



Strategy and Structure Plan for the Mailors Flat Township

Final Plan - March 2010

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1 Executive Summary

The Mailors Flat Strategy and Structure Plan is a strategic document to guide the future of this township. The Plan has been prepared on behalf of the Moyne Shire Council by SMEC Urban.

The township of Mailors Flat is located approximately 9 kilometres north of Warrnambool, within south west regional Victoria. The study area covers the township (approximately 350 hectares) and surrounding rural land. Mailors Flat is characterised by low density rural residential uses centred either side of the Warrnambool-Caramut Road with some scattered rural industries and small scale retail uses. The township is surrounded by agricultural land predominantly used for grazing and dairy farming.

The purpose of this Plan is to establish principles and objectives for the future of Mailors Flat. This Strategy Plan summarises the setting of Mailors Flat, the issues affecting the township, and identifies opportunities and constraints to future development. The Structure Plan articulates the preferred development direction for the town to meet the vision and objectives detailed in the Strategy Plan.

The demand for residential subdivision within Mailors Flat has been steadily increasing since 2000. Based on current residentially zoned land within Mailors Flat, the township could contain approximately 530 dwellings if all existing land was subdivided. Based on a household size of 2.46 persons, this equates to a possible population of 1300 people in Mailors Flat if current zoning was to be developed.

The Koroit and District population projections to 2021 for dwelling construction estimate approximately 30 dwellings/year are built in the district. The district includes many small townships such as Koroit, the villages of Kirkstall and Winslow and the rural localities of Crossley, Dennington (part), Illowa (part), Killarney, Mailors Flat, Southern Cross, Tower Hill, Yangery (part) and Yarpurk. Assuming 10- 20% of the new dwelling constructions were in Mailors Flat, that is 3-6 dwellings constructed per year, this would leave anywhere from 70-140 years land supply available in the current zones, which is well in excess of what should be planned for.



A number of key themes have been identified during consultation with the community and relevant authorities:

- Mailors Flat has no formalised drainage network, which is causing concern given the increasing pressure for new subdivisions;
- There is a mix of sealed and unsealed roads within the township. Some roads are not constructed to a sufficient standard, given the existing and predicted traffic flows. Some roads within Mailors Flat are used as a bypass route for larger vehicles;
- The soils within Mailors Flat are not suited to some waste treatment systems. Problems have been experienced and there is a concern that this will continue to occur as development continues;
- Improvements are essential at the dangerous intersection of Warrnambool-Caramut Road and Koroit-Mailors Flat Road;
- Existing significant vegetation through Mailors Flat should be conserved;
- The most commonly identified centre of town is surrounding the existing general store and post office;
- The rural residential character of the township should be preserved;
- The increase of young families to Mailors Flat and the surrounding district may require future community and other social services within the town.

Section 1 of this report provides background information and analysis which has been gathered to help identify issues that shape the key directions for Mailors Flat.

Section 2 identifies the opportunities and constraints within Mailors Flat and establishes the overarching vision for the future of the township, which is:

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

The overarching vision has been developed from specific directions including:

- Preserve the existing rural residential character of Mailors Flat;
- The future town centre should be located around the existing general store & post office;
- The entrances to Mailors Flat should be attractive visual features and not contain unsightly land uses;
- Existing native and significant vegetation should be retained within Mailors Flat, especially along Shady Lane;
- Future lot sizes should respect the capability of the land and should be between 1-5 acres (approximately 0.4 - 3 hectares)*;

- Future development should have infrastructure connections to all available services including electricity, water supply, waste disposal and telecommunications;
- Future development should be accessed by a safe and efficient road network;
- Mailors Flat should allow for opportunities for necessary non-residential land uses to serve the community needs; and
- Respect the surrounding rural land of Mailors Flat.

Section 2 also details the specifics of the Structure Plan for Mailors Flat. The Structure Plan has been developed in response to the vision outlined and addresses the following key areas:

- Character of Mailors Flat and its town centre;
- Development demand;
- Road network & Infrastructure;
- Needs for services and community facilities; and
- Protection & enhancement of environmental values.

* Future minimum lot sizes are to be reviewed in light of any detailed land capability assessment.

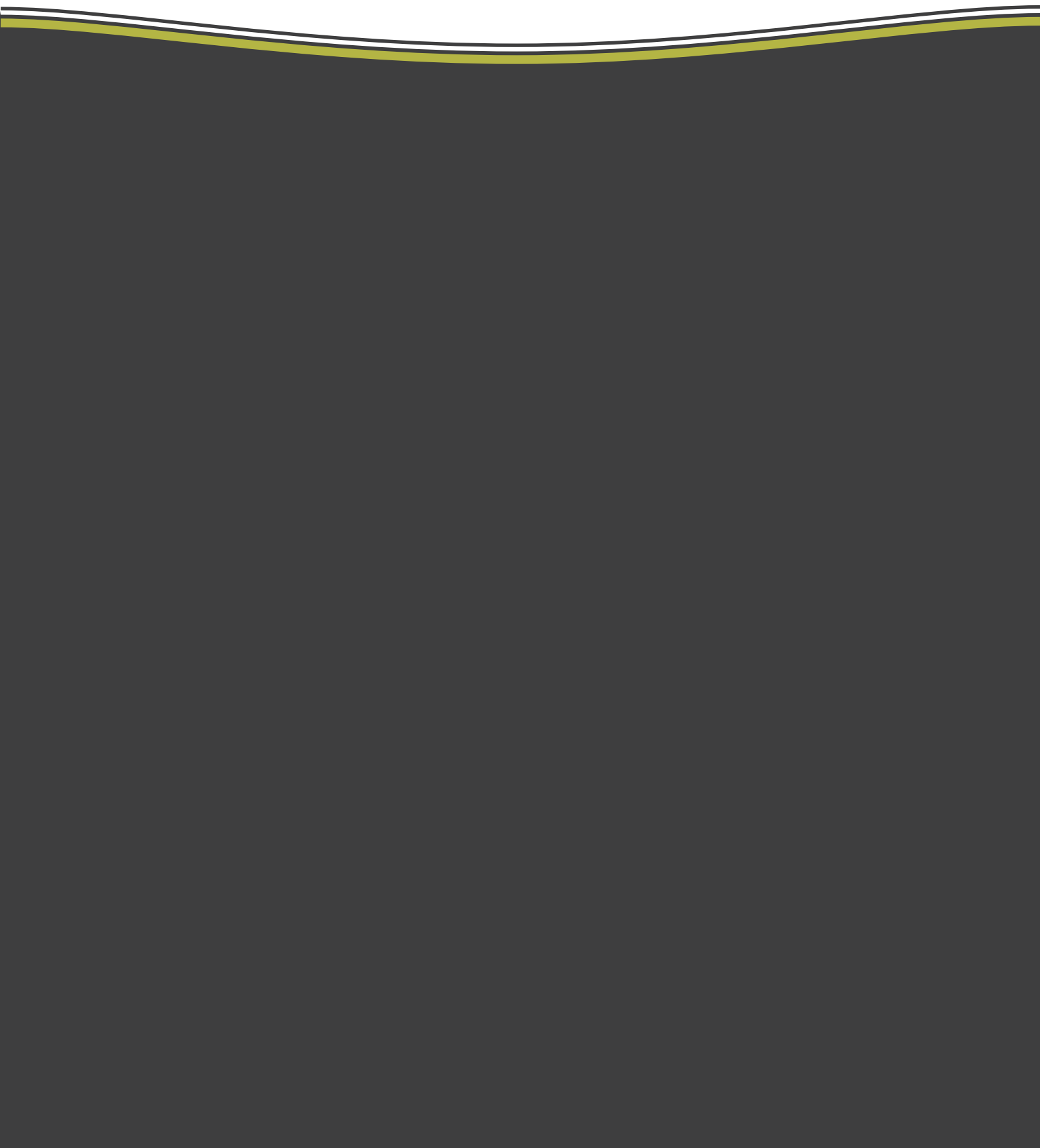
Section 3 identifies the range of planning policies and scheme provisions to be applied and developed and the supporting actions to be implemented to achieve the key vision and objectives. The following changes to the Moyne Planning Scheme, further strategic work and construction works required are recommended as follows:

- The inclusion of the Strategy & Structure Plan as a reference document in the planning scheme to guide planning decision making;
- Re-zone surplus residentially zoned land as identified within the Structure Plan including Low Density Residential Zone to Rural Living Zone and Township Zone to Low Density Residential Zone. Incorporate any required schedules to the zones to achieve the objectives in the Strategy and Structure Plan;
- Application of a suitable overlay to protect existing environmental values (including high significance vegetation);
- Application of the Development Contributions Plan Overlay (DCPO) to the township, should a Development Contributions Plan be prepared;
- Consider the need for the future application of additional planning controls (such as the Design and Development Overlay (DDO)) for non-residential land uses;
- Consider applying a Development Plan Overlay (DPO) to areas east and west of Caramut Road to ensure future subdivision is appropriately connected and integrated;
- Preparation of a drainage scheme for Mailors Flat;
- Undertake a land capability assessment;
- Undertake cultural heritage assessments and flora and fauna assessments;
- Prepare a landscape master plan for the township, including for the town park area;
- Prepare a developer contributions plan or other suitable alternative agreement;
- Consider the need for the future application of the Airport Environs Overlay (AEO) for the possible expansion of the Warrnambool airport;
- Undertake a feasibility review to consider acquisition of land containing high quality native vegetation at the end of Shady Lane for public conservation purposes;
- Undertake a traffic engineering assessment for the closure of Russells Road to Warrnambool-Caramut Road;
- Consider developing strategy for utilising open space contributions to provide appropriate community infrastructure;
- Construct the drainage system in accordance with a finalised drainage scheme;
- Upgrade roads in accordance with Road upgrade strategy prepared by Council;
- Build public toilets and playground/park facilities;
- Acquire and manage/maintain Shady Lane native vegetation land as a Public Reserve;
- Undertake landscaping works as specified in the landscape Master Plan.

Each recommendation has an identified funding source and priority timeframe, which are listed within Chapter 8 of this report.



Section 1



2 Introduction

Purpose of the Strategy and Structure Plan

The Mailors Flat Strategy and Structure Plan is a strategic document to guide the future of this township. The Plan has been prepared on behalf of the Moyne Shire Council by SMEC Urban.

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The purpose of this Plan is to establish principles and objectives for the future of Mailors Flat. This Strategy Plan summarises the setting of Mailors Flat, the issues affecting the township, and identifies opportunities and constraints for future development. The Structure Plan articulates the preferred development direction for the town to meet the vision and objectives detailed in the Strategy Plan.

How will the Plan be used?

The Strategy Plan is a tool used by the Moyne Shire Council to guide future use and development in a co-ordinated and orderly manner within Mailors Flat. The Strategy Plan is the key written strategic document for Mailors Flat.

The Mailors Flat Strategy Plan is one half of the total package. It is complemented by the Structure Plan that illustrates the preferred development concept for the future of the township.

The Moyne Shire Council will rely upon the Strategy and Structure Plan, in considering land use and development applications (including subdivisions) and when assessing future needs for infrastructure and services.

Importantly, the Strategy and Structure Plan seeks to provide greater certainty for the residents and landholders of Mailors Flat on the future planning and development of their township.

Components of Strategy and Structure Plan

This document contains three parts as follows:

Section 1 contains the background information which shapes the content of Section 2 and 3. It includes a description of the township, summarises the relevant planning policies to the area and the findings of the community & stakeholder consultation.

Section 2 identifies the opportunities and constraints for the future of Mailors Flat. It establishes the vision and objectives for Mailors Flat. This section also articulates how the vision and objectives are achieved on the ground as illustrated in the Structure Plan.

Section 3 contains the Implementation Plan for the Strategy and Structure Plan. This includes recommendations for planning scheme amendments, further strategic work and construction works required.

3 Site Context and Demographics

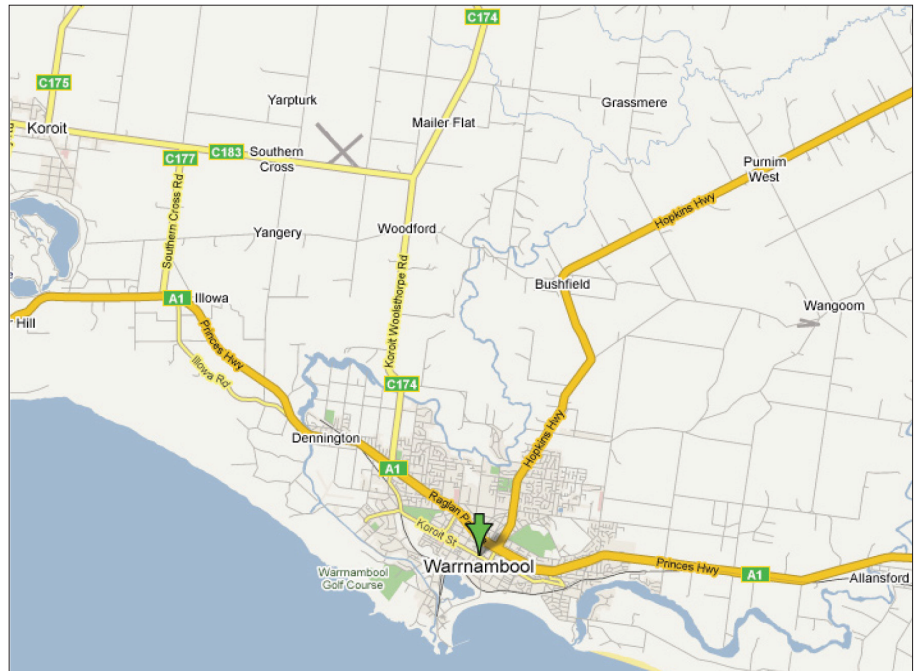
Location and Description

The township of Mailors Flat is located approximately 9 kilometres north of Warrnambool and 8 kilometres east of Koroit, within south west regional Victoria. With a population of approximately 150 (anecdotal evidence), Mailors Flat acts as an outlying township to Warrnambool and has associations to other nearby townships including Koroit, Woodford, Bushfield and Grassmere.

