

02.0309/02/2023
C100moor**02.03-1**

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Proposed C115moor

STRATEGIC DIRECTIONS**Settlement**

Outward pressure from the Melbourne metropolitan area, the location of the Shire on one of the State's major regional transport corridors and proximity to the regional centres of Ballarat and Geelong will continue to reinforce the advantages of the Shire as a place to live and invest.

Bacchus Marsh has been identified in *Plan Melbourne* and the *Central Highlands Regional Growth Plan* as a suitable location for growth due to its regional service centre role, its relative accessibility to Melbourne, Geelong and Ballarat, its well established town centre and the availability of greenfield and infill development opportunities.

The growth potential of Ballan is also recognised in the *Central Highlands Regional Growth Plan*.

An increase in community and physical infrastructure will be required to support the significant population growth projected.

Future population growth needs to be balanced with protection and sustainable use of the Shire's environmental assets which contribute significantly to the lifestyle and attraction of Moorabool Shire as a place to live, invest and visit.

Approximately two-thirds of the Shire is located in Declared Special Water Supply Catchments, including privately owned land, mainly used for agricultural purposes, or National or State Park or State Forest. Steep land, areas subject to flooding or bushfire, isolation, lack of services, and resources capable of economic extraction are also significant development constraints. In the absence of reticulated sewer, the development of the Shire's small towns and settlements is limited.

Council's strategic directions for settlement are to:

- Direct the majority of growth to Bacchus Marsh and Ballan.
- Support the sustainable development of small towns and settlements.

Bacchus Marsh

Bacchus Marsh is the largest town in the Shire and is located midway between Melbourne and Ballarat. Bacchus Marsh currently fulfills a number of important functions as a regional service centre, a peri-urban town and an increasingly popular housing destination to the west of Melbourne.

Bacchus Marsh has a wide range of services and facilities and provides the largest retail centre within the Shire. As a Major Activity Centre it will continue to develop as the result of future planned growth which will generate opportunities for expanded services, including restricted retail/homemaker stores.

In order to respond to metropolitan growth pressures and to meet the strategic goals for growth, three new residential growth precincts have been identified that are capable of accommodating an additional 30,000 people, while further growth will be accommodated within the existing urban area.

The town is defined by the following character elements which warrant considered design responses:

- The rural and natural gateway entries, in particular the entrance from the Western Freeway through the Avenue of Honour.
- An open feel due to the rural and low density surrounds, wider streetscapes, large open space areas, farmlands, orchards and market gardens.
- Distinctive natural landscape character and setting comprising escarpments and an irrigated river valley.
- A scenic backdrop that surrounds the town with Wombat-Lerderderg National Park, Werribee Gorge State Park and Long Forest Flora and Fauna Reserve.

- Werribee and Lerderderg Rivers that traverse through the town and in some places include linear walking paths and open space along the waterways.
- Networks of open space throughout residential areas and adjoining forested areas.
- Significant heritage places and trees including the Bacchus Marsh Avenue of Honour.
- A strong range of business enterprises including industrial businesses that provide local employment opportunities, particularly in the transport and the agricultural industries.

Bacchus Marsh's growth is constrained by the surrounding environmental assets, topography, mineral resources and agricultural/horticultural resources in the Bacchus Marsh Irrigation District. The identified residential growth precincts combined with infill growth opportunities within the existing settlement boundary provides for a substantial amount of residential land supply to accommodate growth in the medium to long term.

There are a number of strategically important land uses surrounding Bacchus Marsh, including the Darley Sand Quarries, Maddingley Brown Coal operations (coal mining, landfill and composting), agribusiness, the airport and the Bacchus Marsh Recycled Water Plant. Such uses are inherently incompatible with residential development due to their offsite impacts.

Council seeks to:

- Provide for growth consistent with the Bacchus Marsh Urban Growth Framework.
- Accommodate residential growth within:
 - The existing settlement boundary of Bacchus Marsh.
 - Merrimu, Parwan Station and Hopetoun Park.
- Maintain the primacy of the Bacchus Marsh Main Street Activity Centre and provide a network of supporting activity centres sufficient to meet local needs.
- Enhance the elements of Bacchus Marsh that contribute to the character of the town including the visual amenity of all key gateways into Bacchus Marsh.
- Support urban design outcomes which provide a positive contribution to the character of the town.
- Protect the highly productive Bacchus Marsh Irrigation District from urban expansion.
- Provide for employment generating industrial and agribusiness land uses within the Parwan Employment Precinct.

Ballan

Ballan is the second largest town in the Shire. It has an important role in providing for growth, secondary to the main growth fronts in Bacchus Marsh. The growth precincts to the east, west and south of Ballan are capable of accommodating 3,000 people. As growth occurs, the town's point of difference in housing, lifestyle choices and rural amenity needs to be maintained in the long term, such that Ballan does not adopt a typical suburban role in the future. Its strong historical character and rural setting need to be recognised to ensure future development is planned and undertaken sympathetically.

Ballan has good services and facilities and provides the only substantial retail centre within Moorabool Shire, other than Bacchus Marsh. It is anticipated that Ballan will continue to be an important location for meeting local needs as well as serving the broader peri-urban region. The growth of retail and services will need to be managed so that the needs of future residents are met, while protecting the commercial viability and character of the existing town centre.

Ballan performs a niche tourism role through a number of regular markets, annual festivals, boutique shops and gourmet cafes. These activities and attractions are anticipated to grow and become an integral component of Ballan's offering in the future.

The Ballan Industrial Precinct provides for a mix of business activities including manufacturing, transport and service companies. The Precinct is located in close proximity to the residential population and is most suited to light industrial uses.

Council seeks to:

- Protect and enhance Ballan's character and sense of place as a country town, with historic built form and streetscapes, surrounded by scenic rural and natural areas.
- Provide for growth consistent with the Ballan Framework Plan.
- Retain the town centre's existing compact form and core function as the main commercial and retail precinct with supporting non-residential uses.
- Ensure that development and new commercial use responds meaningfully to the strong historic elements, streetscapes and existing amenity of the town centre.
- Plan for an additional neighbourhood activity centre in Ballan South to be delivered once the local population can support two centres

Gordon

Gordon is the third largest town in the shire and is strategically located on the Western Freeway between Bacchus Marsh and Ballarat. It has the potential for direct access to both Ballarat and Melbourne by rail with the Gordon Railway Station located less than a kilometre south of the town centre that could be re-opened to support public transport to both Ballarat and Melbourne. Availability of sewerage and the proximity to Ballarat are anticipated to drive growth.

Growth of the township will be based initially on infill development within the existing township boundary. Long term growth will be concentrated between the southern boundary of the existing township and the railway line and areas to the west on Old Melbourne Road.

Like other towns, there are significant environmental constraints within Gordon and surrounds, including bushfire risk and Declared Special Water Supply Catchments.

Council seeks to:

- Identify and manage urban growth opportunities in Gordon.
- Ensure that development within Gordon responds to, and mitigates, any identified bushfire risks.

Small towns and settlements

Small towns and settlements in close proximity within Moorabool have strong social and economic connections to each other and operate as clusters.

Many of the small towns and settlements lack the quantum of population to be considered sustainable communities and support local jobs, retail, public transport, other public and medical services and community infrastructure. They rely heavily on larger communities and tend to be strongly car dependent.

Bushfire risk is significant for many small towns and settlements and flood risk is not fully mapped or understood.

There are limited development opportunities in small towns and settlements within Declared Special Water Supply Catchments. Key areas of focus in these catchments will be enhancing opportunities for tourism and protecting the environmental value of surrounding land.

Council seeks to promote distinctive and sustainable small towns and settlements by:

- Providing for growth in Bungaree, Wallace, Dunnstown and Myrniong.
- Creating clusters of linked small towns and settlements.
- Providing adequate community and physical infrastructure to service communities.

02.03-209/02/2023
C100moor**Environmental and landscape values**

Moorabool Shire's natural environment, towns, rural landscapes and forested areas are important elements of the Shire's character.

The varied and rich topographical features of Moorabool Shire (including ranges, plains, and gorges) need to be conserved not only for their intrinsic environmental and landscape values but also as a recreational and tourism resource to the Shire.

