bypasses.

Reference Documents

Glenelg Transport Strategy 2008

Portland Airport Masterplan 2009-2013(2009)

Casterton Aerodrome Masterplan 2013(2013)

21.02-107

30/11/2017
C75

Active Transport

Providing bicycle and walking paths is important to encourage an alternative to private motor vehicle use and promote healthy communities.

Key issues

- Increasing the use of alternative transport modes by residents and visitors in Glenelg’s towns.

21.02-108

30/11/2017
C75

Objectives

- To plan for the provision of sustainable transport including bike paths and pedestrians.

21.02-109

30/11/2017
C75

Strategies

- Identify infrastructure improvements that can be made to encourage more cycling and walking.
- Require provision of bike paths and pedestrian paths in new subdivisions that provide links to surrounding areas and other sustainable transport routes.

21.02-110

30/11/2017
C75

Implementation

The strategies for active transport will be implemented through the planning scheme by:

Policy guidelines

- Casterton and Heywood Active Transport Strategies (2010)

21.02-111

30/11/2017
C75

Infrastructure

21.02-112

30/11/2017
C75

Development Infrastructure

The towns of Portland, Casterton and Heywood have water and sewerage capacity to accommodate further residential development.

Sewerage treatment is required for Nelson and for other unserved urban areas including Merino, Dartmoor, Digby, Narrawong and Cape Bridgewater, should these towns experience substantial residential growth.

Expansion of the unserviced urban areas is not to occur unless water and sewerage treatment infrastructure plants are proposed to treat all wastes emanating from development. New residential development should be provided with essential infrastructure.

The focusing of new development in and around the Shire's towns provides an opportunity to improve infrastructure and thereby improve the level of amenity and services.

The augmentation of infrastructure in the smaller towns is required to:

- lessen pollution of watercourses, water catchments of the Glenelg River and surrounding agricultural land;
- improve housing development, lifestyle choice and township amenity; and
- increase the population of towns to ensure the future of community facilities such as schools, hospitals and community centres.

Key Issues

- Ensuring that new development is provided with appropriate infrastructure.
- Maximising use of existing infrastructure.

21.02-113

30/11/2017
C75

Objectives

- To reduce environmental degradation associated with stormwater run-off and effluent disposal.
- To improve the infrastructure capacity of Portland and other towns to provide for further population and industrial growth.
- To improve communications within the region through improvements in the telecommunications network.
- To ensure that the use and development of land for residential purposes will have an adequate water supply for domestic purposes and for fire fighting purposes.

21.02-114

30/11/2017
C75

Strategies

- Ensure that all urban areas can be provided with reticulated water, sewerage, power, stormwater and sealed roads.
- Ensure that all forms of residential development, including where practical rural residential development, are connected to reticulated water, sewerage, power and stormwater facilities.
- Encourage all developments to pay for the cost of infrastructure including water, sewerage and roads to meet environmental standards.
- Support existing telecommunications infrastructure and encourage co-location of future infrastructure requirements.
- Encourage the extension of mobile phone networks and the National Broadband Network to cover the whole of the municipality.
- Ensure that all new communications facilities are located and constructed so that cultural, landscape and natural values are protected.
- All new residential development will demonstrate to the satisfaction of the responsible authority that it has an adequate water supply for domestic purposes and for fire fighting purposes. The responsible authority will take into account the following methods of supply:
 - a reticulated supply;
 - an onsite dam;
 - a private community water supply system;
 - a water bore or well capable of supplying 4,500 litres of potable water;

- a right of access to a permanent river or stream.

21.02-115

30/11/2017
C75

Implementation

The strategies in relation to infrastructure will be implemented through the planning scheme by:

Application requirements

Applications for the use, development and subdivision of land should be accompanied by a report which demonstrates:

- How stormwater is to be disposed of and what downstream retardation works will be provided to alleviate flooding, siltation of watercourses or erosion of properties.
- How the site can be connected to reticulated water, sewerage and power. Comments from all servicing authorities should be submitted with this report.
- That the standard of construction of all roads will be sufficient to accommodate the expected volume of traffic.

Application of zones, overlays and particular provisions

- Applying the Public Use Zone (PUZ1) to support the Shire’s water and sewerage treatment plants.

Future strategic work

- Investigate whether Development Contributions Plans should be prepared through the Portland, Heywood and Casterton Structure Plans.

21.02-116

30/11/2017
C75

Local Areas

This section of the Municipal Strategic Statement focuses on the future directions of Glenelg’s settlements. A brief description of the role of each settlement is provided and the key strategic directions identified. The strategic directions have largely derived from the *Glenelg Shire Thematic History (2005)*, *Glenelg Sustainable Settlement Strategy (2012)* and the Regional Growth Plan. This section should be read in conjunction with the remainder of the Municipal Strategic Statement and not in isolation.

