

## WELLINGTON PLANNING SCHEME

### AMENDMENT C103

#### EXPLANATORY REPORT

##### Who is the planning authority?

This amendment has been prepared by the Wellington Shire Council, which is the planning authority for this amendment.

The Amendment has been made at the request of Wellington Shire Council

##### Land affected by the Amendment

The Amendment applies to:

Title Details	Property Address	Proposed
Lot 1 TP321460	10 Williams Drive Fulham	Rezone from FZ to IN1Z. Apply DPO12 And DDO23
Lot 2 TP321460	10 Williams Drive Fulham	Rezone from FZ to IN1Z. Apply DPO12 And DDO23
Lot 3 TP321460	10 Williams Drive Fulham	Rezone from FZ to IN1Z. Apply DPO12 And DDO23
Lot 4 PS521417	51 Sale-Heyfield Road Fulham	Rezone from FZ to IN1Z. Apply DPO12 And DDO23
Lot 1 LP91663	57 Sale-Heyfield Road	Rezone from FZ to IN1Z. Apply DPO12 And DDO23



Figure 1 – Land affected by the proposed Amendment.

##### What the amendment does

The Amendment proposes to rezone land identified in the West Sale and Wurruk Industrial Land Supply Strategy 2018 (ILS) as Candidate Area 2, from Farming Zone (FZ) to Industrial 1 Zone (IN1Z) and apply the Development Plan Overlay – Schedule 12 (DPO12) and Design and Development Overlay – Schedule 23 (DDO23)

The Amendment proposes to:

- Rezone land at 10 Williams Drive Fulham, being Lot 1 TP321460, Lot 2 TP321460 and Lot 3 TP321460 from Farming Zone to Industrial 1 Zone and apply the Development Plan Overlay – Schedule 12 and Design and Development Overlay – Schedule 23
- Rezone land at 51 Sale-Heyfield Road Fulham being Lot 4 PS521417 from Farming Zone to Industrial 1 Zone and apply the Development Plan Overlay – Schedule 12 and Design and Development Overlay – Schedule 23
- Rezone land at 57 Sale-Heyfield Road Fulham being Lot 1 LP91663 from Farming Zone to Industrial 1 Zone and apply the Development Plan Overlay – Schedule 12 and Design and Development Overlay – Schedule 23
- Amend Clause 21.05 to reflect completion of the West Sale and Wurruk Industrial Land Supply Strategy 2018
- Amend Clause 21.20 to include the West Sale and Wurruk Industrial Land Supply Strategy 2018 as a reference document
- Insert a new Schedule 23 to Clause 43.02
- Insert a new Schedule 12 to Clause 43.04
- Amend Clause 72.03 to reflect insertion of new planning scheme map 82DPO
- Amend Planning Scheme Maps 82ZN, 125ZN, 82DDO, 125DDO, 125DPO
- Insert new planning scheme maps 82DPO

## **Strategic assessment of the Amendment**

### **Why is the Amendment required?**

The Amendment is required to ensure that sufficient, appropriately zoned industrial land in the vicinity of Sale and Wurruk is available to meet the forecast demand over a short-medium term (five to ten-year period) and that its future development can occur in a coordinated and timely manner.

The Amendment is supported by the adopted West Sale and Wurruk Industrial Land Supply Strategy 2018 (ILS) which investigated three sites or 'Candidate Areas' (Figure 2) nominated within the 'Sale, Wurruk and Longford Structure Plan (2010)' for potential future industrial growth. These are located:

- 1. to the west of the existing industrial zoned land in Wurruk;
- 2. to the north of the Princes Highway and to the east of the West Sale Aerodrome, and
- 3. to the south of the Princes Highway and east of the Fulham Correctional Centre.

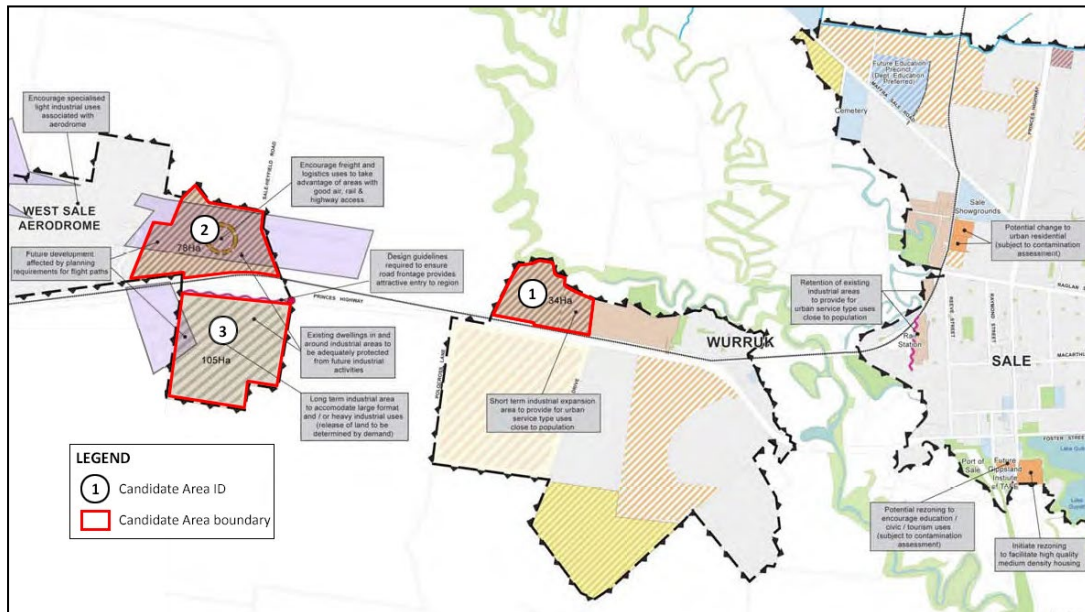


Figure 2 - Investigated candidate areas

Candidate Area 2 is recommended within the ILS as the primary opportunity to provide industrial land. Rezoning of industrial land in this location has the potential to form part of a broader economic precinct which incorporates the West Sale Aerodrome and is supported by major road, rail and air distribution infrastructure.

The Amendment will implement the recommendations of the ILS through the rezoning of the land identified as Candidate Area 2 from the Farming Zone to the Industrial 1 Zone and by applying a Design and Development Overlay and Development Plan Overlay to ensure development takes place in coordinated manner and appropriate built form is achieved.

### How does the Amendment implement the objectives of planning in Victoria?

The amendment is consistent with and implements the objectives of planning in Victoria specified in Section 4 of the Planning and Environment Act 1987. In particular the amendment implements:

- Objective (a) – providing for the fair and orderly, economic and sustainable use and development of the land.

The rezoning of the land identified will make provision for appropriately located industrial land in Sale/Wurruk

### How does the Amendment address any environmental, social and economic effects?

#### Environmental

A desktop biodiversity assessment was undertaken as a component of the ILS. For the subject land, it was found that native vegetation is present, including some endangered vegetation. As a result, proposed Schedule 12 to the Development Plan Overlay (DPO12) includes a requirement for a full vegetation survey and condition statement as well as a preliminary ecological assessment to identify the potential presence of protected species. If protected species are identified, further assessments may then be required.

#### Economic

The ongoing provision of appropriate industrial land in Sale is critical to support the growth of existing industries, as well as to facilitate opportunities for new industry and employment growth.

The rezoning of the land will provide opportunity for:

- Local industrial growth

- Expansion or relocation of existing Sale and Wurruk businesses to larger sites with better separation from sensitive use and easier access to the highway network, Latrobe and Melbourne; and
- New medium to large sized industrial businesses seeking proximity to existing regional produce and a suitable labour supply (Sale and Traralgon) and ready access to the highway network.

In the longer term and subject to infrastructure availability, the opportunity to utilise rail and air freight to distribute and export products may also attract certain business types.

#### Social

In consideration of potential impacts on nearby sensitive uses and amenity of the immediate and surrounding areas, proposed Schedule 23 to the Design and Development Overlay (DDO23) includes design objectives and buildings and works requirements to ensure:

- The standard of development, design and built form is of high quality,
- The potential for negative off-site effects are minimised
- Development provides a high level of visual amenity when viewed from major transport routes and surrounding non-industrial uses.

DPO12 includes more broad requirements for the development plan layout to have regard for any nearby sensitive uses and to provide detail of any buffer treatments to protect the amenity of surrounding properties

#### Does the Amendment address relevant bushfire risk?

An assessment of the bushfire hazard has been undertaken in accordance with Clause 13.02.

#### Landscape Bushfire Considerations

- The subject land is considered to be within Landscape 'Type 1' (*BMO Technical Guide - DELWP 2017*) on the basis that:
  - There is little vegetation beyond 150 metres of the site (except grasslands and low threat vegetation). This is with the exception of the Pine Plantations and Holey Plains State park to the South. However, this is separated from the vegetation surrounding the subject land by the Latrobe River floodplains and a number of national, state and regional strategic fuel breaks (see **Figure 3**).
  - Extreme bushfire behaviour is not possible.
  - The type and extent of vegetation is unlikely to result in neighbourhood-scale destruction of property.
  - Immediate access is available to places that provide shelter from bushfire (West Sale Airport developed areas such as Federation Training, CFA).
  - Access to Low fuel/BAL LOW areas is available (the West Sale Airport) in accordance with the definition contained in Australian Standard AS3959-2009 Building in a Bushfire Prone Area.
  - The subject land is located in close proximity to roads and buildings.