The small towns and settlements of Moorabool Shire have a very strong rural setting and character that is defined by the local agricultural base, spectacular scenic landscapes and diverse vegetation. There is a need to ensure that these values, which draw people to the area, are protected.

Council seeks to:

- Maintain and enhance the natural environment and the Shire's rural identity and character.
- Facilitate land use and development that is compatible with the Shire's natural environment, native vegetation and places of environmental significance.
- Protect the landscape and scenic qualities of forested hill slopes, rural landscapes and bushland settings of the Shire.

Biodiversity

The Brisbane Ranges National Park, Wombat-Lerderderg National Park, Werribee Gorge State Park, Wombat State Forest, Long Forest Flora and Fauna Reserve and other bushland areas in the Shire are highly significant natural resources with nationally important flora and fauna habitat values. These values are also valuable attractors of recreation and tourism.

Human activity particularly the impacts of population growth, urban growth, and agricultural activity have contributed to the decline in biodiversity, quality and quantity of native vegetation and waterway condition.

Roadside vegetation is of great value to the Shire as it provides for flora and fauna movement corridors between State and National Parks or Forests and supports the rural character of the area.

Pest and environmental weed control are important issues within the Shire as is the revegetation of native flora along waterways.

Council seeks to:

- Positively enhance biodiversity in the Shire.

River corridors

Moorabool River, Werribee River and Lerderderg River supply water for domestic and agricultural purposes. Inappropriate development, land clearing and sediment deposition from erosion can threaten riparian environments and water quality within the catchments.

Council seeks to:

- Ensure that the riparian area along watercourses is retained, protected and revegetated.

02.03-309/02/2023
C100moor**Environmental risks and amenity****Bushfire and flood management**

Significant areas of the Shire are at risk of bushfire, particularly forested areas. Large areas of the Shire are also prone to flooding as the Moorabool, Werribee, and Lerderderg Rivers flow through the Shire.

Council seeks to:

- Minimise risk of bushfire damage.
- Minimise flood risk.

02.03-409/02/2023
C100moor**Natural resource management****Agriculture**

Agriculture is the major land use in the Shire and a significant component of the economy. The Shire is committed to facilitating sustainable agriculture and protecting the long-term supply of productive agricultural and horticultural land. Where irrigation water or higher rainfall combines with highly productive soil types, the Shire supports horticultural pursuits.

The Shire's horticultural land resources are important economically in supporting tourism and the lifestyle appeal of the area. The Bacchus Marsh Irrigation District and other highly productive areas in the west of the Shire need to be protected from the encroachment of residential development.

There is need to avoid fragmentation of land suitable for rural production by discouraging subdivision and houses that are unrelated to the rural use of the land. It is also important to ensure that farm production is not compromised or adversely affected by residents living in rural areas.

The Shire's agricultural base and attractive rural setting are important drivers in attracting people to live in Moorabool. Council supports rural living development where it does not compromise the long term productive use of rural land for agriculture, enhances environmental outcomes and provides services and infrastructure to support such development.

Council seeks to:

- Protect good quality agricultural land and support the productivity and sustainability of existing and future agricultural and horticultural activities.
- Increase productivity and investment associated with the Bacchus Marsh Irrigation District.
- Ensure that subdivision and dwellings in rural areas will result in increased agricultural productivity.
- Minimise the potential for farm production to be adversely impacted by land use conflicts.

Declared Special Water Supply Catchments

Large areas of Moorabool Shire are in Declared Special Water Supply Catchments providing potable water for local and regional populations.

For public health reasons, prospects for population growth and investment are minimal for small towns and settlements that reside within a Declared Special Water Supply Catchment and lack reticulated sewerage.

Inappropriate land use and development within Declared Special Water Supply Catchment areas will compromise the ability to supply water of appropriate quality. In particular, it is critical that appropriate effluent disposal systems are used.

Council seeks to:

- Protect the quality and quantity of water produced within Declared Special Water Supply Catchments.

02.03-509/02/2023
C100moor**Built environment and heritage**

Moorabool Shire has significant natural and cultural heritage assets including historic buildings, streetscapes, trees, and landscapes. Many of these places have strong associations with gold discovery and the associated development of the transport routes between Melbourne, Geelong and Ballarat. These heritage assets support tourism in the Shire.

Moorabool has numerous sites of aboriginal cultural heritage significance within the Shire including burials, rock art, occupation sites and scar trees.

Planning for development in the Shire needs to be environmentally sustainable to maintain and enhance the quality of the environment and natural resource base and should assist in creating compact, liveable and sustainable neighbourhoods.

New development must also complement the defining character elements of towns (such as the historic Avenue of Honour in Bacchus Marsh) and the open and natural landscape, while also preserving horticultural land.

Council seeks to:

- Protect and reinforce the Shire's built and natural heritage.
- Encourage residential development that enhances liveability and contributes to the creation of healthy and active neighbourhoods.
- Promote environmentally sustainable design to reduce the cost of living and improve liveability.
- Ensure development respects the existing character, landscape setting and amenity of the local area.

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Housing

A diversity of housing types is required throughout the Shire to meet the needs of existing and future residents. This is particularly important due to the ageing population and decreasing household sizes, and the likely increased demand for smaller, affordable, low-maintenance and adaptable dwellings.

Council also recognises the importance of directing housing to locations that are easily accessible to activity centres and public transport. This will assist in achieving Council's vision to create compact and sustainable neighbourhoods.

Council seeks to:

- Improve the diversity of housing stock within the municipality.
- Design housing to be adaptable for use by smaller households, older people and people with disabilities.
- To provide high amenity rural lifestyle opportunities in Bacchus Marsh while protecting irrigated horticultural land and other environmental assets.

02.03-7

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Proposed C115moor

Economic development

There is a need to retain the benefits of consolidated commercial centres in Bacchus Marsh and Ballan. Council recognises that centrally-located, attractive mixed-use activity centres with a densely developed inner core, will assist in reducing escape expenditure and will ensure a vibrant community and cultural hub. It is also important to ensure that the Bacchus Marsh Main Street activity centre, is supported by a network of lower order activity centres scaled to meet local needs.

There is a need to facilitate bulky goods retail (restricted retail) investment in Bacchus Marsh to reduce escape expenditure and to fill an identified gap in local retail services.

Council seeks to:

- Strengthen the local economy to improve local employment opportunities, meet the needs of residents and reduce escape expenditure by:
 - Providing a diverse range of retail, hospitality, personal and community services, particularly in Bacchus Marsh as an identified regional service centre.
 - Facilitating a bulky goods (restricted retail) precinct that is convenient to the Bacchus Marsh community and able to accommodate large footprint retail uses.

- Supporting commercial uses in Ballan that generate high pedestrian activity, in combination with community facilities (including local level convenience retail facilities) within or adjacent to the town centre core.
- Supporting the reuse of existing commercial buildings in Ballan prior to considering the construction of new commercial buildings on the fringe of the town centre.
- Reinforce the role of Bacchus Marsh and Ballan as regional centres for employment, shopping, tourism, industry, business, and cultural services.
- Support local business and encourage appropriate development of industrial and agricultural businesses in small towns and settlements to generate activity and employment locally.

Industry

There are a number of state-significant natural resources and export-based industries that make significant employment and economic contributions to Bacchus Marsh, including:

- Bacchus Marsh Irrigation District.
- Darley/Coimadaí sand quarries.
- Maddingley Waste and Resource Recovery Hub (including coal mine).

Bacchus Marsh and Ballan contain industrial land that has good access to transport infrastructure and is close to metropolitan Melbourne and the regional centres of Ballarat and Geelong. Large tracts of industrial land in Bacchus Marsh remain undeveloped due to the lack of supporting physical infrastructure and, in some cases, due to the encroachment of sensitive residential uses.

The Moorabool Agribusiness Industrial Area in Parwan provides an agricultural and employment hub that is capable of implementing best practice water management techniques and encouraging local employment opportunities to assist the growing local and regional community.

Maddingley industrial precincts to the north of Kerrs Road are constrained by residential encroachment. These precincts are therefore best suited to service industries, rather than manufacturing and other heavy industries.