The sections are organised under the following Local Area headings:

- Portland
- Heywood
- Casterton
- Dartmoor
- Nelson
- Cape Bridgewater
- Narrawong
- Condah
- Sandford
- Digby
- Merino
- Tyrendarra
- Bolwarra

21.02-117

30/11/2017
C75

Portland

Portland is the major urban centre in the Shire with a resident population of 10,881 in 2011 (.id 2015). The city is designated as a ‘Regional Centre’ within the State Planning Policy Framework and is the main population, business and administrative centre of Glenelg Shire.

The Portland City Centre offers a wide range of economic and social activities and opportunities to the regional community. Its future development and prosperity is fundamental to Portland’s continuing role as a major regional centre of south western Victoria and must be retained and consolidated as the municipality’s major focus for investment in retail and commercial activity.

Portland has a number of industrial precincts of State and regional significance. These areas are the North Portland Industrial Precinct, the Central Portland Employment Precinct, the Madeira Packet Road Employment Precinct and the Smelter Industrial Precinct.

In addition, the Port of Portland is one of four deepwater major commercial ports in Victoria and is a major economic driver for the regional centre.

The Portland Industrial Land Strategy (2016) (PILS) provides a framework for the future planning of the industrial precincts and environs. To this end, the design and presentation of the overall area and of individual buildings and works is important for the economic development of the Shire, the encouragement and support of retailing, the attraction of tourists and the preservation and conservation of Portland’s heritage.

The major land use and development issues affecting Portland are the lack of direction over the development of both residential and industrial areas which have compromised opportunities for future development and investment.

Future directions

The Great South Coast Regional Growth Plan (2013) identifies the following strategic directions for Portland:

- Support Portland to service the region’s south west and for the Port of Portland to be a national and international gateway for exports.
- Support the function and development of the Port of Portland, access to the port and its linkages to Heywood.
- Support Portland’s CBD as the primary commercial centre of the Glenelg Shire and a hub of community, civic and cultural activity through growth to the north, increased tourism and a range of housing options within existing city boundaries.
- Support opportunities to diversify the economy, taking advantage of environmental, heritage and infrastructure assets, and increasing industrial land supply.
- Conserve Portland’s unique cultural heritage.

Strategic directions

Central business area

- Encourage a wider range and mix of land uses to increase the centre’s vibrancy.
- Locate major office and retail development within the existing Commercial 1 Zone.
- Support opportunities to consolidate small lots, develop vacant sites and redevelop buildings that are past their useful life.
- Implement the recommendations of the Portland Integrated Growth Plan on the focus areas that identify future redevelopment and improvement.
- Create a City Centre that is safe and welcoming to the community through key initiatives and festivals.
- Improve the landscape setting and presentation of properties in the public and private realm in Portland’s City Centre.

GLENELG PLANNING SCHEME

- Improve the quality and function of public spaces and create recreation and leisure opportunities in Portland's City Centre.
- Improve linkages between the City Centre and the Portland Foreshore.
- Discourage the development and redevelopment of retail premises other than local neighbourhood facilities and agricultural and trades supply retail outside the Portland City Centre to reinforce and take advantage of the level of community and private investment already made in the central business district.
- Encourage retail, including discount department stores and large format retail, to be provided in (or adjacent to) the central business district as a first priority.
- Provide adequate levels of car parking to meet current and future demand for parking in the city centre.
- Ensure that new uses and developments reinforce and support the primacy of the role of the central business district.
- Ensure the design of new development enhances the character and presentation of the central business district and in particular contributes to the preservation and conservation of Portland's heritage.
- Support small businesses, offices and mixed uses in the city centre.
- Maximise available commercial land by encouraging the relocation of land uses which are inappropriate to the city centre or which are wasteful of central land and servicing resources.
- Encourage medium density residential development in the central business district, including 'shop top' housing.
- Encourage a range of commercial, cultural, recreational and residential uses and developments which are sympathetic to the role and function of the central business district.
- Support activities that will contribute to the economic, social and physical integration and consolidation of the city centre.
- Encourage a high standard of community amenity, services and facilities in the city centre.