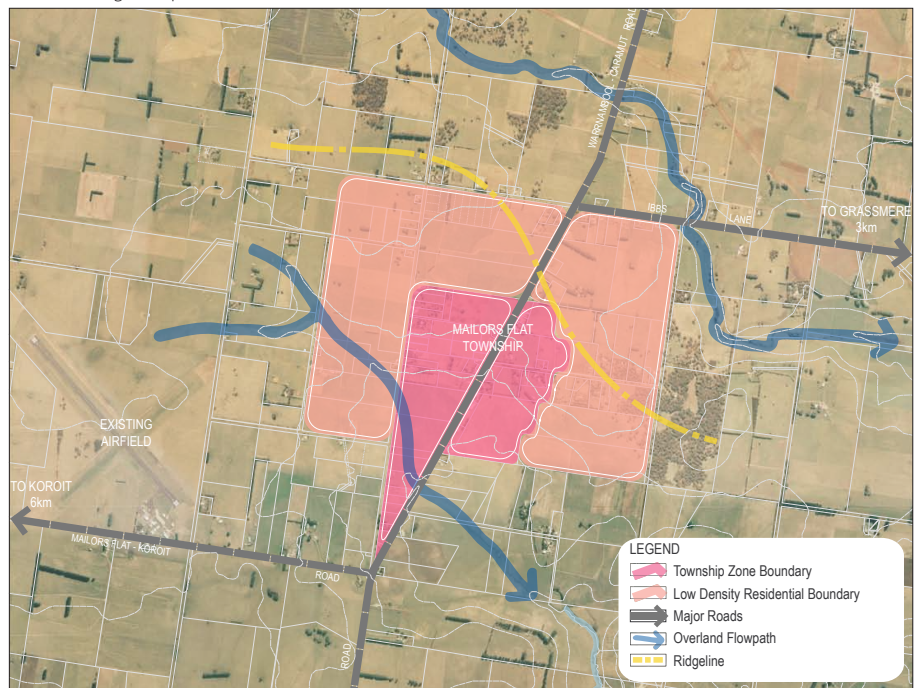
Mailors Flat is characterised by its low density rural residential development centred either side of the Warrnambool-Caramut Road. The township is surrounded by agricultural land predominantly used for grazing and dairy farming. Within Mailors Flat along Warrnambool-Caramut Road, there are some small scale retail and community uses including the general store & post office, public hall and tennis courts, antique shop and other small rural businesses.

The community of Mailors Flat regularly commute and rely upon the surrounding towns for employment, schools, shopping and recreation, as Mailors Flat does not provide for these needs.

In recent years, Mailors Flat has become an attractive rural residential alternative to Warrnambool, due to its low density and open landscape character. Within Mailors Flat, there is approximately 3.65 square kilometres of available residentially zoned land. The presence of both the Township & Low Density Residential Zones has encouraged an increase in the proposed number of residential subdivisions received by the Moyne Shire Council since 2003.



Source: Google Maps



Extent of zoning and topographic features

Aptly named, Mailors Flat is dominated by low lying and flat land, with a gradual rise towards the north of the township up to Ibbs Lane. On the eastern boundary of the town, there is a significant natural gully with a high ridgeline that provides longer views to agricultural land towards the township of Grassmere. The Warrnambool Airport is located to the west of Mailors Flat, with runways near the edge of the township within approximately 800 metres of the Low Density Residential Zone.

An unformed overland drainage line runs north-west to south-east transecting through the southern parts of Mailors Flat and drains to the Merri River, located approximately 2 kilometres to the south east.

The agricultural land uses within and surrounding Mailors Flat benefit from the high quality volcanic soils that exist throughout the Moyne Shire, making it one of the most productive farming areas in Australia. The dairy industry within this region contributes to a significant proportion of the total Victorian production. Murray Goulburn, one of the leading producers of dairy products in Victoria is located within nearby Koroit.

Although most of Mailors Flat was historically cleared for farming activities, there are pockets of significant remnant vegetation, predominantly in the eastern parts of the township. Shady Lane is well known for its tree-lined avenue character containing some large mature Eucalypts and thick native understorey. A parcel of land exists on the southern bend of Shady Lane containing undisturbed native vegetation with high significance that is worthy of protection and retention.



Unformed overland drainage line



Shady Lane

Demographics

Overview of data

There is no demographic information that relates uniquely to the township of Mailors Flat, thus the size and age breakdown of the current population is not known. Australian Bureau of Statistics (ABS) Census information collected in 2006 selects a wider statistical area surrounding Mailors Flat and includes other outlying townships.

Statistical information and population projections are available for 'Koroit & District' which includes the township of Koroit, the villages of Kirkstall and Winslow and the rural localities of Crossley, Dennington (part), Illowa (part), Killarney, Mailors Flat, Southern Cross, Tower Hill, Yangery (part) and Yarpurturk.

Separate to this, current statistical information is available for 'Mailor Flat (sic)' which is defined as a State suburb by the ABS but it does not confirm which townships are included.

For the purposes of this Strategy Plan, the data that has been relied upon is the Koroit & District statistical information, as it provides projections for the future population growth in the region. This information has been obtained from Population and Household Forecasts 2007, prepared by Id Consulting Pty Ltd.

Population Forecasts

Koroit & District is experiencing steady population growth, with a projected increase from 3734 persons in 2001 to 4542 persons in 2021 (source: .id), equating to a 17% increase in total population over 20 years. The population is also expected to age significantly, particularly in the 60+ year age brackets.

Figures 1 and 2 show the forecast age structure and the changes predicted in age structure:

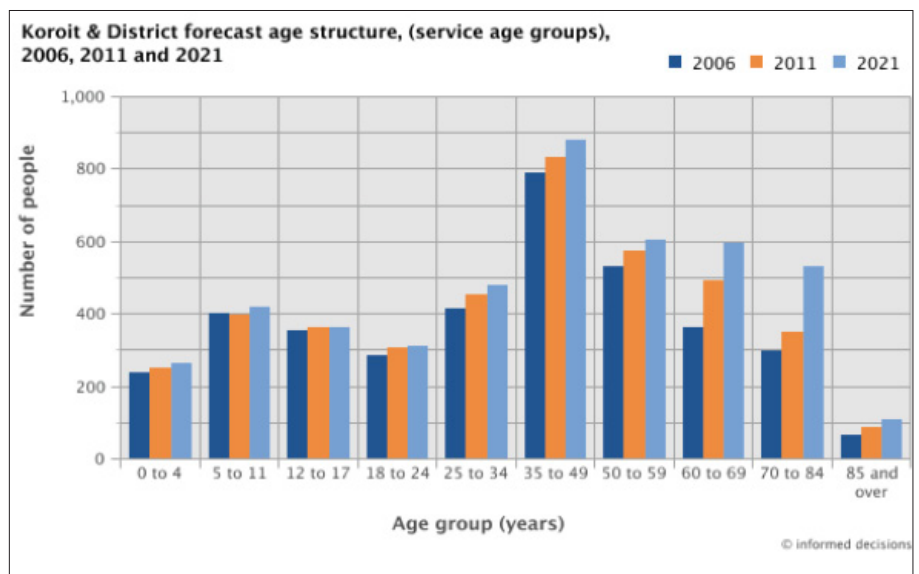


Figure 1- Population Forecasts for Koroit & District 2006-2016 (source: .id)

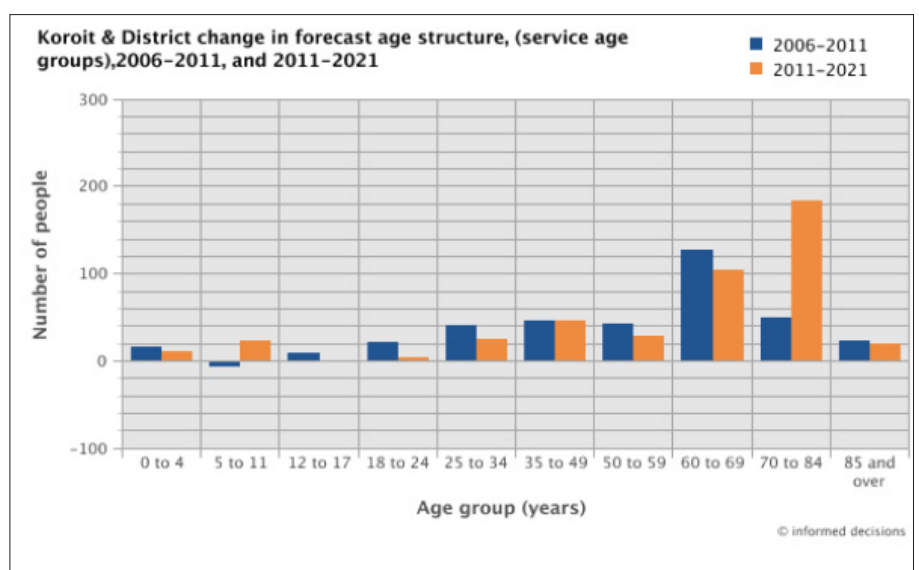


Figure 2- Change in Forecast Age Structure for Koroit & District 2006-2021 (source: .id)

Housing Forecasts

Projections have been provided on the number of new land developments within Koroit & District up to 2021. Figure 3 shows the assumed new dwelling gain up to 2021.

The 2001-2007 dwelling additions are based on Council issued occupancy permits. From 2008 onwards, it is expected that there will be a total of 143 dwellings constructed within greenfield developments, a total of 116 dwellings constructed in rural areas and approximately 10-15 dwellings per annum as infill and vacant lot development.

It is projected that the types of households that the community will live in will also continue to increase, in particular for couples without children and lone person households (Figure 4). This is consistent with the prediction that the total population is expected to age significantly over the next 20 years.

Despite the projected increases in total population size within Koroit & District, the size of households is expected to slowly decline from 2.70 persons in 2006 to 2.46 persons in 2021.

Anecdotal evidence notes that there has been an increase in the number of young families moving to Mailors Flat in recent years. Although there are no schools within Mailors Flat, there are primary schools located within nearby townships (albeit they have limited capacity for new students). It is considered that land affordability and the low density rural-residential landscape may be the contributing factors that attract young families to Mailors Flat.

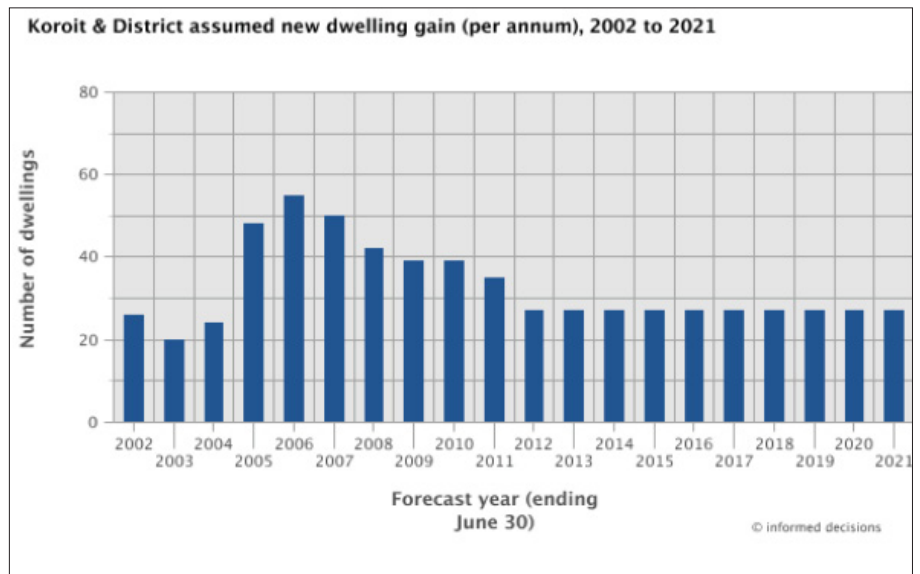


Figure 3 - Assumed new dwelling gain for Koroit & District 2002-2021 (source: id)

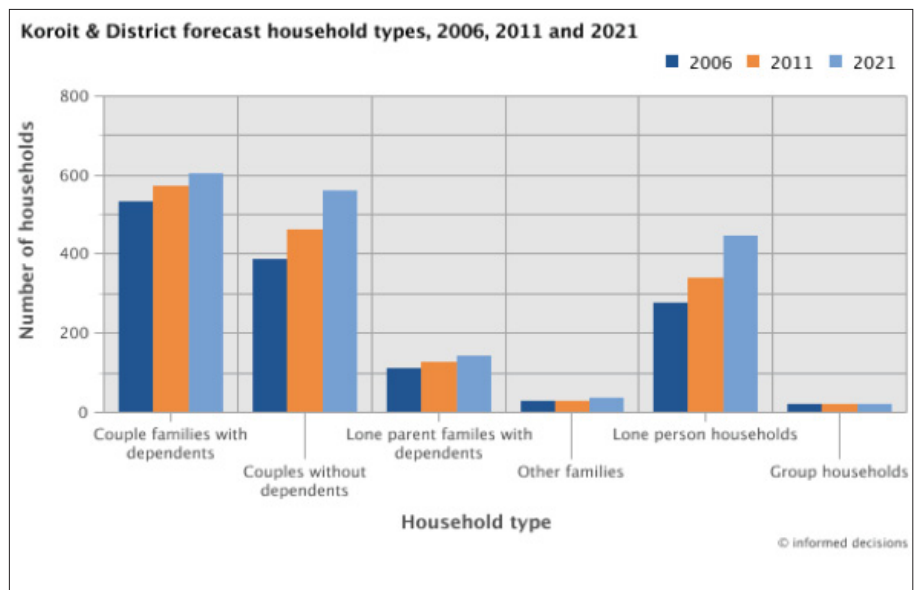


Figure 4 - Forecast housing types for Koroit & District 2006, 2011 & 2021 (source: id)

Existing zoned land capacity

To estimate the potential number of dwellings that could be built within the currently zoned land in Mailors Flat, a calculation was done based on the possible densities of development to estimate a potential development yield. Table 1, below demonstrates the results:

Table 1 Mailors Flat - zoned land analysis

Township Zone	area (ha)	% taken out for other uses*	Net Residential area (ha)	average lot size applied (ha) #	potential number of lots/dwellings
West of Warrnambool-Caramut Rd	58.6	25%	44.0	0.4	110
East of Warrnambool-Caramut Rd (north Shady Lane)	13.9	25%	10.4	0.4	26
East of Warrnambool-Caramut Rd (south Shady Lane)	25.9	25%	19.4	0.4	49
TOTAL	98.4		73.8		185
Low Density Residential Zone	area (ha)	% taken out for other uses *	Net Residential area (ha)	average lot size applied (ha)	potential number of lots/dwellings
West of Russells Rd	84.3	15%	71.7	0.6	119
Between Russells Rd / Warrnambool-Caramut Rd	47.9	15%	40.7	0.6	68
North of Shady Lane	72.0	15%	61.2	0.6	102
South of Shady Lane	42.3	20%	33.8	0.6	56
TOTAL	246.5		207.4		346
Total for all residentially zoned land	344.9		281.2		530

* assumes 20% of land for roads and 5% of land for public open space
assumes the land is not sewered, therefore minimum lot size 4000 sqm

Note: Does not exclude existing dwellings / lots from calculation.