Council seeks to:

- Provide an adequate supply of fully-serviced industrial land to create local employment.
- Facilitate a range of industrial development and activities in proximity to transport networks and existing infrastructure.
- Manage off-site impacts and avoid conflict with residential and other sensitive uses, environmental quality objectives and agricultural values.
- Protect existing and future industrial and agribusiness land uses from the encroachment of sensitive land uses (particularly Maddingley Waste and Resource Recovery Hub, Darley/Coimadaí sand quarries, South Maddingley industrial precinct south of Kerrs Road, Parwan Employment Precinct, Bacchus Marsh Aerodrome and Bacchus Marsh Recycled Water Plant).
- Retain the industrial precinct of Ballan as a significant employer within the town while also providing a range of light industrial uses.
- Protect the long-term potential of stone and mineral resources.

Local employment

Residents are employed in a diverse range of industries that are derived from the Shire's rural environment and proximity to urban centres. The Shire has significant locational advantages for business including its proximity to Melbourne and Avalon airports, ports, major population centres and access to road and rail infrastructure that provides transport links across Victoria and into

South Australia. There is a distinct commuter labour force that travels outside of the Shire for employment. A primary goal is to facilitate economic development that reduces the reliance on employment opportunities outside the Shire.

The Parwan Employment Precinct to the south of Bacchus Marsh will provide for an increasing level of local employment. This precinct benefits from accessibility to the Western Freeway, the Melbourne-Ballarat rail corridor, significant separation from sensitive uses and larger landholdings. The Parwan Employment Precinct will provide for a range of opportunities for industrial and agribusiness investment, particularly value adding enterprises that are integrated with the local agricultural sector, and which produce export products.

A network of activity centres throughout Bacchus Marsh will assist in creating a critical mass of people living and working in the town.

In Ballan, the main street activity centre and the Haddon Drive industrial precinct provide opportunities for local employment.

Council seeks to:

- Increase local employment opportunities in activity centres, industrial precincts and the agricultural/agribusiness sector.
- Facilitate the development of a regionally significant Parwan Employment Precinct.

Tourism

Tourism is a growing industry and important economic driver in the Shire that presents opportunities for economic development and diversification of the local economy and workforce. The Shire has tourism links with the Spa Region to the north and the Goldfields region to the west and north. Tourism development draws on many aspects of the Shire including recreation, leisure activities, environment, wineries, mineral springs, heritage and landscape features.

Council recognises that economic prosperity is dependent on its natural resources and seeks to:

- Facilitate economic activity from tourism that is consistent with protecting and enhancing the Shire's natural resource assets, heritage and town character.
- Promote the growth of the tourism sector in small towns and settlements.

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Transport

Road infrastructure in a number of towns and settlements in the Shire, particularly Bacchus Marsh and Ballan, has limited capacity to service the growing community without further upgrading.

Public transport requires improved levels of service and integration throughout the municipality, particularly along the Melbourne – Ballarat rail corridor, to support sustainable growth.

Improved vehicle and freight links are required between destinations within and beyond the Shire, and to address the physical division created by the Western Freeway and Ballarat Rail line, particularly in Bacchus Marsh.

Bacchus Marsh experiences regular traffic congestion, particularly due to the only north-south arterial road (Grant Street/Gisborne Road) passing through the centre of town carrying a high volume of heavy vehicle movements.

As a regional centre with a relatively dispersed settlement pattern, Bacchus Marsh will continue to have a relatively high level of vehicle dependence. Neighbourhoods, activity centres and key destinations will need to be accessible by road, which in turn need to support public transport, cycling and walking.

An efficient road network for the Bacchus Marsh district would facilitate east-west and north-south connections.

The new urban growth precincts at Merrimu, Parwan Station, and Parwan Employment Precinct will require the provision of an Eastern Link Road, with connections to Gisborne Road, Western Freeway and Geelong-Bacchus Marsh Road. This road would enable these new growth precincts to integrate with the local and regional transport network.

Council seeks to:

- Facilitate a high quality, sustainable and connected transport network within Moorabool Shire including roads, rail and air.
- Facilitate an integrated public transport network with improved coverage, accessibility and capacity.
- Develop a north-south Eastern Link Road to the east of Bacchus Marsh, including connections to Gisborne Road, Western Freeway and Geelong-Bacchus Marsh Road.
- Limit freight traffic movement through Bacchus Marsh.
- Strengthen the potential for Bacchus Marsh district road networks to manage local traffic movements.
- Facilitate active commuting by pedestrians and cyclists.
- Better utilise the Bacchus Marsh Aerodrome.

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Infrastructure

Community infrastructure

Council acknowledges the pressures that an aging population places on the social infrastructure of the Shire. Council endeavours to support the health and well-being of communities through the provision of high quality and flexible social and recreation infrastructure for people of all ages and from all areas within the Shire including open spaces, community facilities and commercial hubs. Any new urban growth precincts will need to be carefully planned to ensure provision of appropriate reticulated services, integrated transport and open space.

Council has adopted the Infrastructure Design Manual (IDM) (prepared by the Local Government Infrastructure Design Association) which includes guidelines for the design and construction of infrastructure, such as roads, drainage, stormwater, car parking, landscaping, access, earthworks and public lighting. The IDM complements the objectives and standards of Clause 56 for residential subdivision applications.

Council seeks to:

- Improve social and physical infrastructure in the Shire to support the growing population.
- Provide equitable and integrated open space and recreation facilities.
- Ensure that provision of education and health services matches projected demand.
- Secure long-term water supplies for urban and agricultural use.

11.01
31/07/2018
VC148

VICTORIA

11.01-1S02/09/2025
VC283**Settlement****Objective**

To facilitate the sustainable growth and development of Victoria and deliver choice and opportunity for all Victorians through a network of settlements.

Strategies

Plan for the delivery of 2.24 million homes across Victoria by 2051.

Develop sustainable communities through a settlement framework that:

- Offers a range of housing choices.
- Provides convenient access to jobs, services, infrastructure and community facilities.
- Takes into account regional and municipal contexts and frameworks.

Focus investment and growth in:

- Melbourne Central City.
- Metropolitan Activity Centres and Suburban Rail Loop Precincts in Metropolitan Melbourne.
- Priority Precincts (including the Suburban Rail Loop East Precincts).
- Major regional cities of Ballarat, Bendigo and Geelong.
- Regional cities of Horsham, Latrobe City, Mildura, Shepparton, Wangaratta, Warrnambool and Wodonga.

Manage the expansion of settlements by:

- Creating and reinforcing settlement boundaries. Where no settlement boundary is identified, limit the expansion of a settlement to the extent of existing urban zoned land.
- Promoting and capitalising on opportunities for urban renewal and infill redevelopment.
- Limiting urban sprawl and directing growth into existing settlements.
- Ensuring land that may be required for future urban expansion is not compromised.

Provide for growth in population and development of facilities and services across a regional or sub-regional network in accordance with housing targets.

Plan for development and investment opportunities that make best use of existing and planned transport infrastructure.

Coordinate transport, communications and economic linkages between settlements through the identification of servicing priorities.

Strengthen transport links on national networks for the movement of commodities.

Deliver networks of high-quality integrated settlements, suburbs and towns that:

- Are great places with a strong identity and sense of place.
- Are inclusive, prosperous, liveable and sustainable.
- Comprise a form and density that supports healthy, active and sustainable transport.
- Are based around compact existing or planned activity centres to maximise accessibility to facilities and services.
- Concentrate retail, office-based employment, community facilities and services in central locations.

Facilitate environmentally resilient settlements by:

- Integrating the management of water resources into the urban environment in a way that supports water security, public health, environment and amenity outcomes.

MOORABOOL PLANNING SCHEME

- Minimising exposure to natural hazards.
- Contributing to net zero greenhouse gas emissions through renewable energy infrastructure and energy efficient urban layout and urban design.
- Supporting metropolitan and regional climate change adaption and mitigation measures.
- Supporting cooling and greening measures for urban areas.