Industrial areas

- Clearly identify Portland's industrial precincts in the Portland Framework Plan.
- Prepare development plans for the following industrial precincts in accordance with the Portland Industrial Land Strategy:
 - Precinct 1 - Portland Industrial Park (area generally bounded by Westlakes Road, Henty Highway, Wilsons Road and The Broadway);
 - Precinct 3- (Central Portland) (area generally bounded by Garden Street, Palmer Street, Francis Street and Browning Street); and
 - Precinct 4 Madeira Packet Road (area generally between Madeira Packet Road, Hislop Rosdell Court and Childers Street).
 - Precinct 5 - Smelter Industrial precinct (area north of aluminium smelter, south of Edgar Street).
- Each development plan should address:
 - Preferred subdivision patterns, staging of development, lot sizes, transport linkages and interfaces with surrounding areas;
 - Built form guidelines on buildings and works, fencing and landscaping;
 - Energy efficiency, solar panels and stormwater run-off;
 - Protection of natural features such as wetlands; and

- Public realm improvements on streetscape works, street tree planting and signage.

Residential and rural residential areas

- Require new residential development bound by Wilson Road, Henty Highway, Bridgewater Road and Murphys Road to incorporate adequate buffers from the manufacturing corridor.
- Retain land north of the Portland urban area between the Henty Highway and Princes Highway and the coast for long term residential use.
- To provide land for rural residential and low density residential development that is environmentally and ecologically sustainable.
- To set aside areas north of Portland (Gorae and Bolwarra) for rural living opportunities associated with environmental enhancement.
- Encourage re-subdivision of existing rural residential areas to facilitate better utilisation of infrastructure.

Open space

- Retain Wattle Hill Creek as an open space corridor linked to the Fawthrop Lagoon.
- Retain Wattle Hill Creek as an open space buffer between industrial uses to the north and east and long term residential uses to the south and west.
- Investigate pedestrian linkages to Lee Breakwater to maximise its features as a major scenic attraction.

Transport

- Protect rail infrastructure assets and support standard gauge rail as a method of transport to deliver and receive products.
- Retain the railway corridor to preserve a future option for the re-introduction of passenger rail services.

Infrastructure

- Plan for the long term protection and development of the foreshore.
- Revitalise the foreshore as a launching point for recreational fishing and boating activities, including the improvement of the management of the parking and boat trailer areas and maximising the linkages between the foreshore and the main commercial centre.
- Encourage new uses and development to provide improved pedestrian and cycle paths between Portland's outer areas, the CBD and the Portland Bay foreshore.
- Support the Portland and District Hospital as a major health service provider in Portland and surrounding areas and support the development of associated medical services to the north.
- Support the Portland TAFE as a major education provider in Portland and support the development of an education precinct in the surrounding area.

Future strategic work

- Portland Structure Plan
- Glenelg Rural Land Strategy
- Rezoning inappropriately zoned land to the Farming Zone or other appropriate zoning as identified in the Rural Land Strategy or in the Portland Structure Plan.

Reference Documents

Glenelg Sustainable Settlement Strategy (2012)

Portland Industrial Land Strategy (2016)

Portland Integrated Growth Plan (2011)

Portland Bay Coastal Infrastructure Plan (2007)

21.02-118

30/11/2017
C75

Heywood

Pastoral activities were established in the area around Heywood in the 1840s. Heywood supported a sawmilling industry from 1857 and was an important timber town within the Shire. Heywood was also the administrative centre for the Shire of Heywood until 1994 when it became part of the Glenelg Shire local government area.

The town is located on the Fitzroy River and is bisected by the Henty Highway. The town also supports a small commercial centre and a rural hospital. It also supports a primary and secondary school.

The town continues to serve as an important service centre for the surrounding agricultural land, is a commuter town of Portland, and has a local industrial base.

Future direction

To serve as a district town for the surrounding community and provide for a range of commercial and community facilities for residents.

Strategic directions

Commercial

- Consolidate existing retail centres.
- Create a main street that is safe and welcoming to the community through key initiatives and festivals.
- Improve the landscape setting and presentation of properties in the public and private realm in Heywood's main street.
- Improve the quality and function of public spaces and create recreation and leisure opportunities in Heywood's main street.
- Ensure new development is sympathetic to existing heritage character.
- Provide adequate levels of car parking to meet current and future demand.

Industrial

- Provide opportunities for industrial uses on isolated sites which can meet buffer distance requirements.
- Consolidate industrial development adjoining the Princes Highway and Catons Flat Road and north of the town on the south east corner of the Princes Highway and Danger Lane.
- Encourage industrial development to locate within existing industrial precincts to the north and south of the township along the Princes Highway and the railway.
- Investigate a location for a rural freight and modal interchange at the northern end of Heywood where the two highways and railway corridors intersect.
- Review the Special Use Zone formerly intended for the Heywood Pulp Mill for an alternative timber related industry.

Residential and rural residential

- Direct future residential growth into two areas:
 - north of the Fitzroy River in the vicinity of the Princes Highway
 - west of Beavis Street.
- Promote infill development within walking distance of schools, the hospital and other facilities.
- Investigate rural living opportunities south of Barclay Street East and Mount Clay Road.