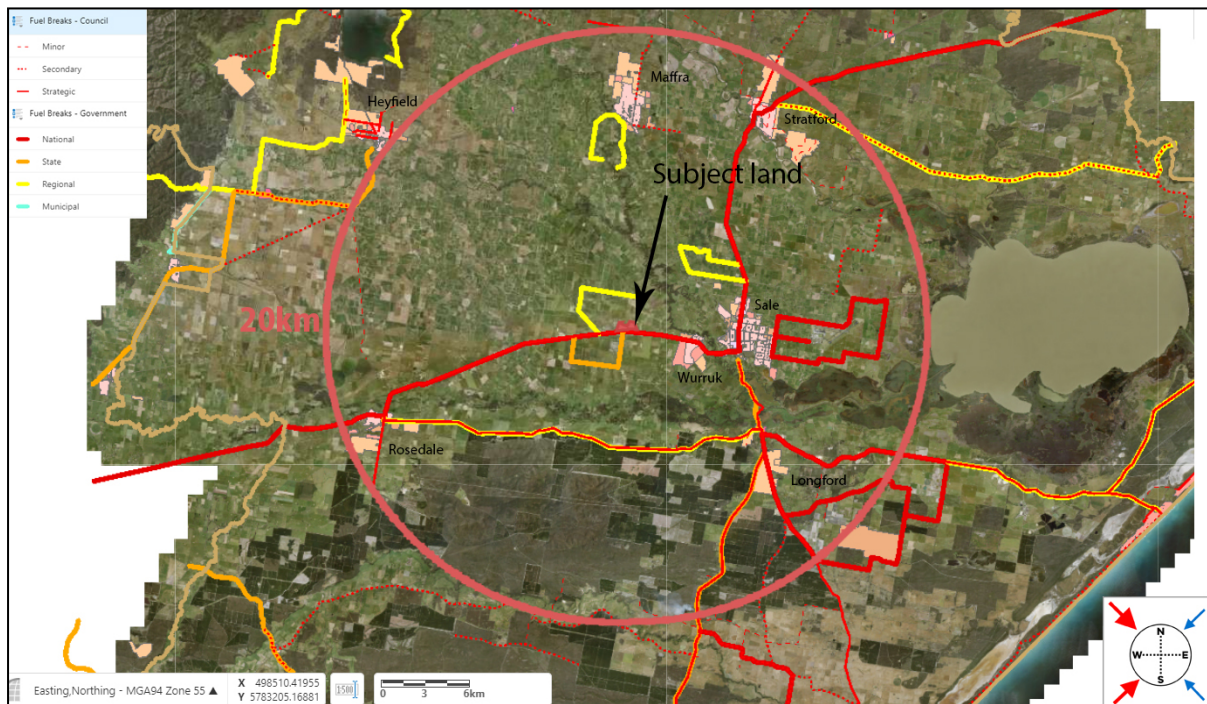


Figure 3 - Landscape Assessment

## Site Assessment

- The land is located within a Bushfire Prone Area.
- There is no Bushfire Management Overlay present on the site or surrounding vegetation.
- Some trees exist on the subject land, including native species. It should be noted that they have been planted and can be removed if necessary without offsets being required
- Within 150m of the subject land, the predominant vegetation type is grassland, with some modified vegetation to the south/south west and low fuel areas within existing road/railway reserves and on the adjoining West Sale Airport land.
- The topography of the land surrounding the subject site is relatively flat.
- Buildings will be required to be set back at least 19m from grassland on adjoining properties and 50m from modified vegetation to the southwest of the site to ensure a radiant heat exposure of less than 12.5kW/m<sup>2</sup>
  - Along the western and northern boundaries this setback will need to be from the boundary of the site as grassland directly abuts these interfaces.
  - To the south and east the subject site adjoins road reserves with constructed roads and the railway reserve which are considered to be low threat vegetation and can be incorporated into these setbacks
- These requirements have been incorporated into the proposed DDO to ensure they are implemented.
  - For the northern and western site boundaries – requirement specifying that buildings must be setback 19m from these boundaries
  - For the eastern boundary, the adjoining road reserve is 20m so there is no need to specify a setback to achieve the 19m separation distance from the grassland.
  - For the southern boundary – the modified vegetation to the southwest is approximately 65m from the southern boundary at its closest so there is no need to specify a setback to achieve the 50m separation distance.





- Development Plan Overlay - Schedule 12 will require preparation of a preliminary stormwater Management Plan that must be prepared to the satisfaction of the West Gippsland CMA

The Amendment is considered to implement the objectives and strategies of the following Clauses:

- *12.03-1R – High Value Water Body Assets – Gippsland*
- *12.03-1S - River corridors, waterways, lakes and wetlands*
- *14.02-1S - Catchment planning and management*
- *14.02-2S – Water Quality*

### **Bushfire**

An assessment of the bushfire hazard has been undertaken in accordance with Clause 13.02 - *Bushfire*.

Appropriate setbacks can be achieved to ensure buildings are subject to a radiant heat exposure of less than 12.5kW/m<sup>2</sup>

### **Design and Amenity**

Visual amenity impacts have been considered in the preparation of the ILS and will be addressed via a Development Plan Overlay and Design and Development Plan Overlay that will be applied to the subject land.

The Development Plan Overlay – Schedule 12 (DPO12) will require information to be provided in relation to:

- Building materials and form
- Landscaping
- Buffer treatments to protect amenity of surround properties and safety of the public

The Design and Development Overlay – Schedule 23 (DDO23) requires any development to consider and implement measures in relation to street interfaces, built form, materials, fencing, landscaping and acoustics to ensure that:

- The standard of development, design and built form is of high quality and provide a high-quality environment for businesses, workers and visitors.
- Development does not prejudice or conflict with the ongoing operation of the West Sale Aerodrome.
- The potential for negative off-site effects to occur is minimised
- Development provides a high level of visual amenity when viewed from major transport routes and surrounding non-industrial uses.

By including these measures in the overlays that are proposed to be applied to the site the Amendment supports and implements objectives and strategies from the following clauses:

- *15.01-2S – Building Design*
- *15.01-1S – Urban Design*
- *15.01-6S – Design for Rural Areas*

### **Transport**

Proposed DPO12 requires the preparation of a Traffic Management Plan, which must include a traffic risk assessment to ensure matters such as safety, access arrangements, upgrades, as well as potential impacts on level crossing and nearby road networks are properly considered and addressed at the development stage.

In implementing the above measures, the Amendment is considered to support the objectives and strategies of *Clause 18.01-S - Land use and transport planning*

Proposed DPO12 and DDO23 also include measures to ensure aircraft operations at the adjoining West Sale Airport are not negatively impacted by any use or development on the subject site and in doing so the Amendment implements and supports the objectives and strategies of *Clause 18.04-1S - Planning for airports and airfields*. These measures include:

- A site analysis that requires consideration of aerodrome infrastructure, airspace protection surfaces, aircraft noise contours and other features
- Consideration of the objectives of the National Airports Safeguarding Framework, and associated guidelines, and the West Sale Airport Master Plan Update 2017
- An aviation impact assessment
- Implementation of suitable measures to minimise any building design or material impacts on the operation of West Sale Aerodrome

### **How does the Amendment support or implement the Local Planning Policy Framework, and specifically the Municipal Strategic Statement?**

The subject land is identified within the West Sale Industrial Strategy Plan in *Clause 21.05 – Sale, Wurruk and Longford Strategic Framework*, as an Industrial Expansion area. Further to this, the Amendment directly implements the objective and strategies at *Clause 21.05-10*:

#### **Objective**

To facilitate high quality industrial development that is appropriate in terms of location, scale, appearance and nature of industry.

#### **Strategies**

- Facilitate development in accordance with the Sale and Wurruk Strategy Plan and West Sale Industrial Strategy Plan shown in this clause
- Establish the West Sale Airport area as an industrial precinct, whilst ensuring that current and future aerodrome functions and environmentally significant features are not adversely affected.
- Ensure future industrial development achieves high standards of design, affords appropriate buffers from sensitive uses and appropriately mitigates off-site impacts to both sensitive and non-sensitive surrounding use

### **Does the Amendment make proper use of the Victoria Planning Provisions?**

- The Amendment seeks to apply the Industrial 1 zone to facilitate Industrial Development.
- Application of the Development Plan Overlay will ensure orderly, integrated development of the site that considers all relevant matters identified in the ILS
- Application of the Design and Development Overlay will ensure that the standard of development, design and built form is of high quality

### **How does the Amendment address the views of any relevant agency?**

A wide range of agency input was sought during the undertaking of the ILS including:

- Vic Roads
- Ausnet
- Gippsland Water



- West Gippsland CMA
- EPA
- DELWP
- DEDJTR
- VicTrack
- Telstra
- NBN
- APA

Input from these agencies informed the final recommendations of the Strategy and draft provisions.

Further input was sought from agencies in regard to the draft amendment documents with additional feedback provided by Transport for Victoria and the West Gippsland Catchment Management Authority which lead to further refinement of the draft provisions.

As a component of targeted notification of the amendment, the views of relevant agencies were again sought.

West Gippsland CMA, DELWP, VicTrack, Department of Transport and Gippsland Water provided submissions to the Amendment.

WGCMA, VicTrack and Department of Transport requested changes to the Development Plan Overlay Schedule 23 and Development Plan Overlay 12 all of which have been accommodated.

### **Does the Amendment address relevant requirements of the Transport Integration Act 2010?**

The Amendment is not considered to have any impact on the transport system, as defined by Section 3 of the Transport Integration Act 2010.

There are no applicable statements of policy principles prepared under Section 22 of the Transport Integration Act 2010.

### **Resource and administrative costs**

#### **What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?**

It is unlikely that the Amendment will result in any cost implications for implementing and administering the change resulting from the amendment.

### **Where you may inspect this Amendment**

The Amendment is available for public inspection, free of charge, during office hours at the following places:

Wellington Shire Council  
Sale Service Centre  
18 Desailly Street  
Sale VIC 3850

Wellington Shire Council  
Yarram Service Centre  
156 Grant Street  
Yarram VIC 3971

The Amendment can also be inspected free of charge at the Department of Environment, Land, Water and Planning website at [www.planning.vic.gov.au/public-inspection](http://www.planning.vic.gov.au/public-inspection).