Therefore, based on currently zoned land, Mailors Flat could contain approximately 530 dwellings if all existing land was subdivided. Based on a household size of 2.46 persons, this equates to a possible population of 1300 people in Mailors Flat if all current zoned land was to be developed at allowable densities.

The Koroit and District projections to 2021 for dwelling construction estimate approximately 30 dwellings/year are built in the district. Assuming 10-20% of these were in Mailors Flat, that is 3-6 dwellings constructed per year, which would provide anywhere from 70-140 years land supply available in the current zones, which is well in excess

of the recommended 10 years supply under state government guidelines on provision of adequate land supply.

Existing Services and Infrastructure

Mailors Flat does not have reticulated water and sewerage. Wannon Water is the water authority for the area and has no plans to provide reticulated water and sewerage within the next 10 years. The cost of providing reticulated sewerage for the township is estimated at \$25-30,000 per property.

Southern Rural Water is the authority responsible for water bores in the township which are relied on heavily for agricultural and residential purposes.

Rainwater tanks are relied upon within the township for drinking water and other domestic uses. The increasing use of bores within Mailors Flat and surrounding farming land, creates the potential for flow-on impacts to groundwater and the region's underground water supply.

Mailors Flat has a mix of sealed and unsealed roads. The Moyne Shire Council is responsible for all roads within Mailors Flat, with the exception of the Warrnambool-Caramut Road which is managed by Vic Roads. There are no formed footpaths within Mailors Flat and most roads have grassed verges with an absence of formal roadside drainage.

4 Key Documents & Planning Policy

Key Background Documents

A number of documents have been completed by the Moyne Shire Council that are relevant to the Strategy and Structure Plans. A short summary of each document is provided as follows:

Roadside Management Plan, Municipal Roads (Moyne Shire Council, September 2007)

The Moyne Shire Council is responsible for the municipal road network which includes all roads and ancillary areas (e.g. car parks, rest areas etc); sealed and unsealed roads in both rural and urban areas (including pavements, shoulders, drainage, roadside vegetation, kerb and channels, all road furniture such as signs, barriers, fences, seats, bins etc); structures including bridges and major culverts, bus shelters; foot and bicycle paths.

Within this Management Plan, the road hierarchy is defined. Figure 5 shows the hierarchy of roads within Mailors Flat. Table 2 summarises the hierarchy of roads in Mailors Flat.

All Link and Collector Roads in the Shire are sealed, but not all sections of these roads meet the design standards for seal width. When reconstruction is planned, Council aims to upgrade these roads to target design standards, having regard to available resources.

The Roadside Management Plan also outlines the design standards for rural sealed and unsealed roads, including Council's maintenance targets.

Table 2 - Summary of Road Hierarchy

Road Type	Road names	Function/Description
Link Road	Ibbs Lane (east of Warrnambool-Caramut Road)	Part of major truck route and/or passenger vehicle route through the Shire, which is not an "arterial" road as defined under the Road Management Act, with traffic volumes generally exceeding 150 vehicles/day.
Collector Road	Sims Road Russell Road (south of Ibbs Lane)	Provides a connection between traffic generators and destinations, or provides a connection between arterial roads, link roads and destinations, with traffic volumes generally exceeding 70 vehicles/day.
Access Road	Shady Lane Russells Road (north of Ibbs Lane) Ibbs Lane (west of Warrnambool-Caramut Road) McCoshs Road Hurleys Lane Lynchs Lane Primmers Road	Access to abutting properties is prime purpose. There are various categories of access roads including: <ul style="list-style-type: none"> Sealed Gravel Level 1 Gravel Level 2 Formed Unpaved Unformed/Unpaved Fire Access Track Unformed/Unpaved

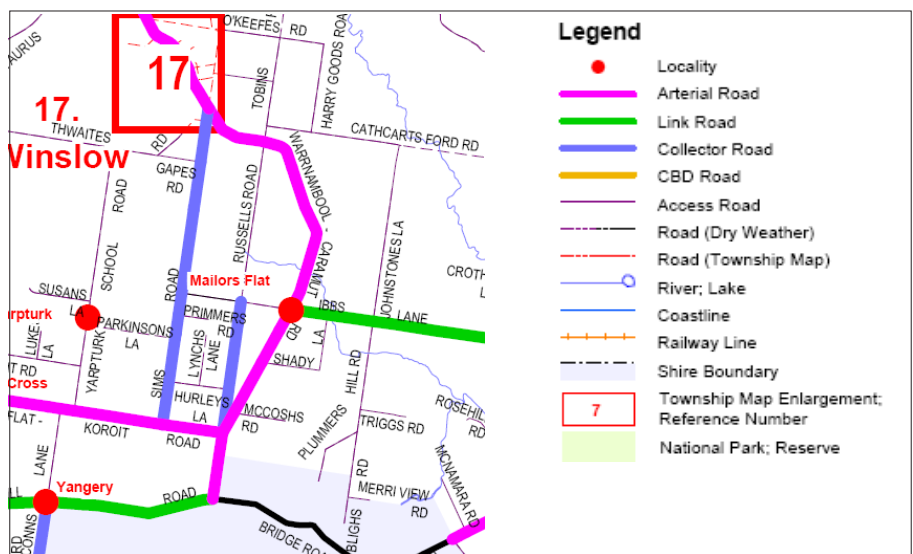


Figure 5 - Road Hierarchy Plan

Moyne Futures Community Plan (May 2007)

The Community Plan aims to provide a clear vision for future generations and identify the matters that are important in the community that should be preserved as change occurs. The plan also outlines the improvements that can be made as well as the directions that are required to respond to change.

The Community Plan lists a series of opportunities and constraints within the Moyne Shire Council that have influenced the development of the community plan including the changing population; changing economy and land use; changing social and political trends and Climate Change.

The Community Plan identifies seven priority themes to guide the future direction of Moyne communities. These themes are intertwined and the outcomes for some rely on the progress and achievements of other themes. The seven themes are identified in Table 3:

For each theme, the Plan identifies 'what we value and what we want to improve' for each matter and then lists the 'ideas for action & activities'. Finally, the 'key partners' involved in progressing the work are identified to ensure that there is a sense of responsibility to continue to work towards achieving the vision.

Table 3 - Seven Themes identified in the Community Plan

Theme	Vision
Strengthening our community	Moyne residents will have a strong sense of community spirit and enjoy the 'peace and quite' of the country.
Investing in our Youth	Moyne will be seen by our youth as a desirable place to live, with plenty of local educational, employment and recreational opportunities.
Improving Health and Lifestyle	The people of Moyne are active, healthy and happy. They are enjoying their lifestyle and actively participating in the community.
Improving Transport and Roads	Moyne residents and visitors will travel on a safe road network.
Progressing a diverse and vibrant Economy	A healthy and diverse economy which promotes enterprise and innovation builds on its natural resource strengths and contributes to the employment base for the local community.
Sustaining our Natural Environment	Our spectacular natural and built landscape is protected and development is happening within a sustainable framework.
Developing the Diversity of our Place and Space	Moyne is a place where culture and creativity are highly valued and opportunities for participation in a wide range of leisure activities abounds.

Moyne Shire Council Youth Strategy 2007-2010

Further to the Community Plan, there is a Moyne Youth Strategy which focuses on the younger generations within the Moyne Shire Council. The Youth Strategy aims to clearly identify and articulate the needs of young people in the Shire so as to provide a more co-ordinated and targeted approach to their meaningful participation in the life of the community, both now and into the future. It aims to be reviewed annually and incorporates an action and implementation plan. The strategy has been prepared in conjunction with the Moyne Shire Youth Council.

Seven recommendations are listed within the Youth Strategy including:

- Building community connectedness for young people across the Shire;
- Ensure the sustainability of current and future youth initiatives through ongoing and appropriate funding agreements through the Council and other funding bodies;
- The continual and effective application of community development frameworks in all youth initiatives and programs;
- Further development of the FReeZa Program to more effectively meet the social and recreational needs of our youth;
- An increased focus on accessible recreational, entertainment and social networking options for youth;
- Greater emphasis on the engagement and participation of youth in the wide, local community and their involvement in youth- based community projects;
- Continue to advocate the transport needs of young people across the Shire at both local and regional government levels.

Moyne Shire Council Environmental Sustainability Strategy- July 2005

The Environmental Sustainability Strategy presents the Council's direction and visions for the future and sets sound, practical goals for what is to be achieved. The strategy also establishes a process for constant environmental quality assurance monitoring and improvement.

The strategy is based upon three principles including 1) protect remaining values; 2) enhance that which is degraded and 3) restore some of that which has been lost.

Council has targeted six main areas including water quality & conservation; soil quality & conservation; greenhouse gas emissions; waste management practices; biodiversity management and education & awareness. The Strategy sets out the main objectives and priority actions that are required to deliver the Council's goals in each of these areas.

These identified actions are general in nature and the broader principles will be incorporated into the Mailors Flat Strategy and Structure Plan.

Moyne Shire Council Roadside Vegetation Plan (2001)

There are two areas of Mailors Flat, Shady Lane and part of Russells Road, which are listed as high and medium significance respectively within Council's Roadside Vegetation Plan, shown in Figure 6.

The life of the Plan is acknowledged to be 5 years, although Moyne Shire Council has not yet published the updated version.

The Vegetation Plan summarises a detailed list of management policy objectives that covers a range of activities. The following objectives are considered relevant to the two significant vegetation areas in Mailors Flat:

- Vegetation should be left to regenerate naturally on High conservation value roadsides with high quality remnants;
- Identify areas of rare, threatened or significant flora and fauna habitat or other significant sites on roadsides. Record the location, status and management of the site and register the site with the managing authority;
- Where appropriate, mark site with a Significant Roadside Area sign or environmental marker;
- When signs are erected, advise the adjoining landowners, occupiers and road crews of the reasons for the areas significance and the implications of the listing;
- On Medium and High conservation roadsides, the maximum width of ploughed, graded or sprayed firebreaks shall be 3.0 metres, and located within existing firebreaks;
- Weed control by ploughing, cultivation or broad acre herbicide

use is prohibited on all roadside areas which have a Medium or High conservation value except as an ancillary measure to Country Fire Authority (CFA) activities in accordance with the Municipal Fire Prevention Plan;

- Control environmental weeds on High conservation roadsides;
- Undertake control of pest animals on Medium and High conservation value roadsides in a manner that causes the least disturbance to the vegetation;
- The use of rotary drain cleaners on Medium and High conservation value roadsides is prohibited;
- Identify machinery turn-around points in areas that will not result in disturbance to native vegetation growing on Medium and High conservation value roadsides;
- When proposing works in High conservation areas incorporate hygienic procedures to minimise spread of weeds;
- Ploughing, cropping, grazing, slashing, grading and the application of herbicides in areas on roadsides that are of Medium or High value are prohibited except as an ancillary measure to CFA activities in accordance with the Municipal Fire Prevention Plan.

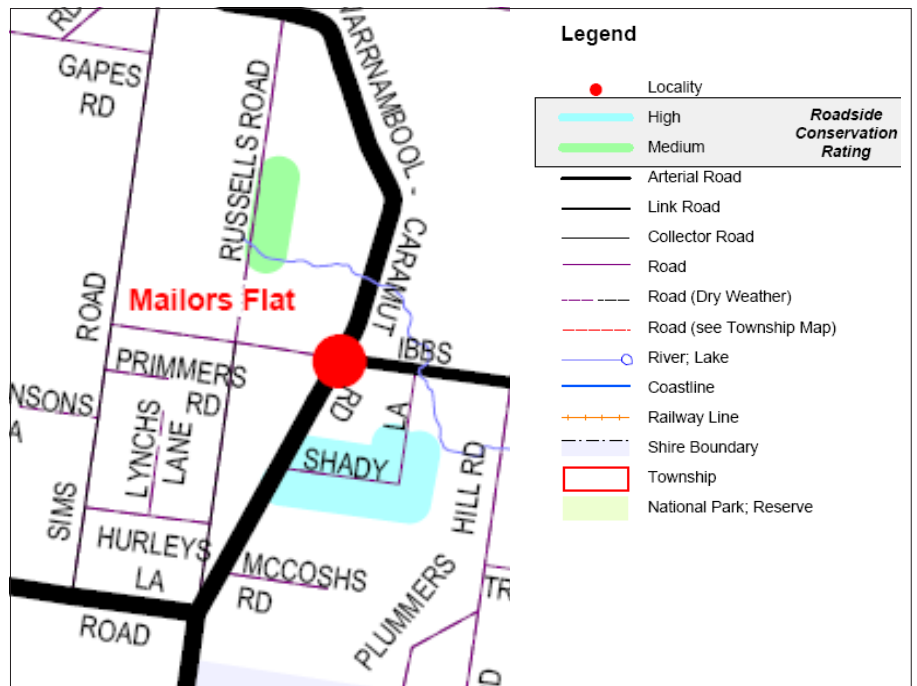
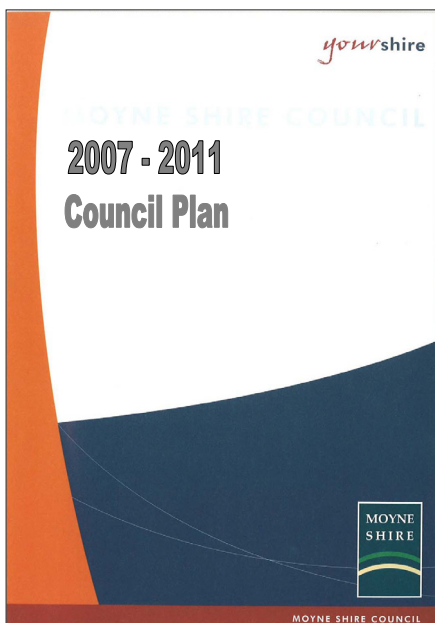


Figure 6 - Significant Vegetation in Mailors Flat as defined by Council's Roadside Vegetation Plan.



Moyne Shire Council Plan (2007-2011)

The Council Plan includes the vision and values of the Shire, the key goals and strategies of the organisation and the manner in which the performance of the Shire is to be measured. It outlines five key result areas including Governance; Infrastructure & Assets; Environment, Planning & Regulations; Community Services and Business & Tourism.

The main aim of the Council Plan is to have a document that is a practical, clear and unambiguous statement of the "corporate intent" of the Council. The Plan includes the financial plan for the Moyne Shire including the current budget year and projections for the coming financial years.