Transport

- Improve connectivity between schools, medical and community facilities, the commercial centres, residential areas and recreation facilities utilising the

Infrastructure

- Provide facilities commensurate with the population and potential of the town.
- Encourage any new development of sporting facilities or redevelopment of existing sporting facilities to incorporate multi-purpose uses to increase the level of sporting facilities.

Future strategic work

- Heywood, Fitzroy and Darlot Creek Flood Study
- Glenelg Rural Land Strategy
- Heywood Structure Plan

Reference Documents

Casterton and Heywood Active Transport Strategies (2010)

Glenelg Sustainable Settlement Strategy (2012)

21.02-119

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Casterton

Casterton is one of Glenelg Shire's secondary population centres and is the largest settlement in the northern portion of the Shire. It is located on the Glenelg Highway and is an important regional service centre, supporting a range of health, education, recreation, civic and community facilities. It is surrounded by farmland used for sheep and cattle grazing and dairy industries, with some softwood and hardwood plantation forestry also occurring in the local area.

Casterton's settlement pattern has been influenced by the Merino Tablelands and the sweeping path of the Glenelg River, which together with a corridor of remnant River Red Gums provide a picturesque setting. Casterton's built form is characterised by low density, single-storey development supported by a network of wide linear streets. The township features a number of historic buildings, including the Stock Selling Ring and former Railway Station precinct. The Henty Street commercial shopping strip comprises one of the most intact heritage streetscapes in the region. The annual Australian working-dog Kelpie Festival is the centrepiece of the local tourism industry.

Future direction

The vision for Casterton is:

The thriving birthplace of the kelpie and a well-connected town nestled within the Glenelg River Valley. The town is supported by a proud, friendly local community, who welcome the growing tourist base to Casterton's many activities and attractions.

A gateway between major towns and cities, Casterton is a 'commercial hub' and logistics service centre that offers the ideal place to stop and regroup.

A town centre that provides vibrant and fresh streetscapes that create the perfect environment for socialising, dining or simply enjoying the historic buildings and public spaces. A community of all ages, Casterton showcases a diversity of opportunities for children and older generations alike to experience safe and connected streets.

Strategic directions

Commercial

- Strengthen the character of Casterton as a key service centre and destination by supporting uses that complement the role of the town as a freight and logistics centre.
- Encourage land uses that create an active and vibrant town centre for residents and tourists.
- Focus tourism and hospitality with accommodation options around McPherson Street.

GLENELG PLANNING SCHEME

- Encourage kerb-side dining and other land uses that 'spill' into public spaces.
- Protect and enhance buildings with heritage value of local significance.

Community

- Encourage small civic and community uses to co-locate on Jackson Street to the east of the railway.
- Enhance Jackson Street as a pedestrian and community oriented spine.

Industrial

- Encourage further development and intensification of the industrial precinct and prevent intrusion of incompatible land uses.
- Encourage short-medium term industrial growth to the east of Enscoe Road and north of Saleyards Road and longer term industrial expansion to the north of Portland-Casterton Road, subject to further investigation.

Residential and rural residential

- Encourage residential growth to locate within the residential corridor between Mitchell Street and the Old Mount Gambier Road to the west of town.
- Encourage housing change and diversity within 200 metres of Casterton Town Centre.
- Limit housing growth in flood prone affected areas.
- Encourage housing that contributes to the unique sense of place, responds to the surrounding context and character, represents quality building design and provides high levels of amenity for residents.
- Support medical and aged care facilities, and smaller housing sizes on accessible land within walking distance to community facilities, particularly within the town centre.
- Require an appropriate interface and transition in built form with heritage buildings.

Transport

- Improve connectivity between the river, recreation areas, the town centre and residential areas.
- Enhance Henty Street as a pedestrian and cycle friendly environment that connects with key destinations.

Open space

- Encourage stronger visual and landscaped links between Ess Lagoon, Glenelg River and the Railway Reserve Precinct.
- Support development of the Railway Reserve for community use, including open space facilities.

Tourism

- Encourage the development of a key destination at the Railway Reserve Precinct in conjunction with the Australian Kelpie Centre.
- Preserve heritage streetscapes to support tourism and marketing opportunities.

Future strategic work

- Investigate opportunities for the development of an industrial precinct to the east around the Casterton saleyards between Saleyards Road and Portland-Casterton Road.
- Develop a landscape action plan for the Casterton Town Centre.
- Investigate a formal pedestrian crossing on Henty Street.
- Glenelg Rural Land Strategy.