### **Submissions**

Any person who may be affected by the Amendment may make a submission to the planning authority. Submissions about the Amendment must be received by 8 April 2019

A submission must be sent to:

Strategic Planning

Wellington Shire Council

PO Box 506

SALE VIC 3850

## 21.05 SALE, WURRUK AND LONGFORD STRATEGIC FRAMEWORK

02/11/2017

G98 Proposed C103

### 21.05-1 Vision

02/11/2017

C98

The Sale, Wurruk and Longford area will develop in a manner that creates prosperous, inter-connected and mutually supportive urban and rural communities that enjoy choice and diversity in housing, employment and recreation. The individual characteristics and identities of Sale, Wurruk and Longford will be protected and enhanced, as the three communities collaboratively achieve their aspirations of becoming a thriving regional centre.

The economy of the district will be strengthened by the development of the Defence sector, the expansion of the oil and gas industry and the growth of other key sectors such as health, education, recreation, tourism, retailing and general industry. The West Sale Airport and surrounding precincts will be developed as a major industrial node with access by road, rail and air. A more diversified economy will be developed, resilient to the socio-economic impacts associated with climate change.

High-quality open space and built form will characterise the Sale, Wurruk and Longford area, contributing to the health, safety, and social vibrancy of the three communities. New urban growth areas will form sustainable communities that set new benchmarks in best practice urban development. Accessible and inclusive neighbourhoods will be created which reduce the dependency on car-based travel and encourage walking and cycling. Natural and cultural features will be protected and enhanced to create a distinct character, offering the best of town and country.

Residents will benefit from a comprehensive range of community facilities and services. Convenient walking and cycling infrastructure will be made available and improved public transport networks established to provide all age cohorts with alternative non-car means of travel between and within the Sale, Wurruk and Longford communities.

The Sale CBD will be strengthened as the regional focal point for shopping, entertainment, civic and commercial activity. This will be complemented by the development of a major tourism hub at the Port of Sale, the western gateway to the Gippsland Lakes region.

The Thomson and Latrobe Rivers will be protected from development and re-vegetated where necessary to strengthen their habitat value. Other ecologically significant stands of remnant vegetation and key waterways/wetlands will also be protected as part of a wider network of linkages providing both wildlife corridors and recreation routes for walking and cycling.

### 21.05-2 Township roles

12/05/2016  
C87

In achieving the above vision Sale, Wurruk and Longford will play the following key roles:

- Sale will build on its role as the prime service and activity node in the district, offering high-quality living, employment, shopping and recreational environments. It will be the focus for commerce, business, higher order education and tertiary employment and will provide a diversity of infill and greenfield housing opportunities.
- Wurruk will provide diversity and choice in urban and rural living housing, opportunities for the establishment of new industry and an improved range of local services and facilities. It will act as a secondary settlement and activity node to complement Sale.
- Longford will be a key focus for rural residential growth and will also provide opportunities for further residential intensification within its core and in close proximity to recreation and education facilities and the redeveloped golf course. As growth occurs, Longford will see its identity as a desirable rural lifestyle area protected and enhanced.

**21.05-3 Regional city**12/05/2016  
C87**Objective**

To establish the wider Sale area as a thriving regional city.

**Strategies**

- Promote residential, commercial and industrial development in accordance with the relevant strategy plans contained in this clause.
- Facilitate the timely provision of physical infrastructure required to service new development.
- Promote culture and tourism based development within the Port of Sale cultural precinct to capitalise on the special character of the area, including the historically and architecturally significant buildings and places within and around the precinct.
- Support the growth and expansion of greyhound racing within the region including encouraging the redevelopment of the Sale Greyhound Racing Club.

**21.05-4 Housing choice and diversity**12/05/2016  
C87**Objective**

To provide housing choice and diversity in the local market.

**Strategies**

- Facilitate development in Sale, Wurruk and Longford for a variety of residential densities/lot sizes, in accordance with the township roles and strategy plans contained in this clause.
- Facilitate provision for multiple development fronts that increase competition in the market.
- Support residential growth within the North Sale growth area.
- Encourage higher density residential development such as units and townhouses in strategic locations including:
  - Within a 400 metre radius of the Sale CBD.
  - Within and around the medical precinct identified in the Sale and Wurruk Strategy Plan.
  - Around existing and future neighbourhood activity centres.
  - On major transport routes.
- Facilitate residential development in the Wurruk growth area adjacent to the Princes Highway.
- Facilitate low density residential development in Wurruk in the area south of Arnup Road (as identified in the Sale and Wurruk Strategy Plan shown in this clause), subject to heritage investigations/considerations.
- Facilitate rural living development in Longford to build on and enhance its existing character and function.
- Promote further residential intensification of the Longford core (subject to the provision of sewerage and water infrastructure).
- Support the redevelopment of the Sale Golf Club, including the provision of housing around the golf course, subject to appropriate infrastructure and environmental measures being implemented as part of the development.

**21.05-5 Residential development**12/05/2016  
C87**Objective**

To facilitate strategically located, well designed, sustainable and inclusive residential development.

**Strategies**

- Ensure holistic and considered development plans are prepared for all growth areas identified in the strategy plans shown in this Clause. These development plans should ensure that new development achieves a high level of integration with surrounding areas, constitutes a well orientated subdivision pattern, provides adequate open space and neighbourhood facilities, retains native vegetation, creates/links to key movement corridors (for cars, buses, pedestrians and cyclists), and makes holistically considered provision for drainage and other infrastructure.
- Ensure new subdivisions adopt best practice in relation to walkable neighbourhoods, provision for bus routes, water sensitive urban design and other energy efficient/sustainability initiatives.
- Promote the establishment of lower order neighbourhood activity centres (ideally inclusive of community services) in the general locations identified in the strategy plans shown in this Clause.
- Ensure rezoning of land occurs in a logical and sequential manner that has regard to:
  - The staging of infrastructure delivery. This includes the provision of water, sewer, drainage, traffic, pedestrian/cyclist and other relevant infrastructure.
  - Access to community services and facilities.
  - The general sequencing identified in the Sale, Wurruk and Longford Structure Plan.
- Encourage a range of lot sizes within new subdivisions to provide for a variety of dwelling sizes and types within the same residential areas and ensure that subdivisions are designed to support future public transport use.
- Ensure that appropriate remediation procedures are followed when considering the redevelopment of brown field sites for residential purposes.

**21.05-6 Commercial facilities**12/05/2016  
C87**Objective**

To maintain and enhance the primacy of the Sale CBD as a municipal and regional retail and commercial hub, whilst making provision for limited commercial facilities that are strategically required outside the CBD.

**Strategies**

- Facilitate development in accordance with the Sale CBD Strategy Plan shown in this clause.
- Facilitate retail expansion southwards along Raymond Street to cater for future retail demand, improve the legibility of the CBD from Foster Street and enhance the connection between the Port of Sale cultural precinct and the CBD.
- Encourage the establishment of appropriately located entertainment facilities within or close to the CBD to cater for youth needs and further encourage the use of the CBD.
- Discourage the development of restricted retail premises within the retail core identified in the Sale CBD Strategy Plan. Should these be required, ensure that active frontages are provided to adjoining streets.

- Discourage the development of higher order retailing and commercial development outside the CBD, with the exception of the homemaker/bulky goods centre on Cobains Road.
- Encourage restricted retail premises to locate in the Commercial 2 Zone on the corner of Cobains Road and the Princes Highway. The use and development of this land should substantially support the establishment of a dedicated homemaker and bulky goods retail centre.
- Discourage industrial use and development from establishing in the homemaker and bulky goods retail centre on the corner of Cobains Road and the Princes Highway.
- Make provision for the northward expansion of the homemaker/bulky goods site located on the corner of Cobains Road and the Princes Highway.
- Encourage intensive commercial development on York Street (between Macarthur and Macalister Streets) in a manner that integrates well with the CBD and results in its extension onto York Street.
- Focus future office development to the south of the Sale CBD (between Reeve Street and York Street), to build a coherent office precinct benefiting from good highway access and being adjacent to CBD shops and services.
- Encourage bulky and white goods retailers such as trade supplies and furniture stores to establish/re-establish in appropriate locations, such as the identified homemaker centre on the corner of Cobains Road and the Princes Highway.
- Encourage future development/redevelopment on Cunninghame Street (between York Street and Raymond Street) to occur in a manner that is conducive to pedestrian activity and the creation of a vibrant street atmosphere.
- Facilitate the establishment of small scale businesses and medium density housing north of Macalister Street, within the mixed use precinct identified in the Sale CBD Strategy Plan shown in this clause.

**21.05-7**12/05/2016  
C87**Design excellence****Objective**

To promote excellence in building and landscape architecture, as well as urban design in order to enhance the image and amenity of Sale, Wurruk and Longford.

**Strategies**

- Recognise and protect buildings and landmarks of heritage and cultural value.
- Encourage well designed development on York Street and Foster Street to present an improved image of Sale to passing traffic.
- Encourage all buildings within the CBD to incorporate active frontages to street edges and mid block car parks to improve pedestrian safety and amenity.
- Encourage development within the CBD to:
  - Adopt a high standard of architectural design through the use of special design features, articulation within façades, varying materials and colours, scale, contextual design responses and like measures.
  - Incorporate high quality urban design and landscape architecture, where development applications involve more than architectural design.
- Encourage the development of buildings with 2-3 storeys in the CBD, or buildings with equivalent high parapets that are well articulated and create visual interest.
- Ensure appropriate sightlines are maintained/created to celebrate iconic structure and spaces.
- Ensure new development/redevelopment achieves a good relationship with surrounding land uses, buildings, physical features and public spaces.



- Require high quality open space provision and urban design in strategic locations within growth areas and large subdivisions.
- Encourage development which contributes to the rural character of Longford.

**21.05-8**12/05/2016  
C87**Community services and facilities****Objective**

To ensure local residents have good access to community services and facilities including health, education, social, civic, cultural, recreation, sporting and leisure.

**Strategies**

- Support the expansion of existing education facilities, commensurate with the needs of the education sector.
- Support the establishment of a consolidated education precinct within the North Sale growth area to cater for long term education needs.
- Facilitate the northward expansion of the Central Gippsland Health Service to ensure long term viability and enhancement of health services/training.
- Facilitate the establishment an integrated health precinct in the vicinity of the Central Gippsland Health Service by encouraging medical services and retirement/aged care housing.
- Encourage the location of multi unit development and housing for senior citizens (including retirement homes and sheltered housing) in areas with good access to the City centre, hospital, transport, open space and community and recreational activities and facilities.
- Support and encourage appropriate development within the Port of Sale cultural precinct, especially development that supports or complements the arts, entertainment, culture, tourism and recreation.
- Support the establishment of Sale as the regional headquarters for greyhound racing in eastern Victoria.