Policy guidelines

Consider as relevant:

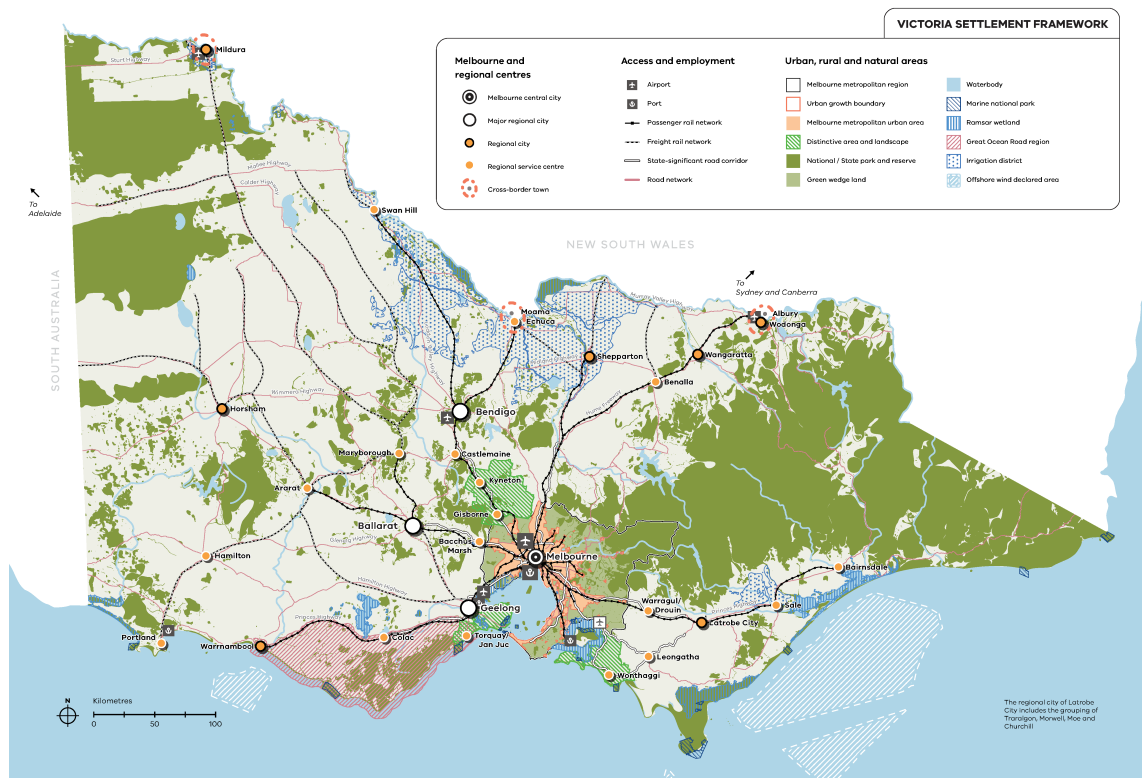
- Any settlement boundary identified in a document incorporated into this planning scheme.

Policy documents

Consider as relevant:

- *Plan for Victoria* (Department of Transport and Planning, 2025)
- *Victoria's housing Statement - The Decade Ahead 2024-2034* (Department of Premier and Cabinet, 2023)

Victoria Settlement Framework Plan



11.01-1R

02/09/2025
VC283

Settlement - Regional Victoria

Strategies

Focus regional investment and growth in:

- Major regional cities of Ballarat, Bendigo, Geelong.
- Regional cities of Horsham, Latrobe City, Mildura, Shepparton, Wangaratta, Warrnambool and Wodonga.

Support sustainable development of the Regional service centres of Ararat, Bacchus Marsh, Bairnsdale, Benalla, Castlemaine, Colac, Echuca, Gisborne, Hamilton, Kyneton, Leongatha, Maryborough, Portland, Sale, Swan Hill, Torquay/Jan Juc, Warragul/Drouin and Wonthaggi.

Deliver networks of high-quality integrated regional settlements by:

- Building on strengths and capabilities of each region across Victoria to respond sustainably to population growth and changing environments.
- Developing settlements that will support resilient communities and their ability to adapt and change.
- Balancing strategic objectives to achieve improved land use and development outcomes at a regional, catchment and local level.
- Preserving and protecting features of rural land and natural resources and features to enhance their contribution to settlements and landscapes.
- Encouraging an integrated planning response between settlements in regions and in adjoining regions and states.
- Providing for appropriately located supplies of residential, commercial, and industrial land across a region, sufficient to meet community needs.
- Improving transport network connections in and between Major regional cities, Regional cities and Melbourne.
- Maintaining distinctive breaks and open rural landscapes between settlements.
- Planning for increased seasonal demand on services and infrastructure in towns with significant visitor accommodation and high holiday home ownership or periodic influxes of workers.

11.01-1R

02/09/2025
VC283

Settlement - Central Highlands

Strategies

Support Ballarat as the Major regional city for regional growth, services and employment with major growth focussed to the west.

Support urban consolidation, particularly in Ballarat's Central Business District.

Maintain Ballarat's Central Business District as the primary focus for commercial, retail and service activity in the city and region.

Support the development of Central Highlands' Regional service centres, Ararat and Bacchus Marsh, as the key service centres for each end of the region.

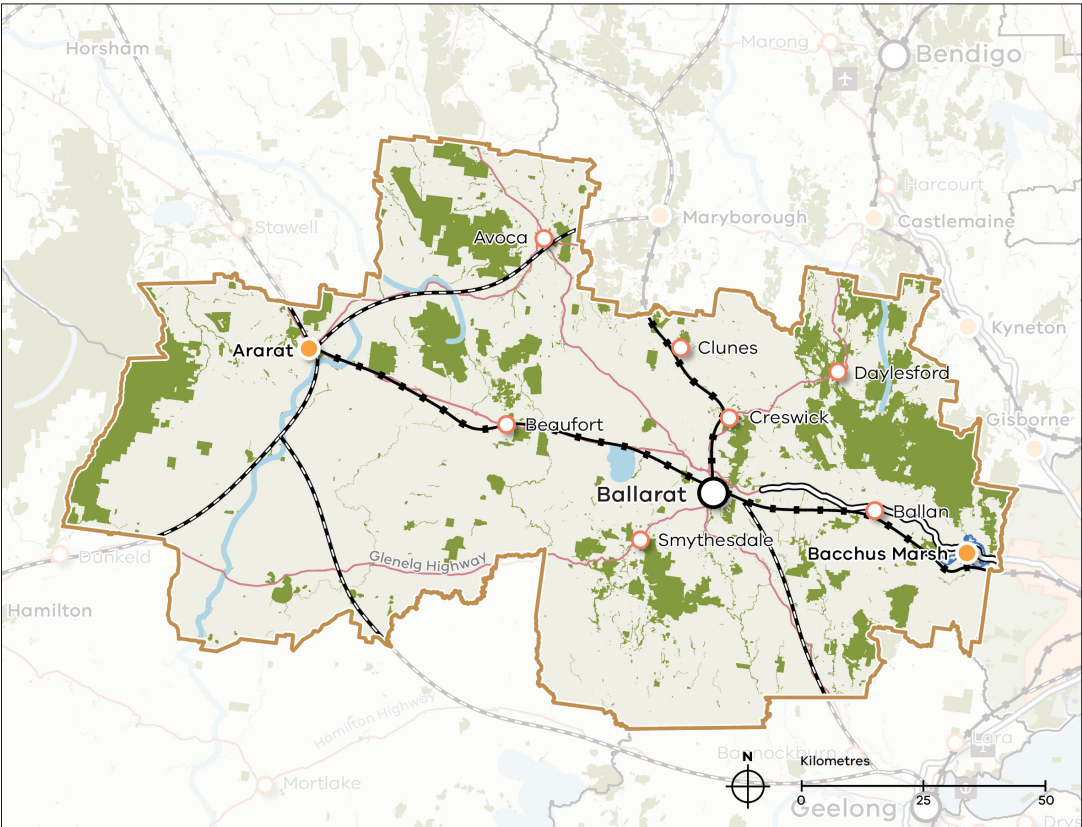
Provide local and sub-regional services at Avoca, Ballan, Beaufort, Clunes, Creswick, Daylesford and Smythesdale to support ongoing growth, particularly closer to Melbourne and Ballarat where towns will provide a key opportunity to target growth pressure.

Direct growth to well serviced settlements with good access to Melbourne or Ballarat, particularly Bacchus Marsh, Ballan, Creswick, Clunes, Beaufort and Smythesdale.

Limit outward growth of Daylesford to minimise environmental impacts and exposure to natural hazards.

Maintain a clear settlement break between Metropolitan Melbourne and the Central Highlands.