Background Documents

Casterton and Heywood Active Transport Strategies (2010)

Glenelg Sustainable Settlement Strategy (2012)

Casterton Structure Plan (2018)

21.02-120

30/11/2017
C75

Dartmoor

Dartmoor is situated on the banks and floodplain of the Glenelg River. The town's growth was driven by the forestry industry and a large sawmill operated from the outskirts of the town until 2009. It has an Avenue of Honour planted in 1918 and has nine tree carvings depicting service men and women. It has a small rural population. Access to health and welfare facilities need to be improved to promote the development of the town and meet the needs of residents.

Future direction

To function as a small town for the surrounding community and provide for a range of commercial and community facilities for residents.

Strategic directions

Commercial

- Promote the tourist potential of the town.

Industry

- Promote the reuse of the disused Dartmoor sawmill site.

Residential and rural residential

- Encourage large lot sizes to cater for appropriate demand for rural residential development.
- Investigate potential extension of the Township Zone to the north and west of the town to accommodate potential future residential development.

Infrastructure

- Investigate the potential provision of reticulated sewerage or an alternative wastewater system, in conjunction with Wannon Water.
- Implement a water and sewerage infrastructure study.
- Encourage the development of community services and activities, such as child care centres, maternal and child health centres and local medical facilities which link with existing services in Portland.

Future strategic work

- Investigate rezoning of Rural Living Zone candidate areas as identified on the Dartmoor Structure Plan.
- To improve the application of zones within the settlement to reflect existing uses and public and private ownership of land.
- Glenelg Rural Land Strategy.

Reference Documents

Glenelg Sustainable Settlement Strategy (2012)

21.02-121

30/11/2017
C75

Nelson

Nelson is a popular holiday resort with a small population located on the mouth of the Glenelg River. The population is dominated by holiday makers in summer and holiday periods. The town supports a corner store, service station, community hall, CFA station and visitor information centre. The town is not serviced and relies on septic tanks for disposal of waste water. Lack of infrastructure and increasing tourist numbers will see water quality issues increase.

Nelson is listed with an ‘extreme’ rating on the Victorian Fire Risk Register.

Future direction

To serve as a small town for tourists, the surrounding community and provide for a range of commercial and community facilities for residents.

Managing development within the settlement boundary and exclude further development intensification in areas of extreme bushfire risk.

Strategic directions

- Investigate the use of the small cleared rural allotments on the western side of the Glenelg River for rural residential living.
- Investigate land east of the town for future expansion subject to recognising the agricultural values of the land.
- Support holiday accommodation as part of the Great South West Walk.
- Investigate the potential provision of reticulated sewerage or an alternative wastewater system, in conjunction with Wannon Water.

Infrastructure

- Improve the town’s infrastructure to meet local community and tourist needs.
- Ensure that new tourist facilities use small package treatment plants to dispose of waste water.
- To support the establishment of community facilities for both aged and preschool needs.
- To provide facilities, including the provision of a school site for Nelson.

Future strategic work

- To prepare new policies for the disposal of domestic waste.
- Provide greater diversity of allotment size and lifestyle residential use by investigating Rural Living Zone sites identified in the Nelson Structure Plan.
- Investigate long term requirement for future Township Zone as identified in the Nelson Structure Plan.
- Glenelg Rural Land Strategy.

Reference Documents

Glenelg Sustainable Settlement Strategy (2012)

21.02-122

01/11/2018
C92

Cape Bridgewater

The area was first settled by Aboriginal people about 10,000 years ago. Cape Bridgewater was established as an early fishing and farming settlement by Europeans in 1835. During its peak it supported schools, churches, butter factories, a hotel and a small cemetery. It was seen as a popular seaside resort in the 19th century and a guesthouse operated there from the 1870s.

The small settlement is identified as a tourism destination, characterised by coastal scenery and some of the highest coastal cliffs in Victoria. The towering sand dunes, wide beaches and pristine waters of Bridgewater Bay and Discovery Bay contribute to the natural and coastal features that Cape Bridgewater has to offer as a developing tourism and recreation destination.

Cape Bridgewater is listed with an ‘extreme’ rating on the Victorian Fire Risk Register.

Future direction

To elevate Cape Bridgewater’s role as a tourism destination by supporting accommodation development that establishes positive physical and economic benefits of the local economy in the nominated locations.

To manage and control development to be respectful of the low-scale residential character and be responsive to the fragile coastal environment.

To protect and enhance the informal coastal and natural lifestyle experience in Cape Bridgewater.

Strategic directions

- Contain growth and development within the defined settlement boundary, with capacity to support modest-scale tourism and accommodation opportunities.
- Support a scale and style of development that respects the landscape, the amenity and views of the neighbouring properties and the preferred character of each precinct.
- Support modest scale tourism and accommodation development within appropriate locations that will benefit from the direct visual and physical connection with the surrounding landscape.
- Encourage development and a subdivision pattern that responds to topography, the foreshore, the sensitive coastal vegetation and dune system, and views to the sea and landscape formations.
- Encourage consideration of view sharing of new development in Cape Bridgewater.