Municipal Early Years Plan 2007-2010 (September 2007)

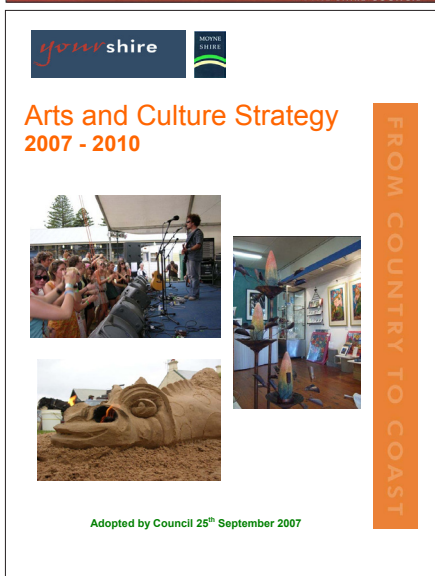
The Municipal Early Years Plan (MEYP) is a strategic plan to provide direction for the development and coordination of educational, care and health programs, activities and other developments that impact on children aged 0-6 years.

The founding principle of the MEYP is that the early years of life are crucial in setting the stage for later life and can positively influence the child's development if appropriate services are provided and are accessible.

The MEYP identifies that Council plays a critical role in providing and facilitating the development of child and maternal services in four different dimensions. These include the built/physical dimension such as through neighbourhood developments with parks and playgrounds; the social dimension such as providing childcare and maternal/child health care; economic dimensions such as encouraging small business opportunities, expanding child care to enable parents to work and finally, the natural dimension which looks after our environment to nurture us and future generations.

Moyne Shire Council Arts and Culture Strategy 2007-2010

The main objectives of the Arts and Culture Strategy are to highlight and promote the arts within the Shire; grow arts and culture in the community and improve the cultural resources within the community.



Moyne Shire Council Community Access Plan 2007-2009 (August 2007)

The Community Access Plan dictates Council's objectives and strategies for achieving fair and equal access for all persons. It is a 2 year plan that seeks to meet four main criteria, including the requirements of the Disability Discrimination Act (1992); reflect the Council's commitment to delivering equitable access in the built, social, economic and natural environments; to respond to the changing cycle of Councillor appointment every 4 years and to identify the steps required through the inclusion of strategies that are practical and achievable.

Moyne Shire Council Land Capability and Biodiversity Strategy and the Moyne Warrnambool Rural Housing and Settlement strategy (in progress, 2010)

The Land Capability and Biodiversity Study (LCBS) covers all the rural land in Moyne Shire. During the preparation of this study it became apparent that a study was also required that looked at settlements and housing in the Shire's rural areas. As such, the Moyne Warrnambool Rural Housing and Settlement Strategy was commissioned.

Over 2008-09, the Shire of Moyne and the City of Warrnambool collaborated in the preparation of a series of studies that provide the two Councils with clear guidance regarding the proper management of the land assets and future settlement in rural areas of both municipalities.

The LCBS project work details:

- A set of recommendations for detailed variations to clauses in the Municipal Strategic Statement (MSS).
- Detailed and specific recommendations to the schedules to the zones as they relate to minimum lot sizes for each of the 9 'Planning zones' identified in the report. In some cases, amendments to the zoning are recommended.

The recommendations within the LCBS have been integrated into the recommendations for each settlement through the Moyne Warrnambool Rural Housing and Settlement Strategy Report.

The aim of the Rural Housing and Settlement Strategy is to deliver sustainable housing and settlement in

the Study Area and protect productive agricultural land, environmental values and other important land uses.

Specifically, Moyne Shire's LCBS shows that the majority of the Shire has soils of high agricultural quality, and that rainfall, particularly in the southern part of Moyne Shire, is relatively reliable, making the land perfectly suited to agricultural production. As a result, the Shire is one of Victoria's most productive agricultural areas.

Both of the above studies are in draft form and are currently being finalised for the process of exhibition.

Unpublished survey results for a new Warrnambool circuit bus route

During February 2008, a local survey was conducted by the Transport Connections Facilitator for south west Victoria and Warrnambool Bus Lines, assessing the need for a new bus route to serve the region located to the north of Warrnambool. The results of this survey have not been formally published but have been considered in the preparation of the Mailors Flat Strategy & Structure Plan.

There were a total of 66 responses to the survey, indicating strong support for a new bus route offering a circular route starting and ending in central Warrnambool. The route would commence in Koroit Street, Warrnambool to travel along Caramut Road (serving Brauer College, ATC, netball stadium) to Mailors Flat, down Ibbs Lane to Plummers Hill Road into Woodford, to Bushfield (recreation reserve) then into Warrnambool (Centro shopping centre, Action, Aquazone) to Koroit Street. The highest rating times for a new service

were 9.30am, 12.30pm and 5.30pm, with the possibility of a later service at 7.30pm. Other suggestions were made indicating that there could be further opportunities to expand the service in the future. Priority days were Fridays and Saturdays, suggesting that commuters would rely on the bus for social and shopping travel rather than for trips to work or school.

The outcome of the survey and its recommendations are not known at this stage.

Planning Policy

State Planning Policy Framework (SPPF)

Every Victorian Planning Scheme includes the SPPF, and its purpose is to inform planning authorities and responsible authorities of those aspects of State level planning policy which they are to take into account and give effect to in planning and administering their respective areas.

Key State planning policy principles and objectives are outlined below:

Clause 11.03-1 Settlement states that a role of planning is 'to anticipate and respond to the needs of existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure.'

Clause 11.03-2 Environment sets out the national and international agreements that serve to protect the natural environment. Planning also seeks to contribute to the protection of air, land and water quality and the conservation of natural ecosystems, resources, energy and cultural heritage.

Clause 11.03-6 Social Needs states that 'planning is to recognise social needs by providing land for a range of accessible community resources, such as affordable housing, places of employment, open space, and education, cultural, health and community support (mental, aged, disabled, youth and family services) facilities. Land use and development planning must support the development and maintenance of communities with adequate and safe physical and social environments for their residents, through the appropriate location of uses and developments and quality of urban design'.

Clause 14.01 Planning for Urban Settlement seeks:

- To ensure a sufficient supply of land is available for residential, commercial, industrial, recreational, institutional and other public uses.
- To facilitate the orderly development of urban areas.

Under Clause 14.01-2 the general implementation of these objectives will be through:

- Planning authorities should plan to accommodate projected population growth over at least a 10 year period.
- Planning authorities should facilitate the orderly development of developing urban areas through the preparation of structure plans or precinct structure plans. The plans should take into account the strategic and physical context of the location, provide for the development of sustainable and liveable urban areas in an integrated manner, facilitate the development of walkable neighbourhoods and facilitate the logical and efficient provision of

infrastructure.

- Structure plans may consist of a hierarchy of plans that provide the broad planning framework for an area as well as the more detailed planning requirements for neighbourhoods and precincts within an area. Planning authorities should facilitate the preparation of a hierarchy of plans appropriate for the development of an area.
- Responsible authorities should use any relevant structure plan in considering applications for subdivision.

Clause 14.03-1 states that planning authorities should have particular regard to the Victorian Government population projections and land supply estimates when planning for urban growth.

Clause 15.03 Salinity has the following objective:

- To minimise the impact of salinity and rising water tables on land uses, buildings and infrastructure in rural and urban areas and areas of environmental significance and reduce salt loads in rivers.

Clause 15.09 Conservation of Native Flora and Fauna has the following objective:

- To assist the protection and conservation of biodiversity, including native vegetation retention and provision of habitats for native plants and animals and control of pest plants and animals.

Clause 16.03 Rural Living and Rural Residential Development has the following objective:

- To identify land suitable for rural living and rural residential development

Land should only be zoned for rural living or rural residential development where it:

- Is located close to existing towns and urban centres, but not in areas that will be required for fully serviced urban development.
- Can be supplied with electricity and water and good quality road access.

Land should not be zoned for rural living or rural residential development if it will encroach on high quality productive agricultural land or adversely impact on waterways or other natural resources.

Clause 17.02 Business seeks to encourage developments which meet community's needs for retail, entertainment, office and other commercial services and provide net community benefit in relation to accessibility, efficient infrastructure use and the aggregation and sustainability of commercial facilities.

Clause 17.05 Agriculture seeks to ensure that the State's agricultural base is protected from the unplanned loss of productive agricultural land due to permanent changes of land use and to enable protection of productive farmland which is of strategic significance in the local or regional context.

This clause states that 'in assessing rural development proposals, planning and responsible authorities must balance the potential off-site effects of rural land use proposals (such as degradation of soil or water quality and land salinisation) which might affect productive agricultural land against the benefits of the proposals'.

Clause 18.04 Airfields aims to facilitate the siting of airfields and extensions to airfields, restrict incompatible land use and development in the vicinity of airfields, and recognise and strengthen the role of airfields as focal points within the State's economic and transport infrastructure.

Clause 18.09 Water Supply, Sewerage and Drainage identifies the need to plan for the provision of water supply, sewerage and drainage services that efficiently and effectively meet State and community needs and protect the environment.

Clause 18.12 Developer Contributions to Infrastructure has the following objective:

- To facilitate the timely provision of planned infrastructure to communities through the preparation and implementation of development contributions plans.

Clause 19.01 Subdivision has the following objectives:

- To ensure the design of subdivisions achieves attractive, liveable and sustainable neighbourhoods.
- To control the subdivision and consolidation of land and the removal and variation of easements and restrictions through planning schemes, within the framework of the Planning and Environment Act 1987 and the Subdivision Act 1988.

Local Planning Policy Framework (LPPF)

The LPPF sets a local and regional strategic policy context for a municipality and comprises the Municipal Strategic Statement (MSS- Clause 21) and local planning policies (Clause 22):

Clause 21.03 Factors Influencing Future Planning and Development contains a number of key factors which are of importance to the Shire's future land use and development. Some of the factors relevant to Mailors Flat are listed below:

- The municipality relies heavily on agricultural activity as its economic base.
- The population in the Shire's townships and settlements are ageing and this trend is likely to continue as older people remain in the townships, people retire from farms to towns, and retirees move to the Shire from other areas.
- South West Water and Portland Coast Water are able to extend water and sewerage infrastructure in various areas of the municipality which may affect settlement patterns.
- Demand for low density residential and rural living lifestyles has the potential to fragment productive agricultural land.
- The development of housing in sensitive locations, such as the coastline is an issue.
- Existing roadside vegetation is under threat and needs to be preserved through protection.

Clause 21.04 Municipal Vision sets out the Council's mission statement which is to balance the provision of services throughout the community and to facilitate sustainable development.

Clause 21.05 Settlement and Housing provides information on the changes in the demographics of Moyne Shire over the past 30 years. The northern part of the Shire has experienced a population decline since 1981 but this has been offset by a slight population increase in the southern part of the shire, mainly due to the 'spillover' from the Warrnambool urban area.

Under Population Projections it states that 'The Victorian Government has predicted ("Victoria in Future - The Victorian Government's population projections for the State's Local Government Areas 1996 - 2021") that the Shire's resident population will increase to 16,777 by 2011. Most of the population growth will occur in the southern portion of the Shire'. In terms of demographic composition, it is expected (in line with general trends in the Australian population) that Moyne's population will become older in the future due to the combined effects of longevity, declining numbers in the fertile age group (20 to 39 years) and declining birth rates.

Some relevant objectives under Clause 21.05 are:

- To maintain compact urban forms that will allow for the ease of service delivery and minimal infrastructure costs. Unplanned developments that have potential to adversely affect the landscape and environmental qualities of the municipality, will not be supported.

- To recognise the significance of local Aboriginal heritage and appropriately protect sites of archaeological, cultural and scientific importance in accordance with relevant State and Commonwealth legislation, in consultation with the appointed Aboriginal authority.
- To prevent unwarranted alienation and fragmentation of valuable farming land by not supporting rural living and low density residential development, except in areas zoned for those purposes.
- To achieve a quality of residential development which conforms with accepted principles of sustainability and efficiency.
- To provide an environment with the capacity to support a range of community and leisure facilities.
- To identify flood prone land and ensure that new development is compatible with flood hazard planning.

Under Clause 21.05 the planning scheme should provide for suitable areas for future residential development in the following zones:

- Township Zone - for suitable areas in the various smaller townships and settlements located throughout the Shire.
- Low Density Residential Zone – for existing low density areas on the periphery of the built-up area of the main towns and settlements, and as an alternative to the Township Zone where development is very dispersed.

Clause 21.06 Environment contains strategies that have identified a need to:

- Significantly reduce the impact of pest plants and animals on the Shire's resources and production.
- Protect the region's soil resources for the long-term benefit of all users.
- Balance competing demands for water while maintaining and improving water quality through responsible waterway and drainage arrangements.
- Protect and enhance the region's indigenous genetic biodiversity by maintaining the extent and diversity of the various ecosystems.

Clause 21.06 also provides the following overview relevant to Mailors Flat:

- The Shire contains limited areas of its original natural vegetation cover which primarily consisted of native forests and a combination of grasslands, woodlands and wetlands. Much of the remaining remnant vegetation exists only in small fragments, many of which are in poor health and restricted to small parcels of public land, scattered throughout the Shire. The remaining areas of native vegetation support a diverse range of flora and fauna.

Clause 21.08 Infrastructure and Particular Uses contains the following strategies:

- To maintain and enhance key infrastructure.
- To ensure existing infrastructure is adequately maintained and new infrastructure provided.
- To ensure that private developers contribute to the provision of new infrastructure.

- Prepare a development contribution plan which requires private developers to contribute towards the provision of identified key infrastructure.
- Identify key infrastructure which is essential to the sustainable future of the Shire.
- Seek funding of new or upgraded infrastructure from alternative sources such as development contributions.
- To ensure infrastructure is provided in the most cost-effective manner, whilst ensuring equitable servicing of the whole municipality.
- To encourage new development to concentrate where possible in existing serviced areas.
- To avoid the duplication of services and assets where possible.
- To encourage major development close to the high priority road routes.

Clause 22.01 Settlement and Housing provides objectives and policy on land-use types to guide the future development of several townships within Moyne Shire including Port Fairy, Mortlake, Macarthur, Peterborough, and Koroit. This Strategy Plan facilitates the incorporation of a similar policy for Mailors Flat.

Clause 22.01-1 Aboriginal Heritage aims to promote the protection and appropriate management of Aboriginal cultural heritage values.

In considering an application, particularly in the vicinity of the coast or river valleys, the responsible authority will have regard to the current Aboriginal heritage study document for the municipality, or have regard to the Aboriginal cultural resource management grid map and guidelines

provided by Aboriginal Affairs Victoria.