Central Highlands Settlement Framework



Central Highlands Settlement Framework

Regional cities and towns	Access and employment	Urban, rural and natural areas
Major regional city	Passenger rail network	Central Highlands region
Regional service centre	Freight rail network	National / State park and reserve
District town	State-significant road corridor	Waterbody
	Road network	Irrigation district

11.01-1L-01 Settlement in Moorabool

09/02/2023
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Strategies

Direct the majority of the population and employment growth to Bacchus Marsh with supporting growth in Ballan.

Consolidate established urban areas by supporting infill development of land zoned for urban purposes.

Limit urban development where it is likely to impact on highly productive agricultural land, environmental values and the long-term sustainability of natural resources.

Direct rural residential and rural living development to strategic growth areas where they will not impact on agricultural and horticultural production.

Discourage development in settlements where reticulated sewerage systems are not available and onsite treatment of effluent cannot be provided.

Policy guidelines

Consider as relevant:

- The existing and proposed infrastructure capacity of designated towns when planning and managing urban growth.

11.01-1L-02 Bacchus Marsh

09/02/2023
C100moor

Policy application

This policy applies to the land identified on the Bacchus Marsh Urban Growth Framework Plan to this clause.

Strategies

Contain short term residential development within the existing urban areas and existing greenfield residential development areas.

Encourage residential growth within Merrimu and Parwan Station where it would facilitate the provision of an Eastern Link Road.

Encourage residential growth including community facilities/amenities within Hopetoun Park where it would facilitate improved connectivity between Hopetoun Park and the Western Freeway, to and from the west.

Ensure development is located and designed to respond to the effect of natural hazards such as fire or flood.

Encourage the form and design of infill development to be walkable and provide responsive neighbourhood design to assist in creating pedestrian scale environments.

Protect the Bacchus Marsh irrigated horticultural land from residential encroachment and encourage appropriate interface treatments (such as through a transition in densities, separation and landscaping) in development abutting these areas.

Ensure that a clear separation between urban development and farming activities is retained.

Prioritise the development of housing in locations that are easily accessible to activity centres and public transport.

In Minimal Residential Growth Areas:

- Encourage future residential development to predominantly comprise of detached dwellings, generally of a modest scale.
- Support dual occupancies of one to two storeys only where the preferred character is not compromised.

In Natural Residential Growth Areas:

- Allow for modest housing growth and a variety of housing typologies while maintaining detached houses as a dominant housing type.
- Support low scale, medium density housing and alternative housing typologies (such as co-housing, retirement villages, aged care) in areas that are accessible to public transport, activity centres and open space.
- Encourage well designed infill development, including multi-unit developments, that complements the preferred character of the area.

In Increased Residential Growth Areas:

- Provide for housing growth with increased densities.
- Provide housing generally in the form of townhouse and multi-dwelling developments with opportunities for apartments and alternative forms of housing (cohousing, aged care, retirement villages, etc.).

In Greenfield Residential Growth Areas:

- Provide a diverse range of lot sizes that will be capable of accommodating a range of housing typologies.

Encourage development of existing agricultural land south of Main Street and south of the Werribee River for a variety of dwelling types that are sensitively designed to respond to the site context.

Manage built form impacts on escarpments, slopes and other significant landscape features within key views and vistas from the Western Freeway.

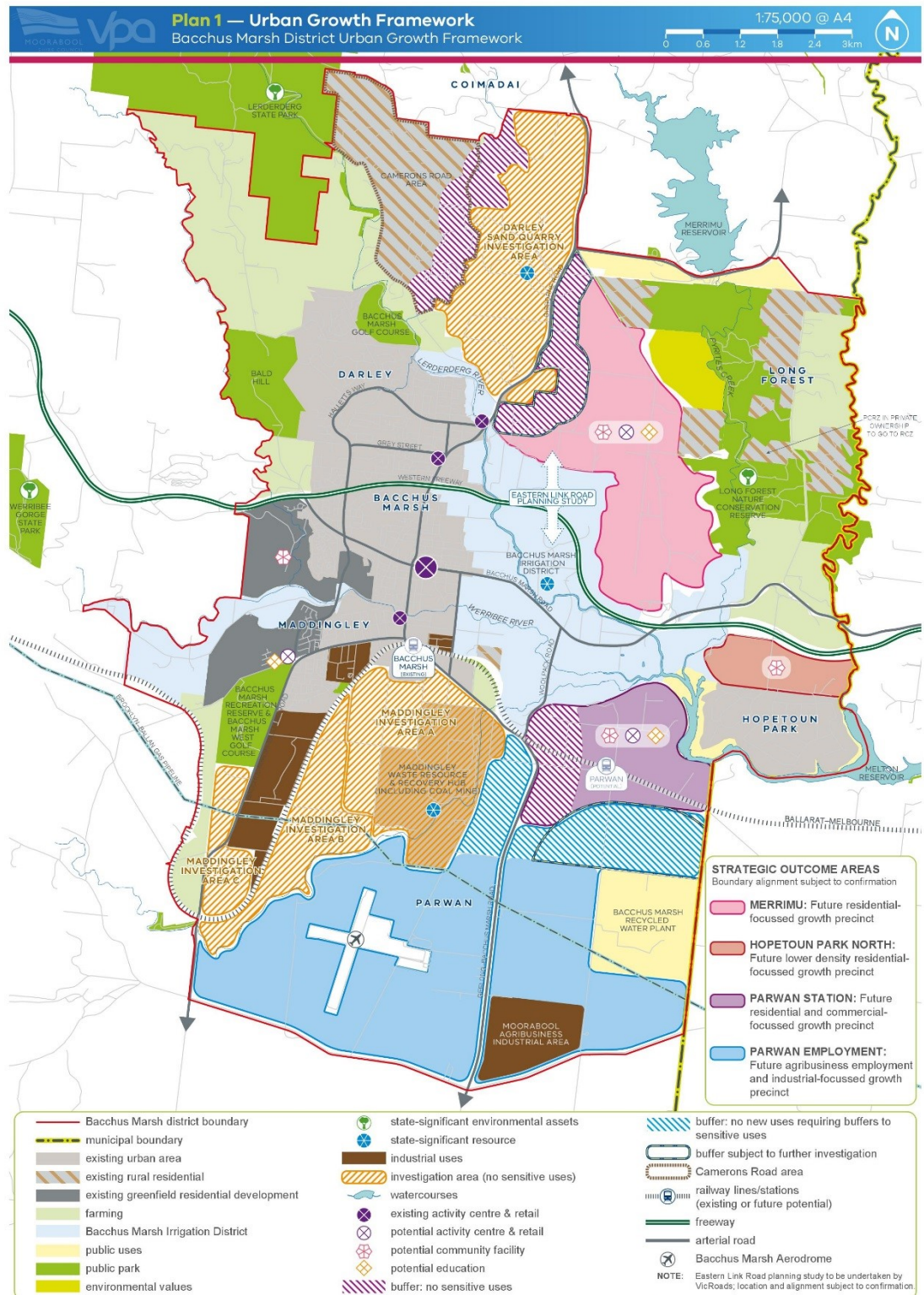
Encourage subdivision design that provides for diverse streetscapes, strong connectivity and public spaces while retaining the valued characteristics of Bacchus Marsh including its open feel and rural landscape character.