Policy Objectives

It is policy that the objectives below apply to development and subdivision in the Cape Bridgewater Precincts identified in Figure 1.

Gateway Precinct

- To encourage contemporary coastal architecture and natural landscaping that will contribute positively to the character of the precinct.
- To maintain and enhance the open, informal built form and landscape character of the precinct.
- To create a seamless transition between the public realm of the foreshore and private land.
- To ensure lot sizes and building siting are compatible with the environmental and infrastructure capabilities of the area.

Dunes Precinct

- To maintain the landform and vegetation as the dominant characteristic of the Precinct when viewed from the foreshore and Bridgewater Road.
- To encourage housing forms and architectural styles that have regard to the landform and vegetation character of the precinct, and give a sense of buildings floating within the landscape.
- To maintain the informality of the streetscape along Flinders Street.
- To ensure lot sizes and building siting are compatible with the environmental and infrastructure capabilities of the area.

Accommodation Precinct

- To support limited further development that is sympathetic to traditional and heritage architecture of the precinct.
- To maintain the open, semi-rural character of the precinct.
- To support landscaping outcomes that are more formalised than other precincts, incorporating open lawns, formal garden beds and non-indigenous trees where appropriate.
- To ensure lot sizes and building site are compatible with the environmental and infrastructure capacities of the area, and the open, semi-rural character of the precinct.

Panoramic Drive Precinct

- To encourage contemporary coastal architecture that allows the open landscape setting to predominate.

GLENELG PLANNING SCHEME

- To site dwellings to take advantage views to the bay and surrounding rural landscapes, whilst also respecting the viewlines of surrounding dwellings.
- To maintain the informal landscape and streetscape setting.
- To ensure lot sizes and building siting are compatible with the environment and infrastructure capacities of the area.

Blowholes Precinct

- To support modest, low-scale development of a tourism-related nature, supported by some low scale integrated residential development or other tourism-related uses.
- To provide for a movement network that is consistent with the relaxed coastal character of Cape Bridgewater.
- To ensure built form is designed and sited to minimise visual intrusion when viewed from the settlement.
- To provide an opportunity to enhance access to and management of the coastal cliffs.

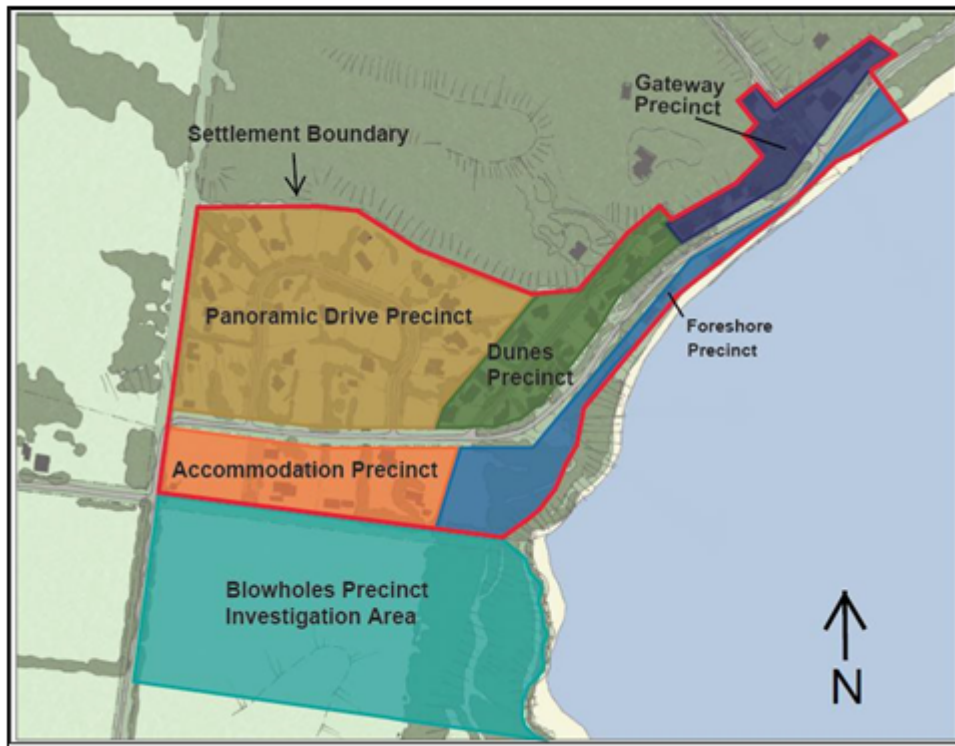
Future strategic work

- Investigate possible rezoning of the Blowholes Precinct subject to the preconditions identified in the *Cape Bridgewater Structure Plan (2018)*
- The Planning Scheme Review is to consider the operation of the Rural Living Zone and Rural Activity Zone in Cape Bridgewater. The review will investigate the need for the application of a Design and Development Overlay/s to be applied over the Accommodation, Panoramic Drive, Dunes, Gateway and Blowholes Precincts as described in the Cape Bridgewater Precincts Plan.
- Prepare a Cape Bridgewater Tourism and Development Strategy.