**21.05-9**12/05/2016  
C87**Movement network****Objective**

To provide an efficient access and movement network for vehicles, pedestrians and cyclists.

**Strategies**

- Ensure that major developments within the Sale CBD provide adequate access and car parking facilities.
- Require development within growth areas to provide safe and convenient access links and facilities for car, bus, pedestrian and cyclist movements.
- Ensure future roads and access ways meet legislative requirements and endeavour to achieve best practice standards in catering for disabled and impaired persons.
- Enhance connections between the Sale CBD and Sale Railway Station.

**21.05-10**02/11/2017  
C98  
[Proposed](#)  
[C103](#)**Industrial development****Objective**

To facilitate high quality industrial development that is appropriate in terms of location, scale, appearance and nature of industry.

**Strategies**

- Facilitate development in accordance with the Sale and Wurruk Strategy Plan; [West Sale and Wurruk Industrial Land Supply Strategy](#) and West Sale Industrial Strategy Plan shown in this clause.
- Facilitate the westward expansion of the existing Wurruk Industrial Estate to make provision for new industrial demand.
- Establish the West Sale Airport area as an industrial precinct, whilst ensuring that current and future aerodrome functions and environmentally significant features are not adversely affected.
- Facilitate the establishment of a multimodal interchange/transport and logistics hub at the West Sale Airport, commensurate with economic development initiatives and commercial interest.
- Support the establishment of an industrial area for large scale industry south of the West Sale Airport and Princes Highway in the long term, unless demand arises for this to occur sooner.
- Ensure future industrial development achieves high standards of design, affords appropriate buffers from sensitive uses and appropriately mitigates off-site impacts to both sensitive and non-sensitive surrounding uses.

**21.05-11**12/05/2016  
C87**Sensitive assets****Objective**

To protect sensitive assets from inappropriate urban encroachment.

**Strategies**

- Implement urban/settlement growth boundaries to protect natural assets, high quality agricultural land and the operation of the East Sale Royal Australian Airforce Base from inappropriate urban encroachment.
- Encourage the retention of native vegetation in new subdivisions and redevelopment proposals.
- Ensure new development incorporates water sensitive urban design and drainage treatments that improve stormwater quality prior to disposal in natural systems.
- Ensure new subdivisions and developments are appropriately designed to minimise potential impacts on irrigation infrastructure.

**21.05-12**02/11/2017  
C98**Implementation**

The strategies specified within this clause will be implemented through the planning scheme by:

**Policy guidelines**

- Require applications for development within the Longford growth area to be in accordance with the implementation requirements set out in the *Longford Development Plan, November 2015*.
- Require development within the Longford growth area to be in general accordance with the design requirements as set out in the *Longford Development Plan, November 2015*.
- Require that development plans are prepared prior to subdivision of greenfield sites that show the proposed layout of lots and road reservations and include infrastructure schemes that show where power, water, and sewerage will be located. These development plans will identify site advantages and constraints, main road networks and associated movement patterns, and social and community facilities.
- Planning must consider as relevant:

- [Sale, Wurruk and Longford Structure Plan, 2010 and updates; Relocation of Sale Greyhound Racing Club Strategic Justification \(NBA Group, 2014\)](#)
- [West Sale and Wurruk Industrial Land Supply Strategy \(Urban Enterprise, 2018\)](#)
- *Sale CBD Precinct Plan, 2010*
- *Longford Development Plan, November 2015*
- *Infrastructure Design Manual*
- *Wellington Open Space Strategy 2014-2024*
- Current Country Fire Authority guidelines on subdivision, group accommodation and recreation accommodation when assessing whether a development proposal adequately addresses fire safety issues.
- Healthy by Design guidelines to ensure development facilitates healthy communities through well planned networks of walking and cycling routes, streets with direct, safe and convenient access to local destinations within the Shire's towns within easy walking distance from homes, public open space, public transport, shops and services.

### **Application of policy, zones and overlays**

- Sequentially rezone land for residential and rural residential development within the growth areas of Sale, Wurruk and Longford.
- Rezone land on Raymond Street, south of Macalister Street to the Commercial 1 Zone in order to facilitate retail expansion, as shown on the Sale CBD Strategy Plan.
- Rezone land for industrial development to the west of the existing Wurruk industrial estate, subject to the provision of adequate infrastructure and access.
- Rezone land for industrial development in the vicinity of the West Sale Airport, commensurate with economic development initiatives and future demand.
- Rezone land for the northward expansion of the Commercial 2 Zone on the corner of Cobains Road and the Princes Highway, commensurate with demand.
- Apply development plan overlays to the Sale, Wurruk and Longford growth areas, where appropriate, to ensure development occurs in a manner that achieves the objectives and strategies articulated in this clause.
- Revise the design and development overlays that apply to the CBD and Princes Highway corridor in order to align development requirements with strategies specified within this clause.
- Applying appropriate zones and overlays.
- Apply *Clause 22.02 Rural Policy* in considering applications in the Farming Zone and Rural Activity Zone to protect agriculture and agricultural land.
- Apply *Clause 22.03 Heritage Policy* in considering applications covered by the Heritage Overlay or places included in the Victoria Heritage Inventory for direction as the most appropriate manner to undertake works in heritage places.
- Apply *Clause 22.04 Car Parking Policy* in considering a permit to reduce the number of parking spaces required to be provided under Clause 52.05.
- Apply *Clause 22.05 Aerodrome and Environs Policy* in considering applications on or in proximity of the East Sale RAAF Base and West Sale Airport to ensure that the safety and efficiency of aerodrome operations is not prejudiced or ensure that any detrimental effects of aircraft operations are taken into account.
- Apply *Clause 22.06 Coal Resources Policy* in considering applications within a coal resource to recognise the need to conserve and utilise the coal resource.

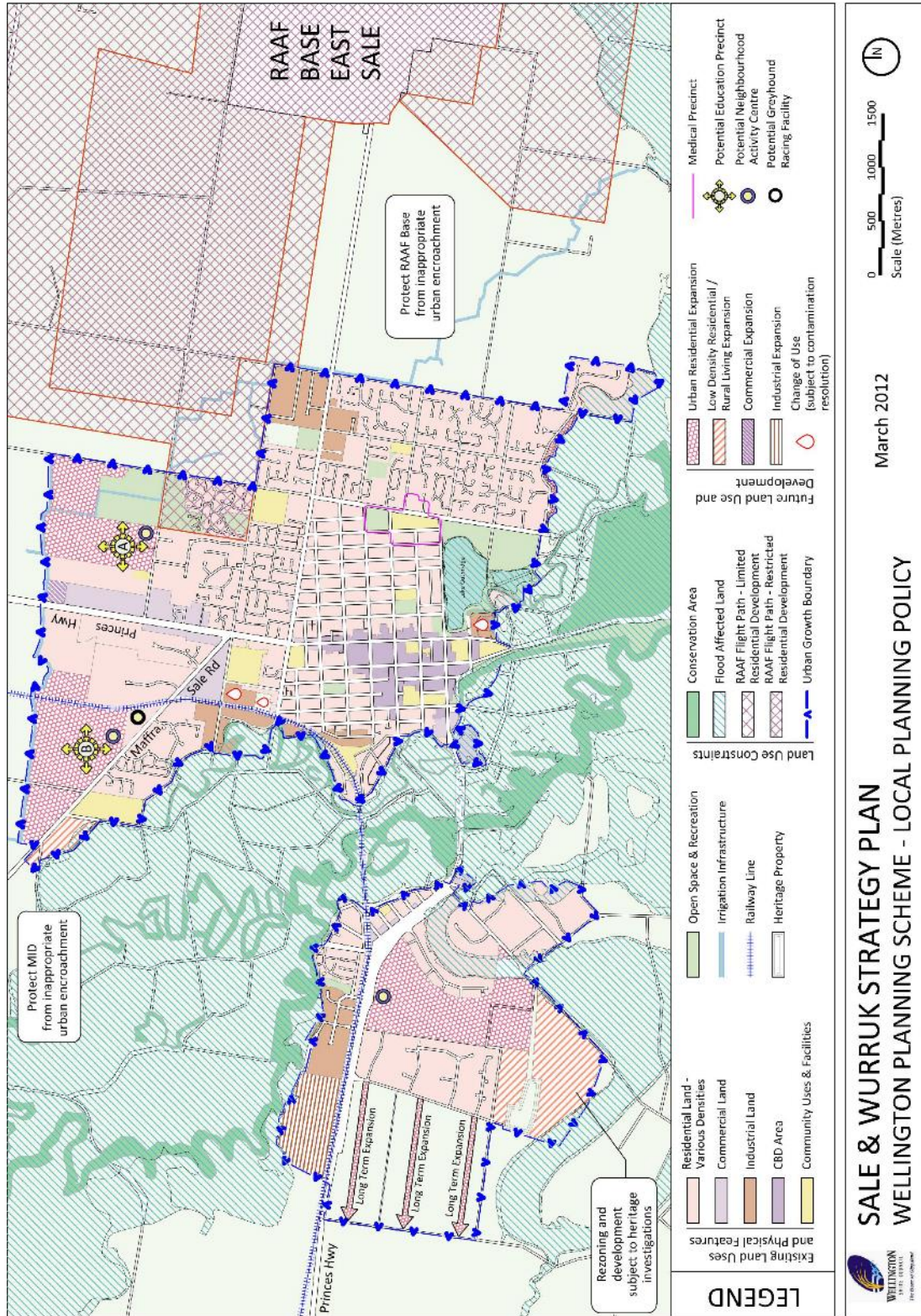
### Other actions

- Liaise with Gippsland Water to gazette Longford as a sewerage and water district to facilitate future service provision.
- Liaise with relevant transport authorities to investigate a bypass route for heavy vehicles, in order to overcome local infrastructure constraints and improve trade access to the east of Sale.
- Liaise with VicTrack to determine whether potentially excess railway land can be sold. Should this prove feasible, opportunity exists to utilise the land for a transport/transit based facilities and/or business uses.
- Support the establishment of a discount department store in accordance with the Sale CBD Precinct Plan shown in this clause, should demand and opportunity arise.
- Support the relevant water authority with identification and installation of appropriate effluent disposal and/or water supply systems for unsewered settlements, focusing on priority areas identified in the Municipal Domestic Wastewater Management Plan, following confirmation of the need (on environmental and health grounds).