Clause 22.02-8 Flora and Fauna contains the following policy:

- The protection, conservation and enhancement of ecological communities hosting native flora and fauna should be encouraged.
- Coordinated management and action between all agencies with environmental responsibilities in the Shire to improve biodiversity should be encouraged.
- Wildlife survival should be encouraged through the establishment and protection of wildlife corridors, areas and biolinks.
- Subdivision and the development of housing within areas of native vegetation should be considered subject to the owner of the land entering into an agreement with Council pursuant to Section 173 of the Planning and Environment Act 1987. The purpose of such an agreement will be to ensure the long term protection of the vegetation.

Zones

Mailors Flat is covered by the following two zones:

- Township Zone (TZ)
- Low Density Residential Zone (LDRZ)

Clause 32.05 Township Zone has the following purpose:

- To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- To provide for residential development and a range of commercial, industrial and other uses in small towns.
- To encourage residential development that respects the neighbourhood character.

Clause 32.03 Low Density Residential Zone has the following purpose:

- To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- To provide for low-density residential development on lots which, in the absence of reticulated sewerage, can treat and retain all wastewater.

Under Clause 32.03-3 a permit is required to subdivide land and each lot must be at least 0.4 hectares.

Overlays

There are no overlays affecting the township.

Particular Provisions

Clause 52.17 Native Vegetation seeks to protect and conserve native vegetation to reduce the impact of land and water degradation and provide habitat for plants and animals. It aims to achieve the following objectives:

- To avoid the removal of native vegetation.
- If the removal of native vegetation cannot be avoided, to minimise the removal of native vegetation through appropriate planning and design.
- To appropriately offset the loss of native vegetation.
- To manage vegetation near buildings to reduce the threat to life and property from wildfire.

Under Clause 52.17-1, a permit is required to remove, destroy or lop native vegetation. There are permit exceptions in some circumstances for vegetation removal or lopping.

5 Consultation

Mailors Flat Strategy & Structure Plans Issues Paper
April 2008

This issues paper briefly summarises some of the main issues that will need to be addressed as part of the development of the Mailors Flat Strategy and Structure Plans. These issues will be discussed at the upcoming community workshop to be held on **Monday 5 May 2008 at 5pm** at the Mailors Flat Public Hall. Invites have already been posted to community members and other interested parties, and anyone interested is invited to attend.

Vision/objectives
The main aim of the community workshop on Monday 5 May 2008 is to establish a vision for the future of Mailors Flat. The development of the vision will be based upon the local community's input and include your ideas to guide the long term direction of the township. Your input is required to answer the following key questions:
1. What do you think Mailors Flat should look like in 30 years?
2. What existing elements of Mailors Flat do you want to see preserved in the future?
3. How should the future growth of the township be sustainably managed?
There are many considerations to address when formulating the vision for Mailors Flat. Some of these considerations and issues are briefly discussed below:

Infrastructure
There are ongoing problems with existing infrastructure within the township. These problems have been further exacerbated recently by the demand for new residential developments. These infrastructure problems include:

Roads
There is a mix of unsealed and sealed roads throughout Mailors Flat. Looking into the future, there needs to be an equitable solution developed to ensure that the improvements and maintenance of these roads is funded appropriately and delivered to a sufficient standard.

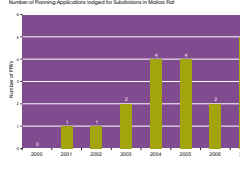
Drainage
The drainage network in Mailors Flat is constrained by the natural topography and soil conditions. Problems are frequently experienced after rain events when water does not discharge and lie around for some time. There is a lack of formed and constructed drains through the township, especially along roads and natural low points.
How should this problem be addressed as part of upgrades and maintenance to the existing network, as well as through continuing development within the township?

Wastewater/Septic
There are very similar issues with the disposal of wastewater from existing and developing blocks. Due to the natural drainage patterns across the relatively flat land, there needs to be adequate disposal and treatment methods enforced to ensure that waste water discharge is not entering neighbouring properties.
How can we solve the existing infrastructure problems, while also ensuring that future development does not make the situation any worse?

Community Services
Mailors Flat is a small community with most people relying on other centres for their daily needs such as shopping, recreation, schooling, work, entertainment etc. There are few community facilities within Mailors Flat at present, but over the next 30 years and beyond, more facilities will be needed within the township, if the population grows.
What are the types of community services and facilities that will be required in the future? Some possibilities could include schools and/or kindergartens, child and maternal health/medical centres, local centre or take away store, small scale commercial business/offices, sporting oval and playground, etc.
If these future facilities are required, where should they be located within the township?



Development Demand
There has been an obvious increase in the number of residential subdivisions in Mailors Flat over the last few years. The following graph illustrates that the number of planning applications received by the Moyness Shire Council has steadily increased since 2000. This year there have already been five planning applications lodged for subdivisions in Mailors Flat.



This demand for subdivision is highly likely to continue into the future, given Mailors Flat's proximity to Warrnambool and other main towns, combined with the comparatively affordable land values at present. As land values continue to increase within Warrnambool, Mailors Flat will continue to become an attractive alternative for rural-residential developments.
How should the demand for new residential development be addressed by the overall vision for Mailors Flat? As the town continues to grow, is there a particular area of the township where this growth should be located?

Broader context
The Strategy and Structure Plan should not focus solely on the built residential area of Mailors Flat. It is very important to consider the presence of the outlying farming areas and other surrounding land uses on the long term future of the Mailors Flat township.
The importance of recognising rural farming activities as well as balancing the rural - urban boundary should be a consideration in this project.
Given its proximity to other towns and commercial centres, Mailors Flat does experience constant vehicle movements from regular commuter trips, freight transport and from tourists and visitors travelling to the wider region.
These broader issues are important to address when considering how Mailors Flat will develop over the next 30 years. How should they be included within the overall vision for the township?

Community Workshop - Opportunity to be involved
This Issues Paper has been prepared to encourage discussion about the future of Mailors Flat. People with an interest in the future of the township are encouraged to attend the community workshop on Monday 5 May 2008 at 5.00pm at the Mailors Flat Public Hall to participate in the preparation of the Strategy and Structure Plans.
Please bring to the workshop your opinions and ideas for how you would like to see Mailors Flat develop over the next 30 years. If you haven't done so already, please RSVP to Russell Guest at Moyness Shire Council on 5566 0620 or email rguest@moyness.vic.gov.au.

Need to know more?
For further information on the project, please contact:
Moyness Shire Council - Russell Guest
rguest@moyness.vic.gov.au ph: 5566 0200 fax: 5566 2496.

This section outlines the consultation process that was undertaken in the preparation of the Mailors Flat Strategy and Structure Plan.

The involvement and contribution from the local land holders, Steering Committee and the Technical Reference group was invaluable in the development of the Strategy and Structure Plan. The open and transparent process of engaging with all relevant parties has contributed positively to the development of a functional Plan that has incorporated the suggestions and comments of as many parties as possible.

Workshops with Technical Reference Group and local landholders

Two separate workshops were held in Mailors Flat during May 2008 with the Technical Reference Group and the local landholders. The purpose of the workshops was to gather information about Mailors Flat. The discussions with the Technical Reference Group engaged with relevant authorities including Vic Roads, Wannan Water, strategic planners from Warrnambool City Council and multiple departmental staff from Moyness Shire Council. Separate discussions were also held with the Department of Sustainability & Environment (DSE), Glenelg Hopkins Catchment Management Authority (CMA) and Powercor.

An evening session with local landholders gathered first hand information about the existing features of the township and identified the range of issues that are being experienced. This workshop learnt how the local community would like to see their township develop in the future and collated ideas about what it should look like into the next 15-20 years.

In addition to the workshops, 2 flyers were distributed to assist in encouraging involvement in the project, and the flyers offered an opportunity for community members to provide written responses to some key questions about Mailors Flat.

The draft version of this Strategy and Structure Plan was exhibited from 25 May - 29 June 2009, with a further community workshop held on 9 June 2009.

The comments and issues raised by the Technical Reference Group and landholders are summarised in the following areas:

Infrastructure

Roads

- Existing roads within Mailors Flat need to be upgraded and widened, as well as regular ongoing maintenance being increased. Shady Lane requires weed management, plus a general clean up and re-grading.
- Speeding is a problem along Russells & Sims Roads from traffic attempting to avoid the 70km/h zone along Warrnambool-Caramut Road. These roads carry a high proportion of traffic and have insufficient road construction. Council has avoided sealing these roads to discourage their use as a by-pass route.
- Speed limits should be introduced to other roads within Mailors Flat to discourage traffic continuing to use dirt roads as by-passes from Warrnambool-Caramut Road.
- Shady Lane needs a proper road surface. Remove weeds and clean up general appearance. There is poor visibility along some turns in the road. This road needs grading. Council does not want any new direct accesses to Shady Lane (north-south section). The vegetation along Shady Lane has been identified within Council's Roadside Vegetation Management Plan as highly significant.
- Vic Roads are concerned with the prospect of new direct accesses on to Warrnambool-Caramut Road. There are some existing concerns with the access points from the strip

ribbon development on this road. It is preferred that the existing accesses and car parking off Warrnambool-Caramut road are rationalised as part of future development.

- Any new major intersections (or intersection upgrades) with Warrnambool-Caramut Road need to be constructed to a B type (AustRoads) standard. New standard street connections to Warrnambool-Caramut Road need to be constructed to a C type standard.
- The intersection of Ibbs & Shady Lane has poor sight distances and this intersection may need to be closed if traffic was to increase.
- Further thought should be given to truncate Russells Road from the intersection with Warrnambool-Caramut Road. This could connect further to the north to avoid the dangerous arrangement at the Mailors Flat-Koroit Road intersection.

Telstra/Electricity/Gas/Water

- There was concern that there is insufficient capability in the Telstra exchange for new broadband customers.
- Mailors Flat has an existing electricity supply, however there is no natural gas and it is unlikely to come to the township.
- Powercor have no foreseeable issues with the provision of electricity supply to the Mailors Flat area. A map showing the location of high voltage power lines in the area was supplied for information purposes. The power supply provisions for each new subdivision and individual dwelling is worked out on a case by case basis.
- Residents rely upon rainwater for

- consumption and domestic uses, but bore water is used for toilet flushing, garden use and stock watering. There is an increasing number of bores within Mailors Flat which has potential impacts on the groundwater. Southern Rural Water is the authority for water bores. Mailors Flat forms part of the Yangary GMA, which has a lot of irrigation from this groundwater resource.
- Wannon Water would provide a water supply if determined it was necessary but it would need to be included in the capital works planning that occurs every 5 years (next cycle is 2014 to 2018). If this was the case, a new water tower would be required to serve Mailors Flat which would cost approximately \$350,000 plus costs associated with underground pipes and pump stations.
- Wannon Water has no plan to provide reticulated water and sewerage to Mailors Flat within the next 10 years. The township is a long way from the nearest water or sewerage serviced area. The costs for reticulated sewerage would be approximately \$25-30,000 per property.
- New infrastructure connections should be placed underground, especially within potential flight paths.

Drainage/Flooding

- There is a critical lack of overland flow drainage and roadside drainage within Mailors Flat. Substantial upgrades are required and regular maintenance should be carried out. Consideration should be given to the possible re-use of storm water runoff and other green solutions.

Any drainage solutions in Mailors Flat should not just consider the township, but also what is required to serve the whole catchment.

- All subdivisions must comply with the provisions within Clause 56 of the planning scheme for storm water management. Developers will have to address all of the relevant provisions within their subdivision design, including relevant Water Sensitive Urban Design (WSUD) principles.
- The Glenelg Hopkins Catchment Management Authority (CMA) considers that Mailors Flat is not directly affected from any natural waterways in the nearby area. There are natural waterways near Grassmere that may drain to the gully located to the east of Mailors Flat in extreme flooding events.
- The overland drainage flow path along the south of Mailors Flat may be spring fed. This means that it may disappear underground and then re-emerge before discharging to the Merri River.

Septic/Waste disposal

- There are problems experienced with septic systems in Mailors Flat. The high water table and frequent rainfall causes some systems to become inefficient and discharge to inappropriate areas.
- The soils within Mailors Flat are not suited to some waste treatment systems. Problems have been experienced and there is a concern that this will continue to occur as development continues.
- The determination of the minimum future lot size in Mailors Flat needs to take a scientific approach, which is dependent on the land capability and the tendency of land

to become saturated or flooded due to rainfall runoff. Emphasis will be given to the most appropriate waste water systems and the site area required for these systems should be accommodated within the subdivision design.

- Any proposed future development and/or subdivision will need to demonstrate how waste water is being addressed. The preference will be for a waste water system to be developed that treats and reuses water, rather than individual septic tanks on each lot. This may require co-operation and co-ordination between different landowners.
- If septic tanks are to be considered at all the treatment of lots sizes should also accommodate longer life cycles for effluent disposal, to allow for a back up waste envelope (in accordance with septic tank guidelines). The minimum lot size needs to be strictly enforced to limit inappropriate development in the town.
- Consideration should be given to the inadequacies of existing septic systems within Mailors Flat, not just for future development.
- Unsewered townships need to consider the State Environment Protection Policy (SEPP) for urban and rural runoff to natural waterways.

Other infrastructure

- Further investigation is required to determine the most effective method of requiring land developers to contribute to the costs associated with new infrastructure such as drainage and footpaths.
- There is concern about noise and off-site pollution impacts from industrial uses.

- Any new footpaths should be wide enough for a shared bike path (2m wide). The location of new footpaths depends upon where development takes place in the town and the required links (i.e. to and from the general store).
- Council does not intend to serve all lots with footpaths, not 0.5 hectare lots. Colored concrete paths are the preferred treatment, as it minimises maintenance requirements.

Community Services

- Demographic data suggests that this region (which includes other surrounding townships such as Woodford, Bushfield) will have up to 70% growth in population up to 2011. There are a high proportion of young families within Mailors Flat.
- Features that should be encouraged within Mailors Flat include sporting ovals, pub/tavern, public toilets, playground/park with BBQ facilities, garbage collection and a health service.
- Mailors Flat should be limited to a size that does not require the need for a supermarket.
- The existing Country Fire Authority (CFA) station is located on private land but they require more land to meet their responsibilities. A larger site with provision for car spaces, on site garage/shed and possibly water tanks is required within Mailors Flat.
- Improvements are required to the existing bus stops, which are currently not wide enough and dangerous for all road users. Extensions to the bus network should be considered, including a service to Grassmere.