Reference Documents

Cape Bridgewater Structure Plan (2018)

Figure 1 Cape Bridgewater Precincts Plan



21.02-123

30/11/2017
C75

Narrawong

Narrawong is located at the mouth of the Surry River between the slopes of Mount Clay and northern end of Portland Bay. It is bisected by the Princes Highway and supports a corner store, caravan park, mechanics institute hall and CFA station. A caravan park and recreational ground are located between the residential areas and the beach. It contains many low-lying areas that are susceptible to coastal erosion and flooding.

Narrawong is listed with an ‘extreme’ rating on the Victorian Fire Risk Register.

Future directions

- To serve as a small town for tourists and local residents.
- Managing development within the settlement boundary and exclude further development intensification in areas of extreme bushfire risk.

Strategic directions

- Promote infill development in the Township Zone subject to the provision of appropriate infrastructure.
- Support rural residential development in areas surrounding the town subject to well-sited and designed development that enhances environmental and landscape values.
- Discourage the subdivision of larger lots between Vaughan Street and Wades Road pending the potential future provision of reticulated sewerage unless arrangements are made for the provision of alternative wastewater systems in conjunction with Wannon Water.

Future strategic work

- Investigate Rural Living Zone sites as identified on the Narrawong East Structure Plan.
- Recognise and protect the landscape values of the surrounding hinterland, including the coastal dunes, wetlands and Mount Clay slopes.
- Implementation of the findings of the Surry River Flood Study 2010 through the application of flood controls.
- Glenelg Rural Land Strategy.

Reference Documents

Glenelg Sustainable Settlement Strategy (2012)

21.02-124

30/11/2017
C75

Condah

Condah was established to supported early pastoral activity. It also became an important timber town. The town supports a church, cemetery and some small rural processing facilities.

Located on the Hamilton to Portland rail line and bisected by the Henty Highway, it now supports a hotel and CFA station. It is a small town providing services for residents within the town and surrounding areas. It has an association with the rich pastoral history and significant heritage buildings. Given its proximity to the nearby Lake Condah Indigenous Protected Area and Budj Bim National Heritage Landscape, it has the potential to service any future tourism developments that locate near these national assets.

Future directions

- Consolidate the main settlement area, build on the heritage assets and establish a distinctive town character.
- Maintain and promote the heritage significance of the railway water tower and the cemetery.

Future strategic work

- Investigate designation of Township Zone as identified on the Condah Structure Plan.

- Clarify the extent of flooding and inundation in consultation with the Glenelg Hopkins Catchment Management Authority.
- Investigate the provision of more appropriately sized allotments along Condah-Upper Hotspur Road, the west side of Henty Highway between Condah-Upper Hotspur Road and Condah Garage Road.
- Glenelg Rural Land Strategy.

Reference Documents

Glenelg Sustainable Settlement Strategy (2012)

21.02-125

30/11/2017
C75

Sandford

Sandford is located 3.5 kilometres from Casterton on the confluence of the Wannon and Glenelg Rivers. The Sandford Pastoral Run was taken up by John Henty in 1843. The town was named after this property. The post office was built in 1862. It was the administrative centre of the Glenelg Shire, where the council chamber and municipal offices were located until Casterton took on this role. A creamery was established in Sandford in 1890-1895. The town also supported a butter factory for a short period. It is a distinct settlement with an association to the rich pastoral history of the area and a built environment rich in history. It contains many low-lying areas susceptible to flooding.

Future direction

Sandford has potential to be rejuvenated as a small town for tourist and rural residential development with its proximity to the Wannon River.

Strategic directions

- Re-establish the community hub to foster social and community activities.
- Support the re-opening of the Sandford Hotel.

Future strategic work

- Investigate appropriateness of Township Zone as identified on the Sandford Structure Plan.
- Clarify the extent of flooding and inundation caused by the Wannon River.
- Investigate the area in the vicinity of Church Street, Military Road and the Old Sandford House Road for residential development on appropriately sized allotments outside the floodplain.
- Examine the future uses for the Railway Reserve in consultation with VicTrack, including its immediate capability as a walking trail that links Casterton with the Wannon and Glenelg Rivers, and its longer-term capability for the re-establishment of rail services.
- Investigate the potential use of the Wannon River as part of a recreation link to Casterton.
- Glenelg Rural Land Strategy.