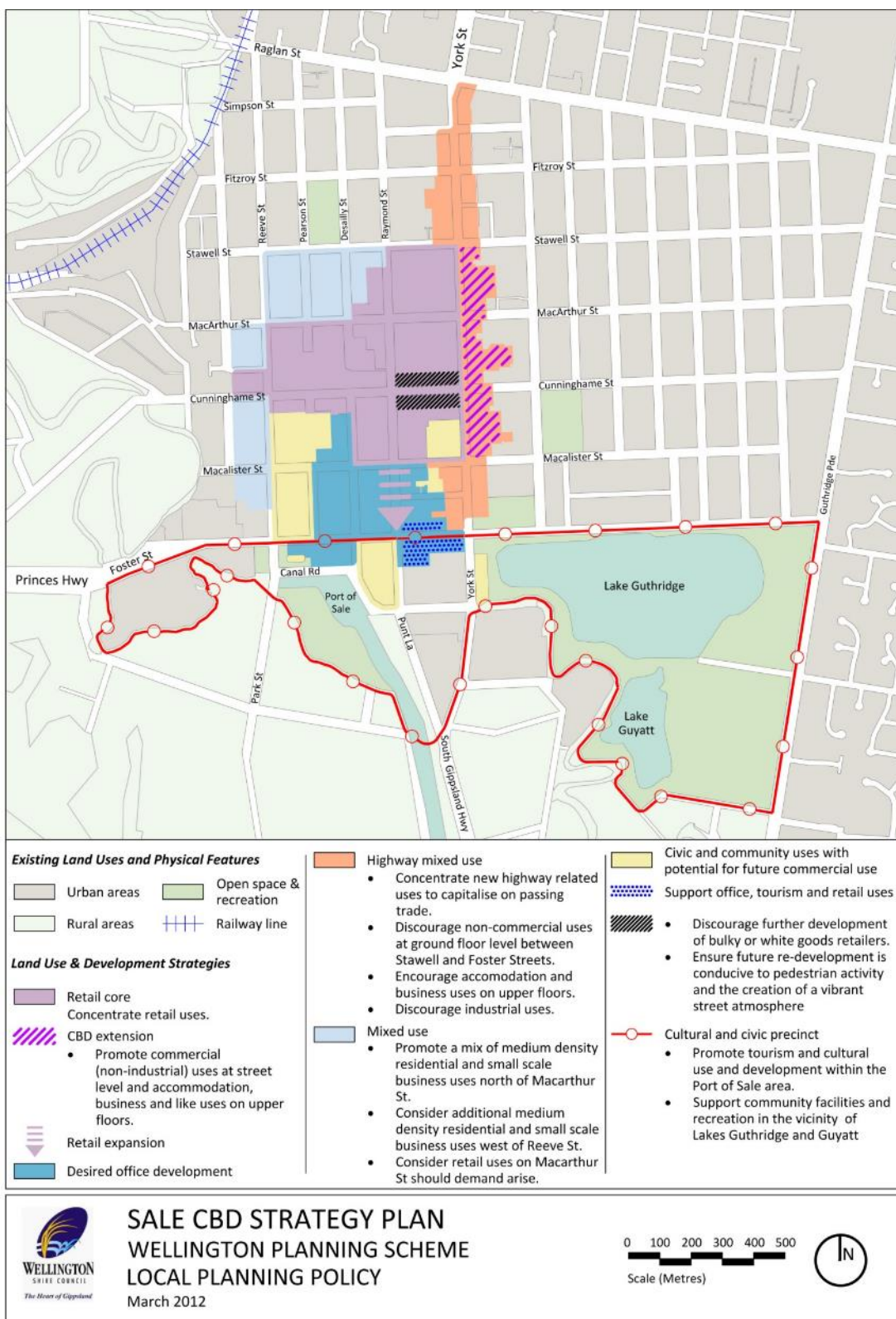
### Undertaking further strategic work

- Investigate the need for a developer contributions scheme to support the provision of required physical and social infrastructure within the North Sale growth area and other growth areas, as required.
- Develop and implement an updated master plan for the Port of Sale cultural precinct.
- Undertake the preparation of a parking strategy to cater for long term needs within CBD commercial areas. Investigate the establishment of a multi-storey car park (ideally with shop frontages to the street) on the car park on Cunninghame Street (between York Street and Raymond Street) and in the vicinity of the fuel station on the corner of Cunninghame Street and Reeve Street.
- Develop planning controls to prevent development in the vicinity of the West Sale Airport that may prejudice its operation or ability to expand.
- Prepare outline development plans for the future development of residential and industrial areas that have regard to potential impacts on the natural environment and include these in a development plan overlay.
- Ensure that an infrastructure scheme involving the provision of reticulated water, sewerage and drainage is put in place around the Sale-Maffra Road, Sale to facilitate urban development.
- Review the extent and future demand for land zoned Low Density Residential and Rural Living, subject to there being a demonstrated need for such reviews.
- ~~Prepare an Industrial Strategy for Sale with particular emphasis on the Wurruk South Industrial area.~~



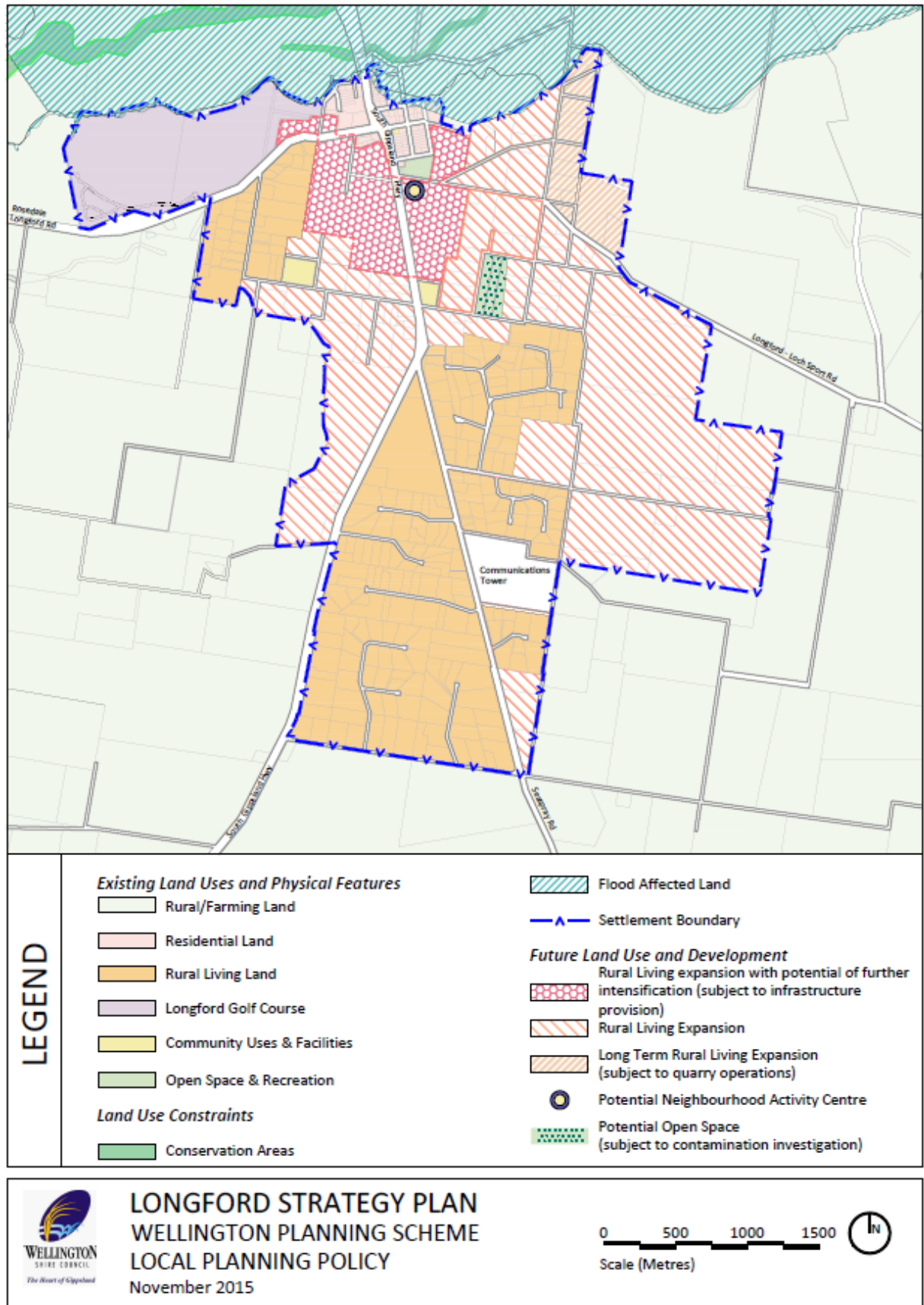












## 21.20

## REFERENCE DOCUMENTS

21/12/2017  
Proposed  
C10396

The following strategic studies have informed the preparation of this planning scheme. All relevant material has been included in the Scheme. Decision makers should use these for background research only. Material in these documents that potentially provides policy guidance on decision making but which is not specifically referenced to by the Scheme, should not be given any weight.