- It is highly unlikely that the Department of Education will re-open the Mailors Flat School, which closed in 1994. Under the Building Futures policy, Grassmere School is the dedicated site for the Barwon Region and it is investigating the shared use of their site for other community needs.
- The school bus is not viable because the schools are located too closely together.
- It is considered that after school care is not required in Mailors Flat; the community can utilize the after school care services within Warrnambool. However, there is increased pressure for child care services.
- There is a playgroup currently operating in Mailors Flat. There is still capacity within kindergardens at Koroit and Purnim. The playgroup at Woodford is full, but only runs part time. There is an increased demand for childcare.
- The vegetated area near Shady Lane could be used as a park/open space area, with walking and horse riding trails along Shady Lane. More walking trails/footpaths are needed within Mailors Flat for community recreation and mobility.
- The existing tennis courts need upgrading. It was suggested to consider providing a new football oval, which could also act as a drainage basin.
- Options for the future of the public hall should be considered. The current level of patronage is not high, but this facility is used frequently by different groups.

Development Demand

- Future residential development is supported but it must be respectful of the constraints such as land capability and infrastructure provision. It is considered unlikely that the township will ever have in the order of 500 lots (which is what the existing land use zoning could allow for).
- The future development of the town should be respectful of the surrounding farming land and ensure that new residential subdivisions do not jeopardise these agricultural activities.
- There is concern about retaining the existing businesses within Mailors Flat. The current Farming Zone does not allow industrial uses. Consideration should be given to the most appropriate zones to retain existing businesses.
- A suitable location within the town may be required for new commercial and industrial uses. Any new business should be consistent with the character of the township. Additional complementary uses to the existing antique dealer should be encouraged.
- It was considered that new businesses could be focused around the existing general store. Smaller industries should be located within the centre of town and other rural or light industries should be based out of town or towards the airport.
- New subdivisions should be encouraged to provide landscaping, either as a direct requirement on site or the land developer could contribute money for the purchase of new trees.

- Larger lots should be encouraged towards the edges of the township to provide suitable interface with the surrounding rural land. Appropriate zoning should control lot sizes within Mailors Flat.

Broader context issues

- Sale yards should not be encouraged in Mailors Flat.
- There is a high amenity area between Mailors Flat and Woodford (Plummers Hill area). Any future connections to Woodford should consider this high amenity value in this location.
- A suitable land use buffer should be provided to the farming land surrounding the residential parts of the township. Consideration should be given to applying suitable zoning (for example, Rural Living Zone) to create a suitable buffer.
- The Warrnambool-Caramut Road is a major transport route into Warrnambool. Mailors Flat is subject to substantial through traffic, with some vehicles using Russells Rd as a short cut through town to avoid the 70km/h speed limit.
- Consideration needs to be given to the need for future schools within all townships within the district. Both Woodford and Grassmere have reached capacity with their student intakes and other schools are approaching capacity.
- Given Mailors Flat's proximity to the Warrnambool City Council, the two Councils are working together on a range of strategic planning projects to ensure that a collaborative approach is taken when considering the long term future of the region.

- The airport is owned and managed by Warrnambool City Council. Any development within the flight paths to the airport should be discouraged. The future expansion of the airport should be accommodated as it is likely that larger aircraft will use the airport in the future and longer runways will be required. Airport management cannot impose restrictions on flight times because numerous emergency services use the airport.
- Warrnambool City Council is investigating the future demand for new tourist operators to use the airport for access to the Great Ocean Road. It could become a state wide asset to use the airport for this purpose. There are natural gas reserves off shore and there is increased demand for helicopters travelling to and from the oil rigs.
- South west Victoria is far better positioned from a water resources point of view than other parts of Victoria. Therefore there is the potential for the expansion of the dairy industry over the next few years as other regions dry up. Currently, Victoria contributes 60% to the national dairy industry and 30% of this comes from south west Victoria.

Other issues

- There was concern that Mailors Flat would be taken over by the Warrnambool City Council, given the town is very close to the municipal boundary. Moyne Shire Council reiterates that this is not likely in the foreseeable future.
- Currently there is a joint project underway between the Warrnambool City Council and Moyne Shire Council to assess the demand for land within their small townships. It will look at whether they have too much residentially zoned land.
- The community would like to have a roadside mail delivery service in the future.
- Shady Lane has a high fire risk due to its weed infestation and thick understorey growth.
- Consideration should be given to the creation of biodiversity corridors and vegetation linkages in the township.

Vision and objectives

- The current rural residential landscape character of Mailors Flat should be retained and preserved as part of any future development. The existing character could be further enhanced by using native tree plantings, heritage style street lighting and signage.
- Existing native and significant vegetation should be retained within Mailors Flat, especially along Shady Lane.
- The most commonly identified future town centre was around the existing general store/post office. A village centre should be created within this location (potential land acquisition required by Council).
- A pedestrian crossing should be re-created at the general store/post office.
- The entrances to Mailors Flat should not contain industrial uses.
- Residential design guidelines should be considered to control the character of housing in Mailors Flat. Re-locatable housing is not preferred.
- Lot sizes for new subdivisions should respect the capability of the land and depend on the situation of its future use. Lots should be between 1-5 acres*.

* Future minimum lot sizes are to be reviewed in light of any detailed land capability assessment.

Section 2



6 Looking to the Future

Opportunities and Constraints

Figure 7 illustrates the opportunities and constraints within Mailors Flat that were identified from the previous section of this document. This includes the observations made from the key background documents, planning policy and consultation with authorities and the local community.

The Vision for Mailors Flat

The Mailors Flat Strategy and Structure Plans will guide the future development of the township. An overarching vision is critical to ensure the area develops in accordance with the expectations of the Moyne Shire Council and the local community.

During the consultation stages of this project, the following features were identified as being important for the future of Mailors Flat and have formulated the vision for the township:

- *Preserve the existing rural residential character of Mailors Flat;*
- *The future town centre should be located around the existing general store & post office;*
- *The entrances to Mailors Flat should be attractive visual features and not contain unsightly land uses;*
- *Existing native and significant vegetation should be retained within Mailors Flat, especially along Shady Lane;*
- *Future lot sizes in the township should respect the capability of the land and should be between 1-5 acres (approximately 0.4-2 hectares)*;*
- *Future development should have infrastructure connections to all available services including electricity, water supply, waste disposal and telecommunications where available;*
- *Future development should be accessed by a safe and efficient road network;*

- *Mailors Flat should allow for opportunities for necessary non-residential land uses to serve the community needs, and*
- *Respect the surrounding rural land of Mailors Flat.*

The overarching vision for Mailors Flat is:

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

* Future minimum lot sizes are to be reviewed in light of any detailed land capability assessment.

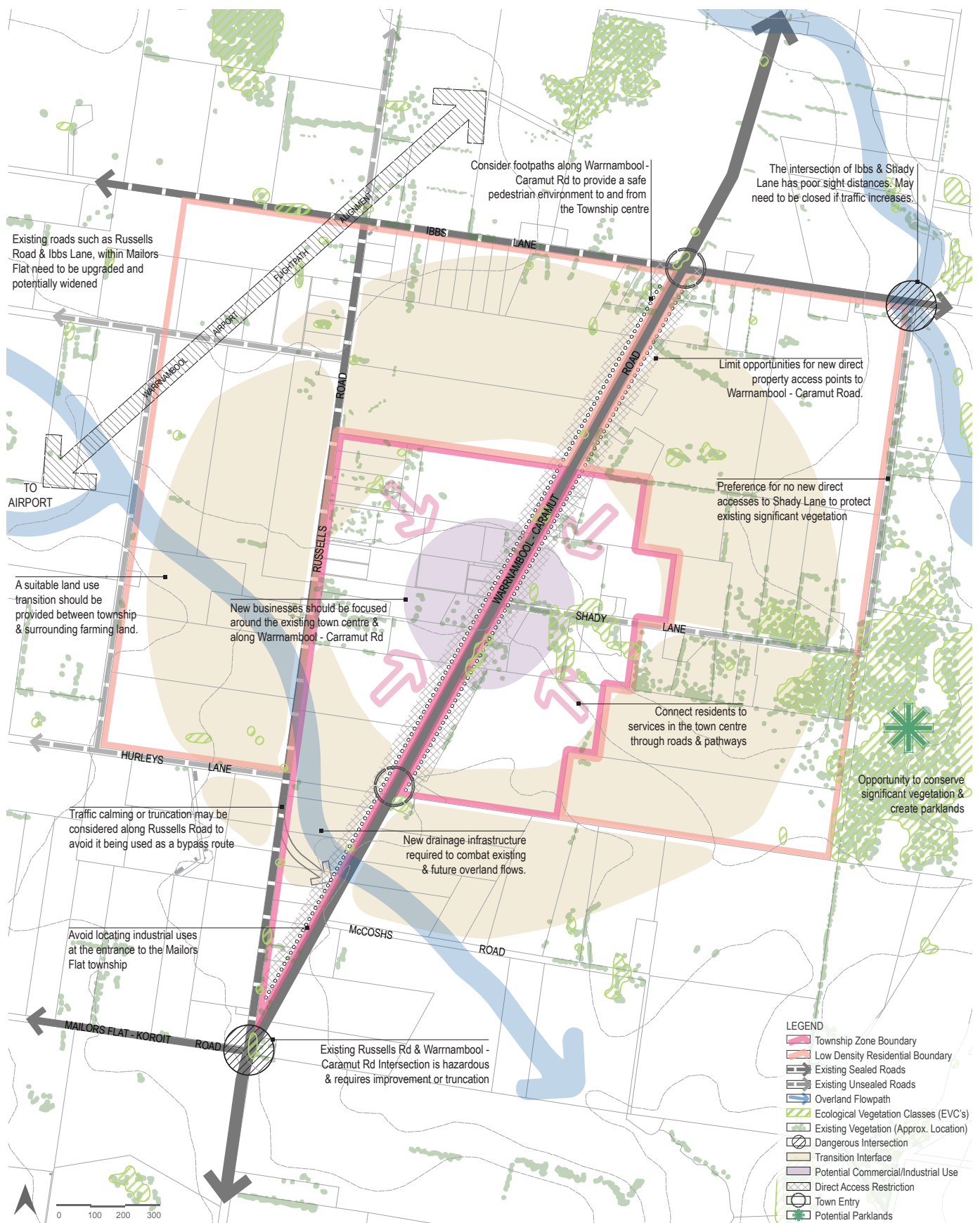


Figure 7 - Opportunities & Constraints Plan

7 Analysis of Structure Plan

Following development of a vision for Mailors Flat, a Structure Plan has been prepared to define how the vision can be implemented within the town.

Figure 8 illustrates this Structure Plan and this chapter will discuss the Structure Plan in key sections.

Character of Mailors Flat and its Town Centre

Description

Every township within the Moyne Shire Council has its own distinct and unique character. Mailors Flat is home to a small community with a strong desire to retain and enhance the low density open rural landscape character as the town develops into the future.

The existing centre of town is identified as the existing general store/post office, with Warrnambool-Caramut Road acting as a spine through the township.

Vision

Preserve the existing rural residential character of Mailors Flat

The future town centre should be located around the existing general store & post office

The entrances to Mailors Flat should be attractive visual features and not contain unsightly land uses

Key elements & features

- The township of Mailors Flat has been maintained as a rural residential township with strong connections to its existing low density and open landscape character. The key entrances to Mailors Flat are located

on Warrnambool-Caramut Road - one at the intersection with Ibbs Lane, one at the new intersection at the truncated part of Russells Road.

- The town centre of Mailors Flat is located surrounding the existing general store & post office, with opportunities to expand to the north and south along Warrnambool-Caramut Road.
- The town centre includes the existing general store/post office, public hall and future opportunities for public open space, retail, commercial, light industry and other community services.
- The width of Warrnambool-Caramut Road should be widened where practical to accommodate footpaths, formalised drainage infrastructure, landscaping and bus stops. The current road reserve width is approximately 22m and should be widened by 2-4m to accommodate space for a 2m wide footpath and tree planting.
- Provision is to be made for an area of land for a public toilet, playground and general rest area within the town centre along Warrnambool-Caramut Road that is well linked with the general store, public hall and tennis courts.

Discussion

There is a commonly held opinion by the community that the centre of Mailors Flat should surround the existing general store and post office. The Warrnambool-Caramut Road acts as a spine through the township and the location for the town centre is on this major road, providing connection and a key central focus to this location.

To avoid unsightly ribbon development along the Warrnambool- Caramut Road, the Structure Plan creates a side connector road (through to Russells Road) to encourage future business or commercial land uses to be located off the main road, but still within the town centre area.

The two entrance points to the township can create an attractive focal point with suitable signage and landscaping. Potential traffic calming devices such as roundabouts would slow through traffic and create a safer environment for pedestrians within the town centre. It is unlikely these types of works would be considered in the shorter term, but could be warranted if development was to occur at a faster rate in the future, and should be considered in any road upgrade works planning.

New signage and landscaping works should have a consistent theme that reflects the desired character for Mailors Flat. Elements should reflect the established country town feel, and be of a style that reflects the natural landscape and heritage. Other streetscape elements that contribute to the township amenity should be given appropriate design consideration, such as public lighting, street lighting, footpath surfaces, bollards and fencing treatments.