Reference Documents

Glenelg Sustainable Settlement Strategy (2012)

21.02-126

30/11/2017
C75

Digby

Digby is a small settlement 65 kilometres north of Portland on the Stokes River. An inn, church and Mechanics Institute hall were established in the town during the 19th century. The town now supports a small recreational facility and general store. It has an association with the rich pastoral history and supports significant heritage buildings.

Digby is listed with a 'very high' rating on the Victorian Fire Risk Register.

Strategic Direction

To encourage infill development whilst safeguarding the small town from wildfire hazard and aerial spraying from nearby timber plantations.

Managing development within the settlement boundary and exclude further development intensification in areas of extreme bushfire risk.

Future directions

- Encourage the development of rural residential development outside the Township Zone.
- Support the consolidation of the fragmented rural lots on the periphery of the town.

Future strategic work

- Provide greater diversity of allotment size and lifestyle residential use by investigating Rural Living Zone sites identified on the Digby Structure Plan.
- Develop strategies to improve the presentation of the town.
- Identify and protect significant heritage buildings.
- Glenelg Rural Land Strategy.

Reference Documents

Glenelg Sustainable Settlement Strategy (2012)

21.02-127

30/11/2017
C75

Merino

Merino is a small settlement that has a long association with the early pastoral settlement of the area. It is located on the Portland Casterton Road that bisects the town. A hotel, school, churches and a butter factory were built in the 19th century. The town now supports a small commercial centre, small school and CFA station. It has significant heritage buildings that have the potential to be adaptively reused.

Future direction

To promote the small town's potential for heritage-based tourism while providing a rural-oriented lifestyle for residents.

Strategic directions

- Encourage the provision of lower density residential development within the town.
- Consolidate the fragmented rural lots on the periphery of the Township Zone to provide residential allotments more able to meet servicing requirements.
- Consider establishing rural residential land to the east, north and south of the existing Township Zone.
- Prioritise consolidation of existing allotments within the existing settlement area and support infill development.
- Encourage small-scale agriculture or hobby farming on the new rural residential development that does not have adverse impact on residential amenity.
- Encourage development that complements the heritage values of the town.
- Encourage the refurbishment of heritage buildings.

Future strategic work

- Provide greater diversity of allotment size and lifestyle residential use by investigating Rural Living Zone sites identified on the Merino Structure Plan.
- Investigate future Township Zone as identified on the Merino Structure Plan.
- Retain the heritage and character of High Street, Merino.
- Glenelg Rural Land Strategy.

Reference Documents

Glenelg Sustainable Settlement Strategy (2012)

21.02-128

30/11/2017
C75

Tyrendarra

Tyrendarra is located at the eastern gateway of the Shire and serves as the southern gateway to Budj Bim National Heritage Landscape. Its settlement began when pastoralists, including John McLeod, moved to the area in 1850. It was established as a prosperous dairying and cheese making district. The town now supports a recreation ground, church and CFA station.

Future direction

To promote the small town for eco-based tourism whilst providing a rural oriented lifestyle for residents.

Strategic directions

- Maximise water sensitive design practice in the absence of reticulated water supply.

Future strategic work

- Investigate designation of Township Zone as identified on Tyrendarra Structure Plan.
- Clarify the extent of flooding and inundation from the Fitzroy River and Darlot's Creek.
- Prepare a master plan for the recreation reserve.
- Investigate the potential for cultural based tourism and tourist accommodation in conjunction with the Gunditj Mirring Traditional Owners Corporation.
- Glenelg Rural Residential Strategy.

Reference Documents

Glenelg Sustainable Settlement Strategy (2012)

21.02-129

30/11/2017
C75

Bolwarra

Bolwarra is a rural area dominated by 2 to 4 hectare lots. It is located north of Portland and the Henty Highway bisects the area. The area was settled in 1850. The Caledonian Inn was built in Bolwarra to service the rural area and travellers as it is on a key route north from Portland. The area also supports niche rural industries. The area now supports a church, school and CFA station.

Bolwarra is listed with an 'extreme' rating on the Victorian Fire Risk Register.

Future directions

- To recognise the rural living setting of the area and support the existing rural developments located in Bolwarra.
- Managing development within the settlement boundary and exclude further development intensification in areas of extreme bushfire risk.

Strategic directions

- Ensure future development makes best use of existing services within these rural areas.

Future strategic work

- Review constrained rural living zoned land.
- Glenelg Rural Land Strategy

Reference Documents

Glenelg Sustainable Settlement Strategy (2012)