- *Assessment of Agricultural Quality of Land in Gippsland, Swan and Volum, 1984*
- *City of Sale Restoration and Conservation Guidelines, May 1983*
- *City of Sale Heritage Study, March 1994*
- *Coastal Spaces Landscape Assessment Study, Municipal Reference Document 2006*
- *Coastal Spaces Landscape Assessment Study, State Overview Report 2006*
- *East Gippsland Regional Catchment Strategy*
- *Gippsland Lakes Coastal Action Plan, 1999*
- *Gippsland Lakes Future Directions and Action Plans, 2002*
- *Gippsland Lakes Shore Erosion and Revegetation Strategy, Department of Natural Resources and Environment, Gippsland Coastal Board, 2002*
- *Group accommodation and Safety guidelines, Country Fire Authority, February 1997*
- *Guidelines for the Assessment of Heritage Planning Applications – Port Albert and District, 2002*
- *Healthy by Design: A planners' guide to environments for active living, National Heart Foundation of Australia, 2004*
- *Heyfield Low Density Residential Land Supply Study, March 2017*
- *Heyfield Structure Plan, December 2011, including update; Strategic Justification Firebrace Road August 2013*
- *Infrastructure Design Manual (IDM)*
- *Integrated Coastal Planning for Gippsland – Coastal Action Plan, Gippsland Coastal Board*
- *Longford Development Plan, November 2015*
- *Mapped Salinity Discharge and Potential for Recharge within the Wellington Shire and showing Domestic Water Supply Catchments, Department of Natural Resources and Environment*
- *Municipal Reference Document, Wellington Shire, Coastal Spaces Landscape Assessment Study, 2006*
- *Planning conditions and guidelines for subdivisions, Country Fire Authority, September 1991*
- *Port Albert Conservation Study, 1982*
- *Port Albert Masterplan, 2002*
- *Port Albert & Palmerston Urban Design Guidelines, 2007*
- *Recreational accommodation and Safety Guidelines, Country Fire Authority, February 1997*
- *Rosedale Structure Plan, 7 August 2012*
- *Sale and Region Business Opportunities Study, 2003*
- *Sale, Wurruk and Longford Structure Plan, 2010 and updates; Relocation of Sale Greyhound Racing Club Strategic Justification (NBA Group, 2014)*
- *Sale CBD Precinct Plan, 2010*

- *Siting and Design Guidelines for Structures on the Victorian Coast, 1998*
- *Stratford Townscape Study, 1993*
- *Victorian Coastal Strategy, 2014*
- *Wellington Coast Subdivision Strategy: The Honeysuckles to Paradise Beach, February 2007*
- *Wellington Shire Council, Golden Beach/Paradise Beach Urban Design Framework, Coastal Towns Design Framework, Volume 3, March 2007*
- *Wellington Shire Council, Loch Sport Urban Design Framework, Coastal Towns Design Framework, Volume 3, March 2007*
- *Wellington Shire Council, Manns Beach Urban Design Framework, Coastal Towns Design Framework, Volume 3, March 2007*
- *Wellington Shire Council, McLoughlins Beach Urban Design Framework, Coastal Towns Design Framework, Volume 3, March 2007*
- *Wellington Shire Council, Robertsons Beach Urban Design Framework, Coastal Towns Design Framework, Volume 3, March 2007*
- *Wellington Shire Council, Seaspray Urban Design Framework, Coastal Towns Design Framework, Volume 3, March 2007*
- *Wellington Shire Council, The Honeysuckles Urban Design Framework, Coastal Towns Design Framework, Volume 3, March 2007*
- *Wellington Shire Council, Woodside Beach Urban Design Framework, Coastal Towns Design Framework, Volume 3, March 2007*
- *Wellington Shire Heritage Study: Stage 1, May 2005*
- *Wellington Shire Stage 2 Heritage Study, September 2016 (amended August 2017)*
- *Wellington Shire Stormwater Management Plan, 2002*
- *West Sale Airport Master Plan Update 2017 (or any superseding documents)*
- *West Sale Aerodrome Public Authority Management Agreement, June 2003 (or any superseding documents)*
- [West Sale and Wurruk Industrial Land Supply Strategy \(Urban Enterprise, 2018\)](#)
- *West Gippsland Regional Catchment Strategy 2013 (or any superseding document)*
- *Wellington Economic Development and Tourism Strategy 2011 15 (or any superseding document)*
- *Wellington Shire Rural Zones Review, Volume 1 and 2, January 2009*

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## SCHEDULE 23 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO23**.

### WEST SALE AERODROME INDUSTRIAL PRECINCT

#### 1.0

#### Design objectives

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To ensure that the standard of development, design and built form is of high quality and provide a high quality environment for businesses, workers and visitors.

To ensure development does not prejudice or conflict with the ongoing operation of the West Sale Aerodrome, Gippsland rail line, Princes Highway or Sale alternate truck route.

To minimise the potential for negative off-site effects to occur.

To ensure development provides a high level of visual amenity when viewed from major transport routes and surrounding non-industrial uses.

#### 2.0

#### Buildings and works

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A permit is required to construct a building or construct or carry out works including a fence fronting a street.

This does not apply to:

- A building or works which rearrange, alter or renew plant if the area or height of the plant is not increased.
- A building or works which are used for crop raising, extensive animal husbandry or informal outdoor recreation.
- A rainwater tank with a capacity of more than 10,000 litres if the following requirements are met:
  - The rainwater tank is not located within the building's setback from a street (other than a lane).
  - The rainwater tank is no higher than the existing building on the site.
  - The rainwater tank is not located in an area that is provided for car parking, loading, unloading or accessway.

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

#### Buildings and Works

- All buildings and works must be consistent with the National Airports Safeguarding Framework (NASF) and associated guidelines.
- Contemporary and creative architecture is encouraged in the design, built form, style and finishes. The façade of all buildings must be treated to the satisfaction of the Responsible Authority.
- Buildings should address the street frontage by including the following elements of design:
  - Front facades that include design elements that add visual interest.
  - Locating office components in a visible location at the front of the building.
- [Buildings must be setback at least 19 metres from the northern and western site boundaries.](#)
- The maximum height of all buildings and structures must comply with West Sale Aerodrome's Obstacle Limitation Surfaces (OLS), including such surfaces relating to the extension of the main runway.



- Loading and service functions will be sited to the side or rear of premises and appropriately screened to address any visual amenity issues.
- Car parking must be provided to the front of the site (not within landscape setback areas) and centrally to encourage their use.
- All vehicle crossings, accessways and parking areas should be sealed with an all-weather surface.
- Lighting should be provided to car parking where required, and all lighting must comply with NASF Guideline E – Managing the Risk of Distractions to Pilots from Lighting in the Vicinity of Airports.
- Buildings must not create an unacceptable risk of building generated windshear or turbulence for aircraft using West Sale Aerodrome, having regard to NASF Guideline B – Managing the Risk of Building Generated Windshear and Turbulence at Airports.
- [Fencing adjoining the Gippsland Rail Line must comply with the requirements of the Responsible Rail Authority](#)

#### **Fences fronting a street**

- Fencing should be visually permeable and should be constructed of materials other than unpainted galvanised steel and wire.
- Fencing should be constructed of materials that complement the building and surrounding area and should be painted a muted colour.
- Where possible, fencing should be softened and screened by vegetation planting.

#### **Landscaping**

- Native vegetation should be retained where possible.
- Land within 5 metres of a road, a residential zone, or another sensitive use should be predominately landscaped.
- Landscaping at the front of lots and nature strips should involve the planting of trees, whilst landscaping near residential or sensitive uses should achieve a screening effect.
- The interface with the railway line should be setback at least 5 metres and landscaped in order to screen views from the highway.
- Car parking must not be provided within the landscape setback areas.
- Landscaping must not be bird attracting and should be consistent with NASF Guideline C – Managing the Risk of Wildlife Strikes in the Vicinity of Airports.

#### **Infrastructure**

- Physical infrastructure such as water, power, reticulated sewage and constructed sealed roads should be available to new buildings.

#### **Acoustics**

- Building design and layout should have regard to the impact of noise from surrounding uses such as the Aerodrome.
- Building design and layout should incorporate techniques to reduce noise emissions to acceptable standards, when the associated use may have adverse off-site noise impacts.

### **3.0**

#### **Subdivision**

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None specified



**4.0 Signs**

~~4.0.1~~  
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None specified

**5.0 Application requirements**

~~5.0.1~~  
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None specified

**6.0 Decision guidelines**

~~6.0.1~~  
C--

The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the Responsible Authority:

- The impact of the development on the amenity and streetscape of the area and particularly having regard to the proximity of Princes Highway, Gippsland rail line and Sale alternate truck route.
- The appearance of the proposed development given its location near the entrance to Sale.
- The proposed landscape treatment.
- The need to ensure that development or works are completed and maintained to a standard appropriate to the site's prominent location.
- Provision of infrastructure both to and on the site.
- Any structure plan, policy, strategy or guidelines relating to the land that have been adopted by the Responsible Authority, including any approved development plan.
- The long-term effect on the amenity of future and current sensitive uses
- Suitable measures to minimise any building design or material impacts on the operation of West Sale Aerodrome, having regard to the National Airports Safeguarding Framework, and associated guidelines, and the West Sale Airport Master Plan Update 2017 (or any superseding documents).
- Separation distances in relation to nearby sensitive uses
- Suitable measures to minimise noise emissions created through any use or development.
- [Suitable measures to minimise any building design or material impacts on the operation of the Gippsland Rail Line](#)

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## SCHEDULE 12 TO CLAUSE 43.04 DEVELOPMENT PLAN OVERLAY

Shown on the planning scheme map as **DPO12**.

### WEST SALE AERODROME INDUSTRIAL PRECINCT

#### 1.0 Objectives

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To facilitate the efficient, practical and coordinated development of the West Sale Aerodrome Industrial Precinct.

To promote best stormwater practice.

To implement the strategies of the *West Sale and Wurruk Industrial Land Supply Strategy (2018)*

[To ensure development does not prejudice or conflict with the ongoing operation of the West Sale Aerodrome, Gippsland rail line, Princes Highway or Sale alternate truck route.](#)

#### 2.0 Requirement before a permit is granted

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A permit may be granted before a development plan has been approved for the following:

- A minor extension, minor addition or minor modification to an existing development that does not prejudice the future, orderly use and development of the area affected by the Development Plan Overlay.