Policy documents

Consider as relevant:

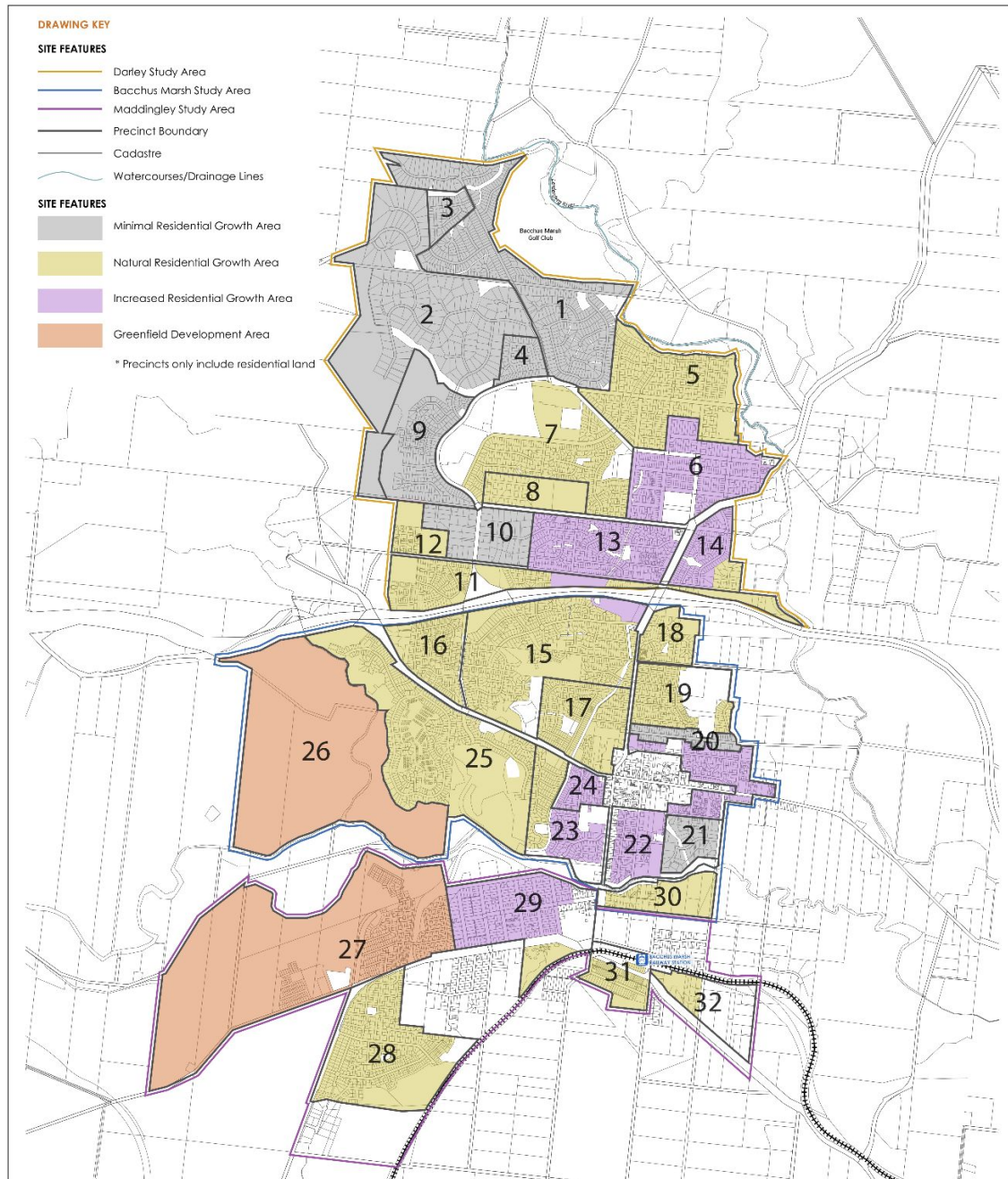
- *Housing Bacchus Marsh to 2041* (Mesh, 2018).
- *Council's Community Infrastructure Framework* (Moorabool Shire Council).
- *Bacchus Marsh Urban Growth Framework Plan* (Victorian Planning Authority, Moorabool Shire Council, 2018)

Bacchus Marsh Urban Growth Framework Plan



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Bacchus Marsh Residential Settlement Framework Plan



11.01-1L-03 Ballan

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Proposed C115moor

Policy application

This policy applies to the land identified on the Ballan Framework Plan to this clause.

Strategies

General

Retain a clear separation between urban development and farming activities.

Emphasise the country feel of the town by creating 'gateways' including:

- Larger residential allotments along the key approaches into town.
- Generous front and side setbacks for dwellings.
- Predominantly low, open-style fencing.
- Retained and enhanced vegetation.

Create a path network that facilitates walking and cycling to the train station, the town core, open space and other key destinations within the town.

Encourage the retention of all water courses in growth precincts and set back development to provide sufficient buffers to minimise any detrimental impacts to them.

Facilitate the creation of public land reserves along the Werribee River adjacent to new developments.

Encourage improvements to the Werribee River's ecology and amenity through revegetation and landscaping.

Residential development

Confine residential development to within the township boundary to enhance the town's sense of place.

Ensure residential rezoning proposals, master/development plans, and subdivisions respond to Ballan's character and sense of place, including by:

- Providing diverse streetscapes.
- Providing strong connectivity to the town centre core, public spaces and key destinations, including improved pedestrian and cycling links.
- Retaining the valued characteristics of Ballan.
- Reinforcing the character of tree lined streets.
- Applying zoning controls to manage interfaces with rural land, waterways and the Western Freeway.
- Designing new road alignments to respond to natural topography, capture key views, and where possible, retain existing mature vegetation through deviations, deflections or localised road widening.
- Providing open spaces and places in Ballan's growth precincts that respond to natural features such as existing vegetation, topographical features and other natural landscape character elements.
- Providing a diverse range of lot sizes in growth precincts.

Provide path networks in new development that:

- Integrate with existing or planned open space networks.

- Include pathways within the open spaces.
- Connect to existing and planned external networks.

In Minimal Growth Areas:

- Encourage low density housing types, generally in the form of detached housing.
- Support dual occupancies only on sites that do not compromise the preferred neighbourhood character.
- Ensure development conserves and enhances attributes that contribute to the environmental significance, heritage values and the preferred neighbourhood character of the precinct.
- Encourages dwellings to be set back from all boundaries to accommodate landscaping and to maintain a sense of openness.
- Encourage dwellings to be designed in accordance with the predominant building height of the street.

In Natural Growth Areas:

- Encourage low scale medium density housing and alternative housing typologies (such as co-housing, retirement villages and aged care) on lots that are accessible to public transport, the town centre core and open space.
- Discourage boundary to boundary development.
- Encourage dwellings that are consistent with the predominant building height of the street and complement the preferred character of the area.

In Greenfield Growth Areas:

- Avoid interim subdivision of land prior to rezoning to minimise further fragmentation and maintain growth potential.
- Design development to responds to topography, landscape, vegetation, and natural features.
- Provide passive open space within a walkable catchment as part of future subdivision.
- Encourage a diversity of lot sizes and housing choices.

Industrial precinct

Maintain the extent of existing industrial zoning to the south-east of the town, and only rezone land for industrial expansion in response to low vacancy and demonstrable demand.

Direct industrial uses to locate within the industrial precinct.

Support the establishment of a range of industrial uses, scaled in accordance with the subsidiary role of Ballan within the broader region.

Policy guidelines

Consider as relevant:

- Maintaining a township boundary until land supply approaches 15 years.
- Ensuring land use and development responds to flood risk and drainage, buffers to the industrial land, transport connectivity requirements, the interface with the railway corridor, the high pressure gas pipeline, and availability and capacity of water supply and sewerage infrastructure.
- Providing passive open space within a 400 metre walkable catchment.

Ballan Framework Plan



11.01-1L-04 Small towns and settlements

09/02/2023
C100moor

Strategies

Plan for population growth, service delivery and investment on a cluster basis, rather than a town specific basis, having regard to the social and economic linkages between towns.

Direct growth to Gordon, Bungaree, Wallace, Dunnstown and Myrniong.

Restrict residential development to within existing urban areas of the Shire's other small towns and settlements.

Support the consolidation of vacant lots in Blackwood where it enables limited new development or more appropriately sized lots.

Support the consolidation of vacant lots in Elaine where it supports housing.

Encourage alternative uses of the dairy complex, community hall and Masonic Temple in Wallace, such as for community markets or pop up stores.

Enhance local and visitor amenity in Greendale, such as improved signage, landscaping and pedestrian path networks, especially around the hotel and oval site.

Enhance the amenity of Myrniong by improving pedestrian access to key facilities, and by encouraging better landscaping integration between the old and new parts of Myrniong.

Limit the expansion of small towns and settlements where extreme bushfire risk, isolation and other serious constraints make expansion impracticable.

Protect Declared Water Supply Catchments and facilitate growth by supporting the development of reticulated sewerage and water systems in the identified growth settlements.

Facilitate improvements to the public realm including landscaping, signage, and other infrastructure.

Facilitate the efficient use of community infrastructure, including the sharing of existing facilities and resources within small town clusters.

Facilitate the provision of utilities (including natural gas) to small towns.

Gordon strategies

Facilitate walkable catchments in Gordon with access to community facilities, shops and public transport.