A central public park/reserve should be located within the town centre, although the specific location has not been specified on the Structure Plan. This parkland could potentially contain a playground, BBQs, picnic tables and public toilets. The parkland should be a sufficient size to accommodate the community's recreation needs and be

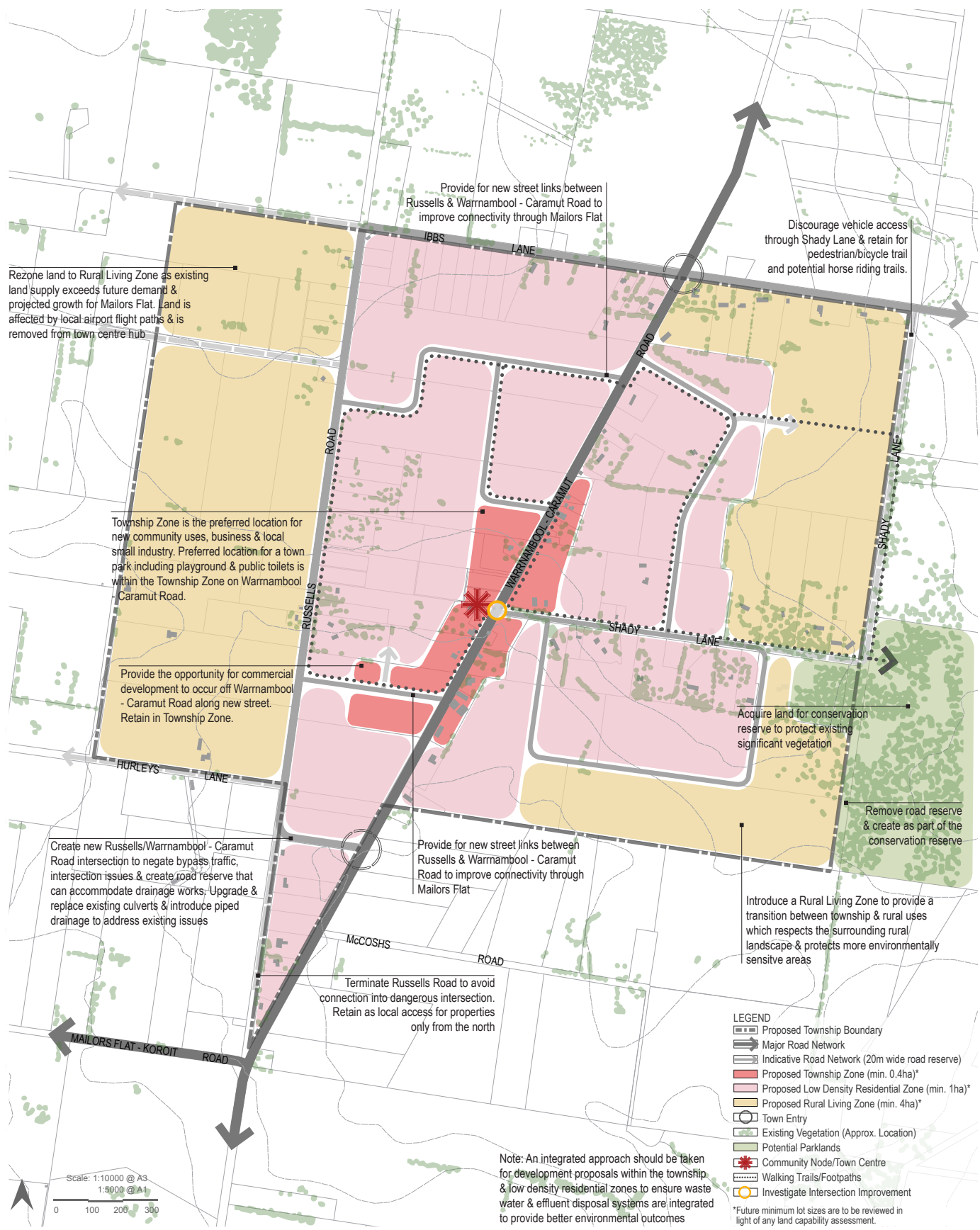


Figure 8 - Structure Plan

within a convenient walking distance of 400 metres of most dwellings in the township and low density residential zones. This facility only needs to take up a small land area- no more than 4,000m² (1 acre) - but must be strategically located in the centre of town.

The town centre should accommodate a bus stop with sufficient off road area for safe movement to avoid creating unnecessary traffic congestion. Pedestrian crossings may be required across Warrnambool-Caramut Road to provide safe walking/cycling access to the town centre.

The width of Warrnambool-Caramut Road reserve will need to be increased to allow for the provision of a footpath, formalised drainage infrastructure and landscaping. Land acquisition will be necessary to widen the road reserve. Figure 9 provides a sketch illustration showing the potential design of Warrnambool-Caramut Road through the town centre.

Development demand

Description

The current zoning within Mailors Flat includes 98.4 hectares of Township Zone (equating to a potential for 184 new lots at 0.4 hectare); 246.5 hectares of Low Density Residential Zone (potential for 346 lots at 0.6 hectare), with surrounding land within the Farming Zone. Therefore, Mailors Flat could contain approximately 530 dwellings if all existing land was subdivided in an uncontrolled fashion. Based on a household size of 2.46 persons, this equates to a possible population of 1300 people in Mailors Flat if current zoning was to be developed to its potential.

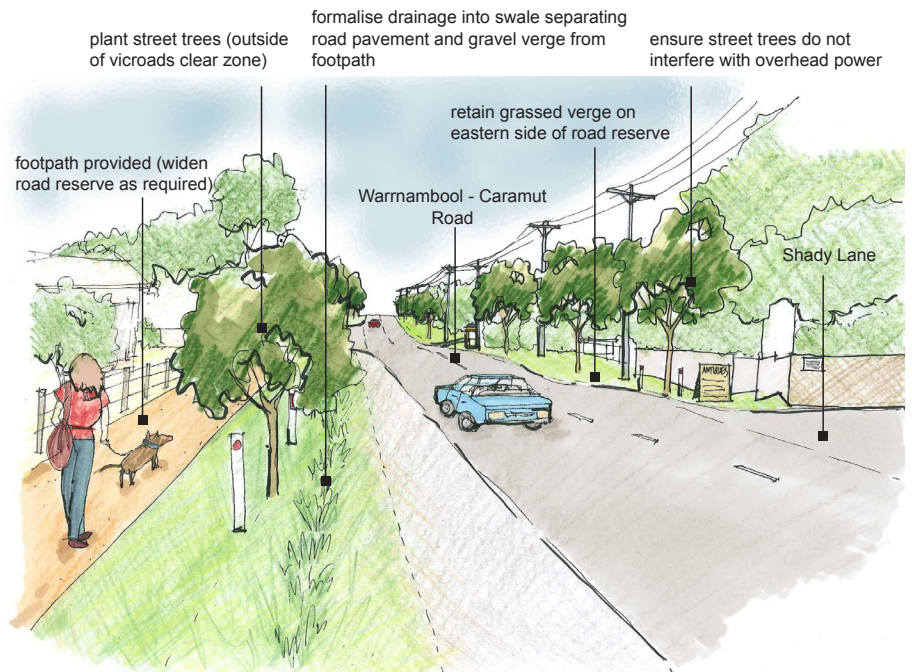


Figure 9 - Warrnambool-Caramut Concept

Analysis of population forecasting estimates suggests that approximately 3-6 dwellings could be constructed within Mailors Flat per year up to 2021. The current amount of residentially zoned land can accommodate for between 70 and 140 years land supply on this basis, which is grossly excessive and unrealistic for the future of Mailors Flat. In accordance with State Planning Policies, 10 years of land supply (residentially zoned land) should be provided within Victorian municipalities. In Mailors Flat, there needs to be a reduction in the amount of residentially zoned land to reflect the population forecasting and a realistic vision of future development of the township.

Aside from the demand for residential land within Mailors Flat, there is a

need to provide opportunities for non-residential land uses, such as home businesses, to operate on rural residential properties within Mailors Flat.

Vision

*Future lot sizes should respect the capability of the land and should be between 1-5 acres (approximately 0.4-2 hectares)**

Respect the surrounding rural land of Mailors Flat

* Future minimum lot sizes are to be reviewed in light of any land capability assessment

Key elements & features

- Total area of 17.8 hectares within the proposed Township Zone, equating to 45 potential lots (assuming 0.4 ha average size*).
- Total area of 159.3 hectares within the proposed Low Density Residential Zone, equating to 159 lots (assuming average 1.0ha size*).
- Total area of 154.6 hectares within the proposed Rural Living Zone, equating to 39 lots (assuming 4 ha minimum size*).
- Mailors Flat has a potential total of 243 (including 131 existing) lots, accommodating a potential future population size of 598 persons based on current projections.
- The provision of approximately 20- 40 years of residential land supply within Mailors Flat (based on between 3 and 6 dwellings built per year).

Discussion

The Structure Plan identifies differing residential densities across the township. The extent of the Mailors Flat township has been identified as a result of the land capability and demand for residential

land. The size of the township (in terms of available residential zoned land) has been dramatically scaled back to reflect the realistic development demand and provide for approximately 20-40 years of land supply. It has also been revised to address the community's vision for a lower density character to be retained in the township.

Table 4 demonstrates the potential number of dwellings using this revised scenario.

The proposed provisions of the Low Density Residential Zone will allow for minimum lot sizes of 1.0 hectares (10,000m²). Given the challenges in Mailors Flat with frequently water logged clay soils giving rise to reduced capability to contain and treat waste water on-site, the minimum lot size in the township may need to be revised to address these issues (subject to completion of Land Capability Assessments). The current provisions of the Township Zone do not mandate a minimum lot size for residential subdivisions. However, future lot sizes within the Township Zone will be dictated by residential demand and will

still have to respond to land capability issues.

For these reasons, the land area covered by the Township Zone has been reduced within Mailors Flat and more land has been identified as suitable for inclusion within the Low Density Residential Zone.

The suggested Township Zone covers an area of 17.8 hectares. This area can contain a mix of land uses, such as residential, public open space, retail, commercial, light industrial and other community facilities.

The predominant extent of Mailors Flat is proposed to be within the Low Density Residential Zone, covering an area of 159.3 hectares. The land to the west of Russells Road between Ibbs and Hurleys Lanes is considered unnecessary to remain within the Low Density Residential Zone. This land should become Rural Living Zone and mandate a minimum lot size of 4 hectares*, which is respectful of the existing lot sizes, and also responds to the potential for the Airport expansion and the sensitivity of development in the airport's main flight path. The Warrnambool Airport is a significant facility for the region, and it's future needs to be protected.

Similarly, land along the eastern edge of Mailors Flat on the west side of Shady Lane should be re- zoned to the Rural Living Zone. The purpose of the Rural Living Zone is to provide for residential uses in a rural environment, while also accommodating for agricultural land uses which do not adversely affect the amenity of the surrounding land uses. This zone would facilitate a suitable land buffer between the higher

Proposed Zone	Area (ha)	Average lot size applied (ha)	Potential number of lots/dwellings
Township Zone	17.8	0.4	45
Low Density Residential Zone	159.3	1	159
Rural Living Zone	154.6	4.0	39
TOTAL			243

Note: calculations do not exclude existing lots/dwellings.

Table 4 - Estimated dwelling yield based on Structure Plan

* Future minimum lot sizes are to be reviewed in light of any land capability assessment

residential densities of the township and the surrounding farming uses. The Rural Living Zone preserves the ability for existing residences and small scale agricultural uses to continue. Further subdivision of rural living land is possible and it is suggested that a schedule to the zone be included to allow the minimum lot size to be 4 hectares*. This would allow some subdivision to occur in the area, while retaining larger rural lots and rural uses on the edge of Mailors Flat.

The total number of lots within Mailors Flat under this scenario could be 243 lots, which includes 131 existing lots. This will generate a potential future population size of 598 persons, based on the average household size of 2.46 persons, which includes the existing undeveloped lots being developed in the future. Given the rate of growth up to 2021, the amount of available residential land supply should in principle not exceed more than 10-15 years at any time. However, the reduction in residentially zoned land within the Structure Plan creates a more realistic future for Mailors Flat and provides for 20-40 years of land supply, as opposed to the current 70-140 years of land supply. The Structure Plan scenario provides for a diverse mix of development in the township, which will respect and enhance the current character of the town.

It should be noted that the minimum lot sizes proposed here should be reviewed following completion of a land capability study for the area, to ensure that land subdivision sizes adequately address the ability of the sites to contain and treat their own wastewater on site.

Road network & infrastructure

Description

Warrnambool-Caramut Road forms the spine of Mailors Flat. There were a number of concerns raised about Russells Road being used as a by-pass route to avoid the 70km/h speed limit along Warrnambool-Caramut Road through the town. Furthermore, concerns have been raised about the dangerous intersection between Koroit-Mailors Flat Road, Russells Road and Warrnambool-Caramut Road.

Shady Lane (north-south) will not be used for direct driveway access by any future development- alternative lot access will be provided through other internal road connections. Consideration will be given to close the intersection of Shady and Ibbs Lane, given the poor sight distances and intention to restrict traffic flow along Shady Lane to protect the high significance vegetation.

There is no formalised drainage system within Mailors Flat. Concerns were raised by the community about the localised flooding experienced after storm events. Furthermore, the recent increase in subdivisions has raised concerns about the effectiveness of on-site waste water treatment systems. The high water table and frequent rainfall causes some systems to become inefficient and discharge to inappropriate areas. There is concern that this will continue to occur as development continues.

Vision

Future development should have infrastructure connections to all available services including electricity, water supply, waste disposal and telecommunications

Future development should be accessed by a safe and efficient road network, and provide suitable drainage infrastructure

Key elements & features

- Warrnambool-Caramut Road will continue to be the main road spine of Mailors Flat.
- New collector roads are created at key points along Warrnambool-Caramut Road to provide suitable connections through future development areas including:
 - Two intersections south of Ibbs Lane;
 - One intersection at the northern boundary of the proposed Township Zone; and
 - One intersection south of the Shady Lane intersection within the town centre.
- The closure of the existing Russells Road intersection with Warrnambool-Caramut Road.
- New collector road from Warrnambool-Caramut Road to Russells Road will be created through future land acquisition to the immediate south east of Hurleys Lane.
- The proposed new road reserves will be a minimum of 20 metres wide to accommodate for road surfaces, servicing connections, drainage infrastructure, footpaths and landscaping (Figure 10).

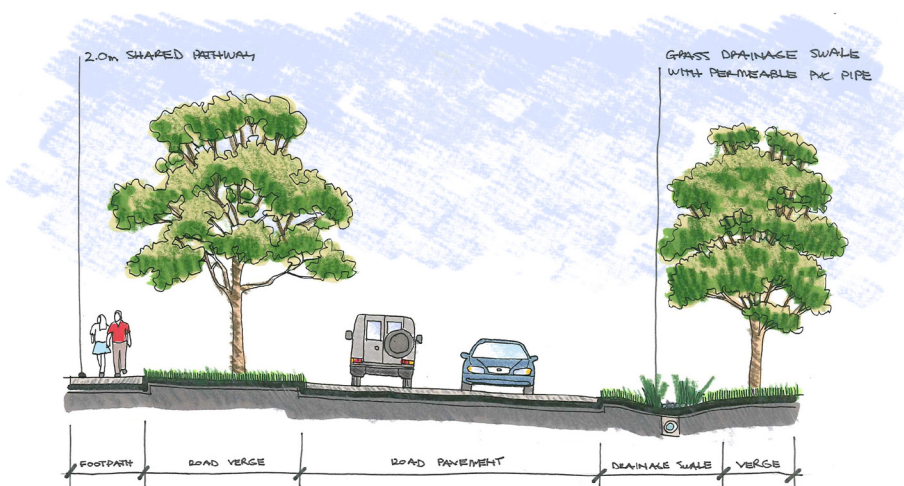


Figure 10-20m Road Cross Section

- The design of the Structure Plan allows for the efficient provision of drainage infrastructure along roadsides. Opportunities for drainage upgrade works are encouraged within the new section of Russells Road.
- Remove the road reservation south of Shady Lane to create a conservation reserve. New loop road proposed to provide access for existing and future lots.