#### 3.0 Conditions and requirements for permits

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Before deciding on an application to subdivide land, construct buildings, or carry out works, the responsible authority must consider, as appropriate:

- Whether the development of the land is occurring in an orderly manner having regard to the purpose of the Industrial Zone; the purpose of adjoining zones; essential services; community facilities; and roads.
- The potential for future subdivision.
- The relationship of proposed and existing nearby use and development, to reduce the chance of conflict.
- The design of any proposed buildings to enhance and reinforce the character of the area.
- The timing of the development of the land.
- The consistency of the proposed development with the approved development plan.
- The National Airports Safeguarding Framework and the West Sale Airport Master Plan Update 2017 (or any superseding documents).

Before any permit is issued for subdivision or development, the owner must enter into an agreement(s) with Council pursuant to Section 173 of the Planning and Environment Act 1987 in relation to contributions (including works in kind) towards shared infrastructure such as major roads, intersections and shared drainage works and associated land.

#### 4.0 Requirements for development plan

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The development plan must include the following:

##### Site Analysis

- The site analysis must show:
  - The topography of the land,
  - The location of any existing vegetation,
  - Drainage lines,

- Sites of conservation, heritage or archaeological significance,
- Nearby aerodrome infrastructure, airspace protection surfaces, aircraft noise contours and other features.
- [The Gippsland Rail corridor and level crossing\(s\).](#)

#### **Land Use, Development and Subdivision**

- A detailed description of the proposed use and activities.
- The proposed overall subdivision layout including lots, roads, public open space and other features of the subdivision in a manner which is responsive to the features identified in the Site Analysis. The layout must:
  - Have regard to the needs of a variety of industry types, the adjacent aerodrome and to any nearby sensitive uses
  - Respond to the natural features of and near the site (including native vegetation and wetlands).
  - Provide for a range of lot sizes to cater for a variety of uses and building floor spaces that are adequate to meet local industry needs.
  - Integrate natural systems (stormwater drainage reserves and overland flow paths) into usable open spaces
  - Include the provision of active transport and local open space connections (such as footpaths and shared paths), in accordance with any relevant Council strategy or policy.
  - Include the provision of safe, segregated pedestrian routes around and between sites.
  - [Ensure no direct drainage into the rail corridor and include fencing of the adjoining Gippsland Rail line in accordance with the requirement of VicTrack.](#)
- Details of how development of the site will respond to the objectives of the *West Sale and Wurruk Industrial Land Supply Strategy (2018)*.
- Details of how development of the site will respond to the objectives of the National Airports Safeguarding Framework, and associated guidelines, and the West Sale Airport Master Plan Update 2017 (or any superseding documents).
- Details of required buffer treatments where necessary to protect the amenity of surrounding properties and the safety of the public, including consideration of runway end Public Safety Zones.
- Details about the staging of the development.
- Details of the siting of buildings, car parking, and building materials and form.
- [Details of how the layout will address the setbacks required to mitigate bushfire risk.](#)
- Access to the existing road network and provision for future access to adjoining properties.
- The location of vehicle crossings.

#### **Infrastructure Services**

- [A preliminary survey and Stormwater Management Plan must be prepared to the satisfaction of the Responsible Authority and the West Gippsland Catchment Management Authority, including the analysis of the drainage catchment within the site and drainage requirements having regard to opportunities to maximise the drainage catchment to the north and minimise stormwater flow to the south.](#)
- [Findings and options must also consider methods to integrate proposed works associated with any expansion to the Aerodrome.](#)

#### **Traffic Management Plan.**

The Traffic Management Plan must:

- Provide convenient, sealed and safe road network design that:
  - Is based on a safe and practical hierarchy of roads including safe intersections and pedestrian and bicycle connections.
  - Use existing roads or road reserves where available.
  - Conforms with the Infrastructure Design Manual, relevant Austroads publications and Australian Standards.
  - Supports buildings which front onto the road.
  - Provides appropriate freight vehicle access recognising larger vehicles and waste management vehicles
- Identify and responds to the need for Category 1 or 2 roads to the satisfaction of the relevant road authorities where access to the development is:
  - Obtained directly from the Category 1 or 2 Road;
  - Obtained from a road other than Category 1 and 2 within close proximity to a Category 1 or 2 road that is considered as a main access link to the development.
- Provide details of any required upgrades to the road network being road widening, sealing, intersections, access points and other upgrades.
- Provide details of timing and developer provision of required upgrades.
- Include an Australian Level Crossing Assessment Model (ALCAM) report based on the full development potential of the Development Plan Area and a Traffic and Rail Risk Assessment to the satisfaction of the Responsible Authority, VicTrack and the Road Authority. The assessment must:
  - Consider the impact of proposed development on the Sale-Heyfield Road, Sale Cowwarr Road, Williams Drive and the Princes Highway.
  - Identify any risks associated with the increased use of the level crossings located at Sale-Heyfield Road, Sale Cowwarr Road and Williams Drive and;
  - Recommend appropriate measures to address identified risks and upgrade the level crossing in accordance with AS 1742.7 Manual of Uniform Traffic Control Devices - Railway Crossings.

The costs of any risk mitigation or level crossing upgrades identified are to be provided at no cost to VicTrack or V/Line

- ~~▪ Include a Traffic Risk Assessment to the satisfaction of the responsible authority, V/Line and the Road Authority. The Risk Assessment must:~~
  - ~~▪ Identify any risks associated with the increased use of the level crossings located at Sale-Heyfield Road, Sale Cowwarr Road and Williams Drive; and~~
  - ~~▪ Provide mitigation techniques for any identified risks.~~
- Provide details of access arrangements to Sale-Heyfield Road including the consideration of
  - Minimising the frequency of access points; and
  - the strategic nature and status of the Sale Alternative Truck Route; ~~and~~
- Consider the opportunity to establish a broader functional road network which connects Sale-Cowwarr Road to Sale-Heyfield Road, north of the railway line, including a review of rail connections.

#### **Landscape Plan**

- A full vegetation survey and condition statement; and
- A landscape design and theme for the site, including public open space, buffer areas and road reserves taking into account existing vegetation and the desire to develop high quality industrial areas. The landscape design must:

- Be consistent with NASF Guideline C – Managing the Risk of Wildlife Strikes in the Vicinity of Airports.

#### **Ecological Assessment**

A preliminary Ecological Assessment must be undertaken to identify the potential presence of protected species. Further Ecological Assessments may be required if the presence of protected species is identified.

The preliminary assessment and any further assessments must be prepared to the satisfaction of the Responsible Authority.

#### **Preliminary Cultural Heritage Survey**

A preliminary Cultural Heritage Survey is to be prepared to identify the presence of any cultural heritage within the site. If areas of cultural heritage are found on the site a detailed Cultural Heritage Management Plan must be prepared to the satisfaction of the Responsible Authority.

#### **Aviation Impact Assessment**

An Aviation Impact Assessment is to be prepared to the satisfaction of the Responsible Authority having regard to the National Airports Safeguarding Framework, and associated guidelines, and the West Sale Airport Master Plan Update 2017 (or any superseding documents). Any recommendations or requirements of this assessment must be incorporated into the development plan.

#### **Approval of a Development Plan**

- In assessing or amending a development plan, the responsible authority must be satisfied that the plan:
  - Achieves the objectives as set out in relevant structure plans, policy, strategy or guidelines relating to the development area.
  - Meets any requirements of any relevant service and determining authorities.
  - Is developed with the appropriate level of stakeholder participation.
  - Accords with any relevant Agreement prepared under Section 173 of the *Planning and Environment Act 1987*.
  - Implements the requirements of the Infrastructure Design Manual (IDM), relevant Austroads publications, Australian Standards.
  - Supports design and development principles as set out in Supportive Environments for Physical Activity (SEPA) principles of healthy urban design - refer to Healthy by Design guidelines; Water Sensitive Urban Design (WSUD), including recycling infrastructure and use of treated water; Best Practice Environmental Management Guidelines; and Crime Prevention Through Environmental Design (CPTED).
  - Implements transition agreements if part of the Precinct is developed while residences remain in others.

16/08/2018  
C101**SCHEDULE TO CLAUSE 72.03 WHAT DOES THIS PLANNING SCHEME CONSIST OF?****1.0****Maps comprising part of this planning scheme:**16/08/2018  
C104 C103