Promote infill development to contain urban growth.

Protect urban and landscape elements that contribute to the town's village and rural character including view lines, windbreak planting, large freestanding native trees and areas of bushland that adjoin the township.

Encourage development in the township that respond to bushfire risk in a manner that minimises loss of the environmental values of the surrounding landscape.

Provide for the development of a linked series of parks and designated pedestrian and cycle pathway system to serve township and local needs.

Policy document

Consider as relevant:

- *Moorabool Small Towns and Settlements Strategy* (Moorabool Shire Council, 2016).

11.03

31/07/2018
VC148

PLANNING FOR PLACES

11.03-1S02/09/2025
VC283**Activity centres and precincts****Objective**

To encourage the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres with good public transport services.

Strategies

Build up the central activity areas of Major regional cities, Metropolitan activity centres, Priority Precincts, Suburban Rail Loop Precincts and Activity Centres - Housing Choice and Stations as a focus for high-quality development, activity and living that:

- Are a focus for business, shopping, working, leisure and community facilities.
- Provide different types of housing, including forms of higher density housing.
- Are connected by transport.
- Maximise choices in services, employment and social interaction.

Undertake strategic planning for the use and development of land in and around Major regional cities, Metropolitan activity centres, Priority Precincts, Suburban Rail Loop Precincts and Activity Centres - Housing Choice and Stations and their residential catchments.

Encourage a diversity of housing types at higher densities in and around Major regional cities, Metropolitan activity centres, Priority Precincts, Suburban Rail Loop Precincts and Activity Centres - Housing Choice and Stations and their residential catchments.

Reduce the number of private motorised trips by concentrating activities that generate high numbers of (non-freight) trips in highly accessible activity centres.

Improve access by walking, cycling and public transport to services and facilities.

Support the continued growth and diversification of activity centres to give communities access to a wide range of goods and services, provide local employment and support local economies.

Improve the social, economic and environmental performance and amenity of activity centres.

Policy documents

Consider as relevant:

- *Urban Design Guidelines for Victoria* (Department of Environment, Land, Water and Planning, 2017)
- *Apartment Design Guidelines for Victoria* (Department of Environment, Land, Water and Planning, 2021)
- *Precinct Structure Planning Guidelines: New Communities in Victoria* (Victorian Planning Authority, 2021)

11.03-1L

Activity centres

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Proposed C115moor

Policy application

This policy applies to the land identified on the Activity Centre plans to this clause.

Strategies

Facilitate investment in and development of the activity centres shown on the Activity Centre plans:

- Major Activity Centre - Bacchus Marsh (Main Street).
- Neighbourhood Activity Centres - Ballan (Inglis Street), Darley Plaza, West Maddingley.
- Local Activity Centres - Maddingley (Grant Street), Blackwood, Bungaree, Darley (Albert Street), Elaine, Gordon, Mount Egerton.
- Potential Neighbourhood Activity Centres – Merrimu (2 centres), Parwan Station, Underbank, Ballan South.
- Potential Local Activity Centres – Hopetoun Park, Darley (Halletts Way), Merrimu.

Bacchus Marsh

Encourage and facilitate the redevelopment and expansion of Darley Plaza as a modern, high amenity neighbourhood activity centre for local residents.

Maintain the commercial hub role of Main Street through the intensification of a mix of retail, commercial, hospitality and shop-top accommodation land uses, within a walkable environment.

Strengthen Grant Street as the secondary location for complementary commercial land uses within Bacchus Marsh.

Encourage civic and community uses on land west of Lord Street in the vicinity of the library and public hall.

Support development of an attractive visitor precinct in the town centre providing retail and services for tourists.

Ballan

Encourage commercial development to be consolidated within the existing town centre through infill development.

Support the growth of existing and the establishment of new higher order education and health related uses.

Encourage the expansion of existing health facilities to occur in proximity to existing services and facilities.

Enhance the commercial centre streetscape as well as wider pedestrian movement, signs and landscaping.

Direct commercial and retail growth to the town centre core until the population can comfortably support both Inglis Street and a southern growth area neighbourhood activity centre.

Encourage the redevelopment of underutilised sites and the retrofitting of existing buildings to provide for commercial or office uses where possible.

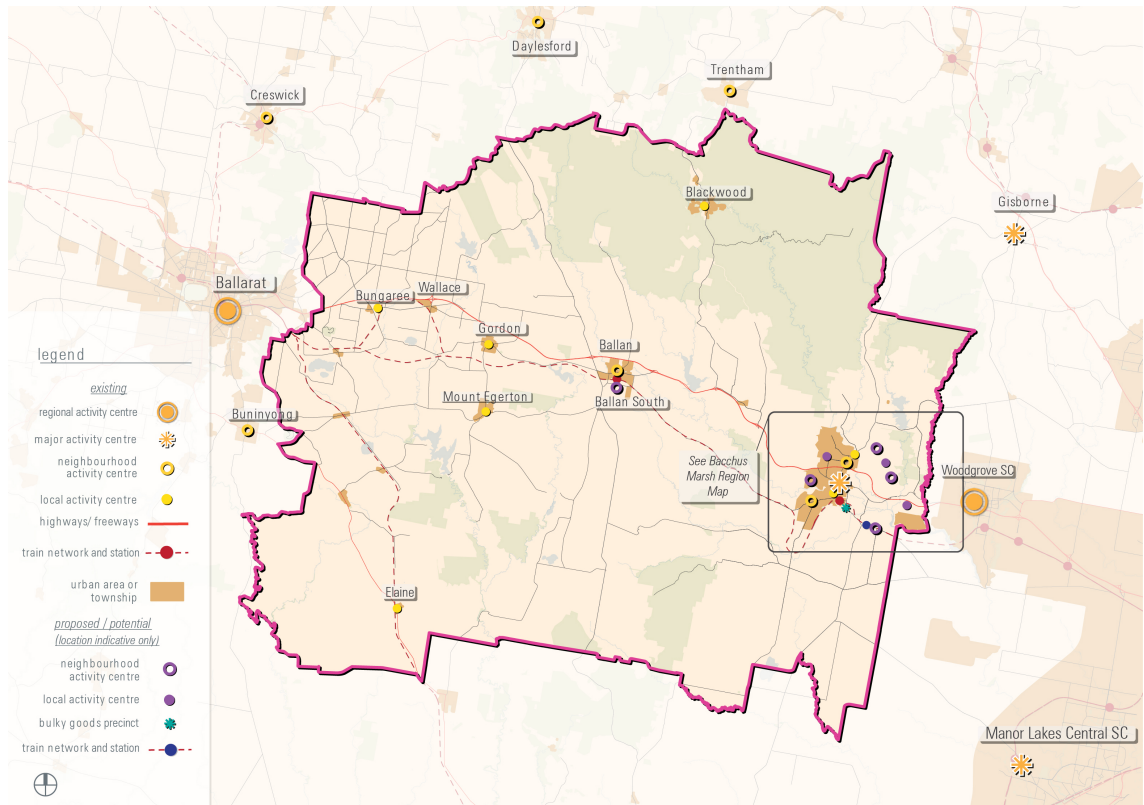
Ensure new development complements the character of the town centre, having regard to its heritage places, zero to small setbacks from the street, materials and roof forms.

Reinforce tourism focused uses such as accommodation, information, food, beverage, arts and craft, and other uses, as well as long vehicle parking for visitors, to enhance the visitor experience.