Discussion

The Structure Plan illustrates an indicative road network that provides access and connection throughout the township. All roads should have a minimum 20 metre road reserve to allow sufficient area for road pavement, servicing connections, drainage infrastructure, footpaths and landscaping.

The new intersection of Russells Road and Warrnambool-Caramut Road will avoid the future use of the unsafe

intersection that presently exists at Mailors Flat-Koroit Road. While the intersection will be closed at the south end, the road will remain to provide local access for adjoining properties.

New intersections with Warrnambool-Caramut Road will need to be designed in accordance with Vic Roads standards. Further traffic engineering assessment may be required to confirm the most suitable location of these intersections, respecting safe stopping distances and sight lines. Direct lot access to Warrnambool-Caramut Road should be restricted where possible. The use of service roads may be warranted in certain locations, although they have not been shown on the Structure Plan, as their requirement will depend on specific lot design. Any widening of Warrnambool-Caramut Road should attempt to rationalise the existing lot accesses, where they are deemed to be inappropriate.

It is preferred that new development have direct access provided from the new internal road network, and battleaxe style lots and driveways are to be discouraged unless another alternative is not available.

Within the town centre, future consideration will be required for the safe and efficient provision of car parking to access the general store, post office and other retail/commercial uses that may exist in the future. Reverse vehicle movements onto Warrnambool-Caramut Road should be avoided.

Future vehicle access to the north-south section of Shady Lane should be discouraged where possible, to protect the existing significant vegetation. New lots should not have direct access to this section of Shady Lane - they should be directed to other access points. Existing lots that take access from Shady Lane can remain. Further consideration should be given to the closure of the intersection with Ibbs Lane. If this was to occur, Shady Lane would be a very low traffic environment, which would support its proposed use for walking and horse riding trails and preservation of the environmental values.

The existing unformed road reservation running south from Shady Lane should be removed and the land consolidated to become a conservation reserve. Due to the presence of undisturbed significant vegetation along this road reservation, it is unlikely that consent would be granted to construct a road in this location by Council or by Department of Sustainability & Environment (DSE), and the land would therefore be better suited to a conservation reserve.

Domestic water supply in Mailors Flat will continue to be through rainwater tanks and reliance on bores for irrigation and stock needs. Electricity supply is available to the township and all future lots will be connected to a suitable power supply at the time of subdivision.

The township is situated above a gully running diagonally through the southern part of town from northwest to southeast. This gully is the main drainage outfall for most of the town. There is evidence of erosion in the lower reach of the gully. There are culverts located where the Warrnambool-Caramut Road crosses the gully and anecdotal evidence suggests these may be under capacity, or regularly prone to blockage. Roadside drainage is generally open table drains with undetermined capacity.

Drainage infrastructure is primarily proposed along road reserves although some easements will be required also, as new lots are created and when new roads are created. The location of the proposed new access road from Warrnambool-Caramut Road to Russells Road immediately south east of Hurleys Lane is situated to allow relocation and formalisation of the major drainage path. Given the expected flows, it would be preferable that this drain be a completely piped system from Russells Road through to the end of the proposed low density residential zone. All easement drainage should be piped to avoid saturation of land and ongoing maintenance problems.

There are no plans for the provision of sewerage reticulation within the township. All lots currently dispose effluent within the lot via septic systems. The soils within Mailors Flat

are not suited to some waste treatment systems. For this reason, any proposed future development and/or subdivision must demonstrate how waste water is being addressed. The preference will be for waste water systems that treat and reuse water, rather than individual septic tanks on lots (as currently exists). The development of such treatment systems may require co-operation and co-ordination between different landowners.

The determination of the minimum future lot size in Mailors Flat needs to take a scientific approach, which is dependent on the land capability and the tendency of land to become saturated or flooded due to rainfall runoff. If septic tanks are to be considered at all, the treatment of lot sizes should also accommodate longer life cycles for effluent disposal, to allow for a back up waste envelope (in accordance with septic tank guidelines). The minimum lot size needs to be strictly enforced to limit inappropriate development in the town.

This advice will be confirmed once land capability assessments have been completed.

Needs for services & community facilities

Description

Mailors Flat has a close association with surrounding rural townships including Koroit, Woodford, Bushfield and Grassmere. These other small towns provide a range of community services to serve the local community needs, and nearby Warrnambool also provides services for the Mailors Flat community. Mailors Flat currently has a play group in operation, but no other community services exist. The existing tennis club has low patronage and the public hall is used semi-regularly for a range of activities and events.

Vision

Mailors Flat should allow opportunities for necessary non-residential land uses to serve the community needs

Key elements & features

- Centralised focus immediately around the town centre for all community services and facilities.
- New collector road off Warrnambool-Caramut Road to encourage new services and facilities to be conveniently located.
- A bus stop within the town centre will allow more accessible public transport connections to regional locations.
- Walking trails/footpaths are provided within the Structure Plan along the indicative road network along with the opportunity for horse riding trails.

Discussion

As the population of Mailors Flat grows, more community services may be required within the township. The reliance on other nearby towns for services may become less, especially as these services approach their full capacity. With an estimated total population size of 622 persons, Mailors Flat is highly unlikely to require larger scale services such as a primary school, medical centre or a supermarket. The catchment size for these types of services is more typically 5000 persons.

However, local services may be warranted and will be based on community demand. As services such as kindergartens, child care and playgroups reach capacity in Woodford, Grassmere and Bushfield, there may be a need to consider providing these future services within Mailors Flat for the benefit of the whole district.

Improved public transport connections should be considered for the future of the township as the population increases. Bus connections to Warrnambool for commuters and links to nearby townships would be beneficial for the community.

Commercial, light industrial and retail land uses may also be located within Mailors Flat, and will be dictated by the business demand for such uses. The Township Zone permits these uses and in some cases planning approval is required. A specific location has not been identified within the Structure Plan for the re-location of the Country Fire Authority (CFA) base; however there are ample opportunities within the township for such a facility.

Opportunities for land acquisition should be considered for future community services or public facilities. The existing tennis courts and public hall are located within the town centre and provide a central focus for additional land uses to co-locate over time.



Figure 11 - Shady Lane Trail Concept

Other non-residential uses, particularly home based businesses are increasing throughout the Moyne Shire. Home based businesses are generally permitted on both residential and rural zoned land, if the activity can comply with the requirements of the Home Occupation Guidelines of the Moyne Planning Scheme (Clause 52.11).

Further consideration may be warranted for the future application of additional planning controls, such as the Design and Development Overlay, to assist with the regulation of non-residential land uses in particular locations.

Protection and Enhancement of Environmental Values

Description

Mailors Flat was previously cleared as a result of its grazing and farming activities. However, there are large areas of undisturbed vegetation located on the eastern boundary of the township around Shady Lane which are defined by DSE as EVC Plains Grassy Woodland type (source: www.dse.vic.gov.au).

Most of the significant vegetation is located on private land or within road reservations. Future consideration should be given to land acquisition to place this land within public ownership and create conservation reserves.

Vision

Existing native and significant vegetation should be retained within Mailors Flat, especially along Shady Lane

Key elements & features

- Shady Lane (north-south leg) is to be encouraged as a very low traffic environment, with no new driveway accesses allowed.
- There is potential for future land acquisition for conservation reserves in the eastern parts of Mailors Flat.
- Remove the disused road reservation to the south of Shady Lane.
- Walking trails and linkages are provided to encourage pedestrian and cycling movements through these areas, and opportunities for horse riding trails.

Discussion

Council's Roadside Vegetation Management Plan has identified that the vegetation along Shady Lane is highly significant. The retention of vegetation along Shady Lane has been a priority within the development of the Structure Plan, as previously discussed. Future lot accesses will not be permitted to Shady Lane and the potential closure of the intersection with Ibbs Lane will assist to retain the environmental values along this road.

Figure 11 provides an illustrated sketch of Shady Lane to demonstrate how this road could be utilised in the future as a low traffic environment encouraging walking/cycling/horse riding trails.

Walking trails have been indicated in the Structure Plan to encourage movement through the town to visit these significant areas. Following any acquisition of land to the east of Shady Lane, there are opportunities for walking trail connections into this potential conservation area.

Biodiversity values (flora and fauna) will be preserved and enhanced by creating a conservation reserve in this location. Larger parcels of land provide greater protection for biodiversity as the edge effects from surrounding rural activities are reduced. Further investigation into the flora and fauna values of Mailors Flat will be required.

Within Mailors Flat, there are other localised areas of planted vegetation, including scattered trees and wind rows, that may be worthy of retention and further enhancement as the town develops. Further ecological assessments will provide more information on these existing features. New planting within the town area should reflect this natural heritage, and where suitable, indigenous vegetation should be planted.

Section 3



8 Implementation Plan

Implementation of the Strategy and Structure Plan is to be achieved through a variety of means, primarily through statutory implementation within the Moyne Planning Scheme. This will guide development on private land (via the rezoning and permit application process), undertaking further strategic work (to fill gaps identified through this Strategy/Structure Plan process but outside its capacity and scope) and by undertaking works (either by Council or other agencies).

Table 5 summarises the process of implementing the major directions over the next 1-5 years and the important stakeholders involved in undertaking or supporting those actions.

Table 5 - Implementation Plan

Outcomes	Task required	Responsible authority	Funding opportunity	Priority (high, medium or low)
Using policy and the exercise of direction	<p>Include the Strategy & Structure Plan within the Moyne Planning Scheme as a Reference or Incorporated Document.</p> <p>This may require any or all of the following:</p> <ul style="list-style-type: none"> • Changes to the Municipal Strategic Statement (Clause 21.05), • The addition of a new Local Planning Policy at Clause 22.01 and/or; • The application of an Incorporated Plan Overlay (IPO) to the entire study area. <p>It is not considered necessary to undertake both items 2 and 3, with both achieving essentially the same outcomes.</p>	Moyne Shire Council	Council	High
Applying zones and overlays	<p>Re-zone surplus residentially zoned land as identified within the Structure Plan including:</p> <ul style="list-style-type: none"> • Low Density Residential Zone to Rural Living Zone; • Township Zone to Low Density Residential Zone; <p>Incorporate any required schedules to the zones to achieve the objectives in the Strategy and Structure plan.</p>	Moyne Shire Council	Council and/or Developers	High
	<p>Application of a suitable overlay to protect existing environmental values (including high significance vegetation) from any of the following:</p> <ul style="list-style-type: none"> • Vegetation Protection Overlay (VPO); • Environmental Significance Overlay (ESO); or • Significant Landscape Overlay (SLO). 	Moyne Shire Council Department of Sustainability & Environment (DSE)	Council	High
	<p>Application of the Development Contributions Plan Overlay (DCPO) to the township, should a Development Contributions Plan (DCP) be prepared.</p>	Moyne Shire Council	Council	Medium
	<p>Consider the need for the future application of additional planning controls (such as the Design and Development Overlay (DDO)) for non-residential land uses</p>	Moyne Shire Council	Council	Low
	<p>Consider applying a Development Plan Overlay (DPO) to areas east and west of Caramut Road to ensure future subdivision is appropriately connected and integrated.</p>	Moyne Shire Council	Council/Developer	Medium

Outcomes	Task required	Responsible authority	Funding opportunity	Priority (high, medium or low)
Further strategic work	Preparation of a drainage scheme for Mailors Flat	Moyne Shire Council/professional consultant	Item within DCP	High
	Undertake a land capability assessment for Mailors Flat	Moyne Shire Council/professional consultant	DPCD/ Item within DCP	High
	Undertake cultural heritage assessments	Moyne Shire Council/professional consultant	Item within DCP	Medium
	Undertake flora and fauna assessments	Moyne Shire Council/professional consultant	Item within DCP	Medium
	Prepare a landscape master plan for township, including for town park and public toilets area	Moyne Shire Council/professional consultant	Item within DCP	Low
	Prepare a developer contributions plan (DCP) or other suitable alternative agreement	Moyne Shire Council	Item within DCP	High
	Consider the need for the future application of the Airport Environs Overlay (AEO) for the possible expansion of the Warrnambool airport	Moyne Shire Council/ Warrnambool City Council	Moyne Shire Council/ Warrnambool City Council	Low
	Undertake a feasibility review to consider acquisition of land containing high quality native vegetation at the end of Shady Lane for public conservation purposes	Moyne Shire Council/ Local Community group/DSE Parks Victoria	DSE/Parks Victoria	Low
	Undertake a traffic engineering assessment for the closure of Russells Road to Warrnambool-Caramut Road	Moyne Shire Council/professional consultant/ Vic Roads	Vic Roads/Council	High
	Consider developing strategy for utilising open space contributions to provide appropriate community infrastructure.	Moyne Shire Council	Moyne Shire Council/ Developers	Medium
Construction & Works	Construct drainage system in accordance with finalised drainage scheme	Developers/Moyne Shire Council	Developers/Moyne Shire Council/GHCMA	As development occurs/funding becomes available
	Upgrade roads in accordance with Road management strategy prepared by Council	Developers/Moyne Shire Council	Developers/Moyne Shire Council	As development occurs/funding becomes available
	Build public toilets and playground/park facilities	Moyne Shire Council	Government grants/ Developer public open space contributions	Low
	Acquire and manage/maintain Shady Lane native vegetation land as a Public Reserve	DSE/Parks Victoria/ Council/Local conservation group	DSE/Parks Vic/ "Bushcare" grants	Low
	Erect signage throughout the town and undertake landscaping works	Moyne Shire Council	Moyne Shire Council/ Vic Roads	Medium

9 References

- Australian Bureau of Statistics (2008) Statistics for Koroit & District and Mailor Flat (sic)
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- Moyne Shire Council (2007) Roadside Management Plan, Municipal Roads, September 2007
- Moyne Shire Council (2007) Moyne Futures Community Plan, May 2007
- Moyne Shire Council (2007) Youth Strategy 2007-2010
- Moyne Shire Council (2005) Environmental Sustainability Strategy- July 2005
- Moyne Shire Council (2001) Roadside Vegetation Plan
- Moyne Shire Council (2007) Council Plan (2007-2011)
- Moyne Shire Council (2007) Community Access Plan 2007-2009, August 2007
- Moyne Shire Council (2007) Municipal Early Years Plan 2007-2010, September 2007
- Moyne Shire Council (2007) Arts and Culture Strategy 2007-2010
- Moyne Shire Council (2008) Land Capability Assessment- not yet completed
- Moyne Shire Council (2008) Moyne Shire Council website, www.moyne.vic.gov.au
- Unpublished survey results (2007) 'Planning for a new bus route to service communities in the growth corridor to the north of Warrnambool'