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- 124, 124ESO7, 124PAO
- 125, 125HO, 125DDO, 125DPO, 125LSIO-FO, 125AEO,
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- 127, 127AEO, 127DDO, 127DPO, 127ESO2, 127ESO5, 127HO, 127LSIO-FO, 127BMO
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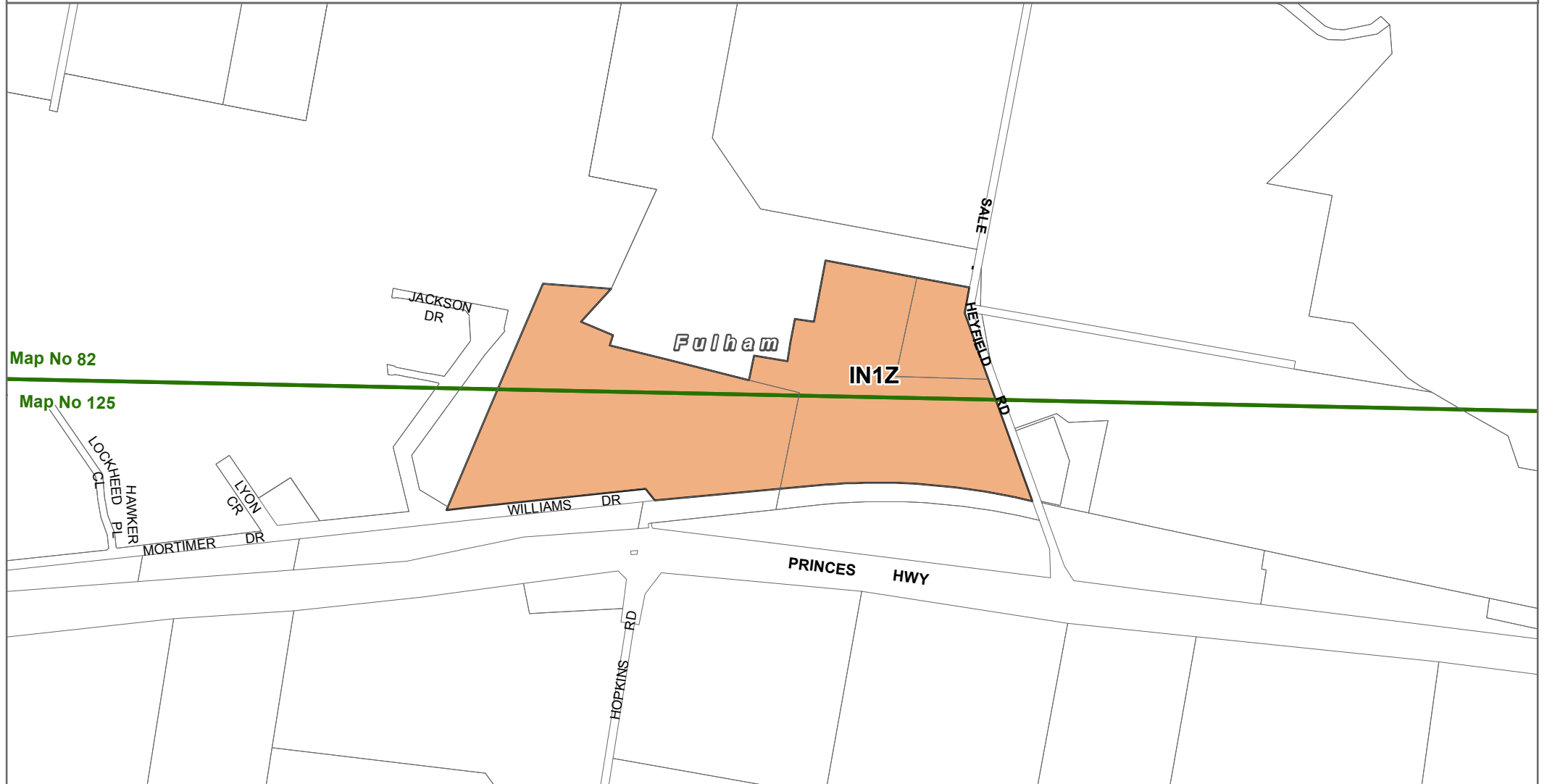
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- 220, 220BMO
- 221, 221ESO1, 221ESO2, 221BMO
- 222, 222ESO1, 222BMO

# WELLINGTON PLANNING SCHEME - LOCAL PROVISION

## AMENDMENT C103



### LEGEND

- IN1Z - Industrial 1 Zone
- Local Government Area

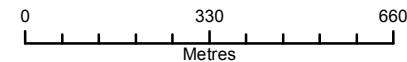
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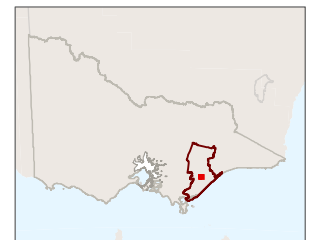
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Print Date: 12/10/2018



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Land, Water  
and Planning

Part of Planning Scheme Maps 82 & 125



# WELLINGTON PLANNING SCHEME - LOCAL PROVISION

## AMENDMENT C103



### LEGEND

- DDO23 - Design and Development Overlay - Schedule 23
- Local Government Area

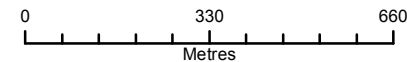
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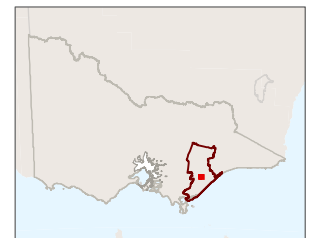
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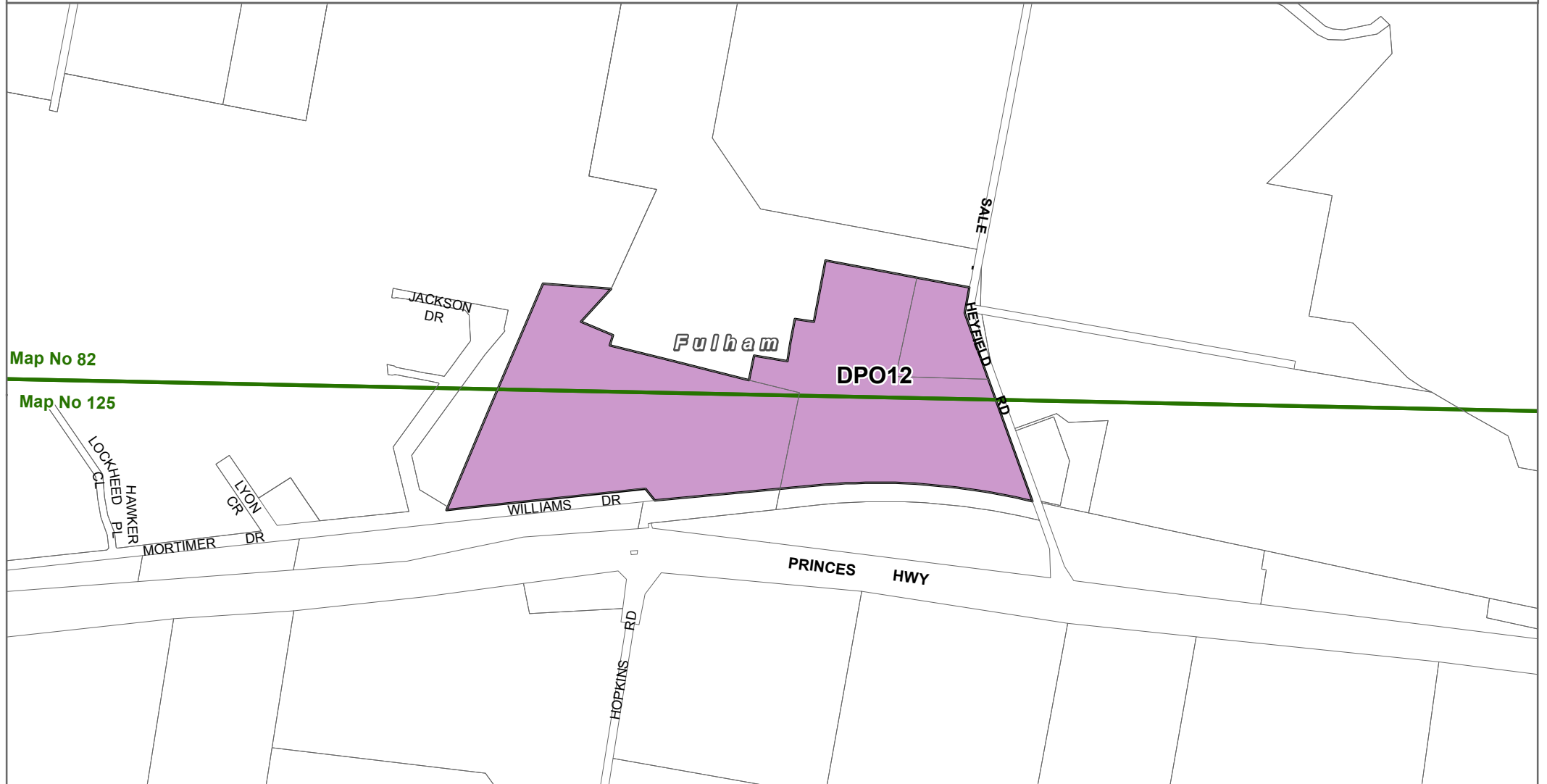
Part of Planning Scheme Maps 82DDO & 125DDO





# WELLINGTON PLANNING SCHEME - LOCAL PROVISION

## AMENDMENT C103



### LEGEND

- DPO12 - Development Plan Overlay - Schedule 12
- Local Government Area

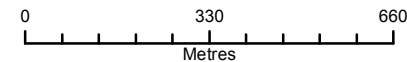
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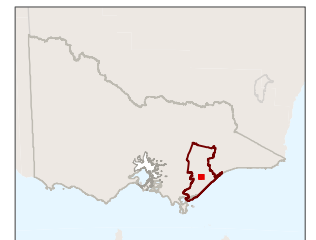
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and Planning

Part of Planning Scheme Maps 82DPO & 125DPO



*Planning and Environment Act 1987*

**WELLINGTON PLANNING SCHEME**

**AMENDMENT C103**

**INSTRUCTION SHEET**

The planning authority for this amendment is the Wellington Shire Council.

The Wellington Planning Scheme is amended as follows:

**Planning Scheme Maps**

The Planning Scheme Maps are amended by a total of 3 attached map sheets.

***Zoning Maps***

Amend Planning Scheme Map Nos.82 and 125 in the manner shown on the 1 attached map marked "Wellington Planning Scheme, Amendment C103".

***Overlay Maps***

1. Amend Planning Scheme Map Nos. 82DDO, 125DDO and 125DPO in the manner shown on the 2 attached maps marked "Wellington Planning Scheme, Amendment C103".
2. Insert new Planning Scheme Map No.82DPO in the manner shown on the 1 attached map marked Wellington Planning Scheme, Amendment C103.

**Planning Scheme Ordinance**

The Planning Scheme Ordinance is amended as follows:

3. In Local Planning Policy Framework – replace Clause 21.05 with a new Clause 21.05 in the form of the attached document.
4. In Local Planning Policy Framework – replace Clause 21.20 with a new Clause 21.20 in the form of the attached document.
5. In Overlays – Clause 43.02, insert a new Schedule 23 in the form of the attached document.
6. In Overlays – Clause 43.04, insert a new Schedule 12 in the form of the attached document.
7. In General Provisions – Clause 72.03, replace the schedule with a new Schedule in the form of the attached document.

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