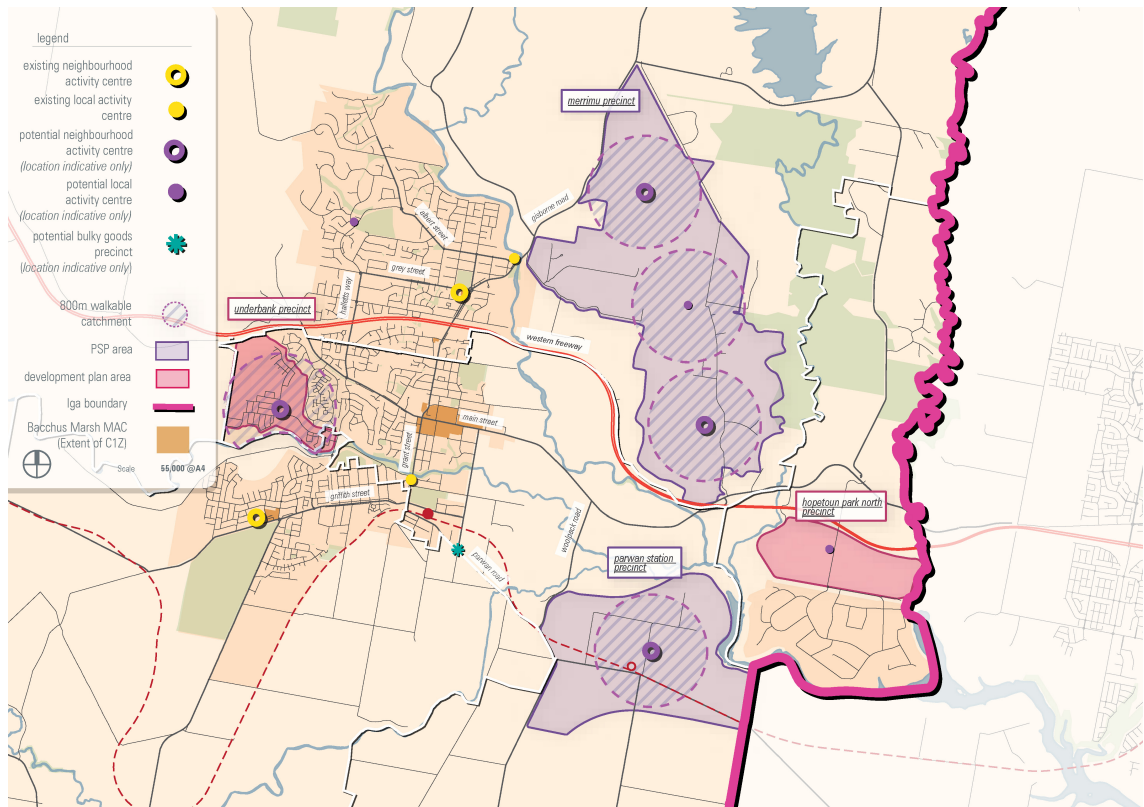
MOORABOOL PLANNING SCHEME

Plan the sequencing of any new activity centre in Ballan South to protect the retail, hospitality and community role of the Ballan Town Centre.

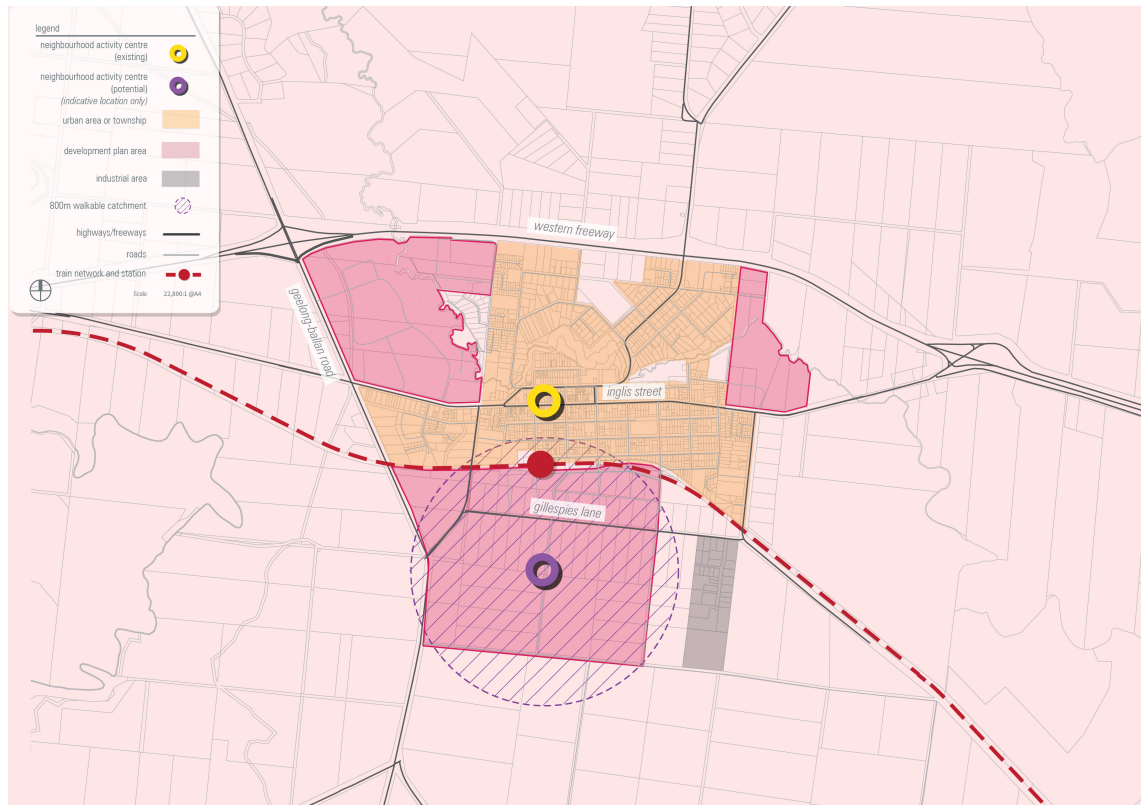
Activity Centre Plan



Activity Centre Plan (Bacchus Marsh Region)



Activity Centre Plan (Ballan Region)



11.03-2S

02/09/2025
VC283

Growth areas

Objective

To locate urban growth close to transport corridors and services and provide efficient and effective infrastructure to create sustainability benefits while protecting primary production, major sources of raw materials and valued environmental areas.

Strategies

Concentrate urban expansion into growth areas that are served by high-capacity public transport.

Implement the strategic directions in the growth corridor plans.

Deliver residential densities in the growth areas of Melbourne and Major regional cities of an average of at least:

- 30 dwellings per net developable hectare in locations within walkable distance of existing and proposed activity centres, train stations, major transport routes and public open spaces.
- 20 dwellings per net developable hectare in other growth area locations.

Provide housing diversity and choice through a mix of housing types, particularly in areas suitable for higher residential densities.

Deliver accessible, integrated and adaptable community infrastructure, including a high-quality network of public open space with opportunities for passive and active recreation.

Plan for the timely and adequate provision of public transport and local and regional infrastructure and services, in line with a preferred sequence of land release.

Provide for significant amounts of local employment opportunities and in some areas, provide large scale industrial or other more regional employment generators.

Create a network of mixed-use activity centres that are high quality, well designed and create a sense of place.

Provide a diversity of housing type and distribution.

Retain unique characteristics of established areas impacted by growth.

Protect and manage natural resources and areas of heritage, cultural and environmental significance.

Create well planned, easy to maintain high amenity, environmentally resilient and safe public realms that contribute to a sense of place, support cooling and greening, reduce opportunities for crime, improve perceptions of safety and increase levels of community participation.

Develop and implement plans for growth areas that will:

- Include objectives for each growth area.
- Identify the long term pattern of urban growth.
- Identify the location of broad urban development types, for example activity centre, residential, employment, freight centres and mixed use employment.
- Identify the boundaries of individual communities, landscape values and, as appropriate, the need for discrete urban breaks and how land uses in these breaks will be managed.
- Identify transport networks and options for investigation, such as future railway lines and stations, freight activity centres, freeways and arterial roads.
- Identify the location of open space to be retained for recreation, and/or biodiversity protection and/or flood risk reduction purposes guided and directed by regional biodiversity conservation strategies.
- Show significant waterways as opportunities for creating linear trails, along with areas required to be retained for biodiversity protection and/or flood risk reduction purposes.
- Identify appropriate uses for constrained areas, including quarry buffers.

Develop precinct structure plans consistent with the *Precinct Structure Planning Guidelines: New Communities in Victoria* (Victorian Planning Authority, 2021) to:

- Establish a sense of place and community.
- Create greater housing choice, diversity and affordable places to live.
- Create highly accessible and vibrant activity centres.
- Provide for local employment and business activity.
- Provide better transport choices.
- Respond to climate change and increase environmental sustainability.
- Deliver accessible, integrated and adaptable community infrastructure.
- Deliver 30 per cent tree canopy cover within the public realm and in open spaces (excluding areas dedicated to biodiversity or native vegetation conservation).

Policy documents

Consider as relevant:

- *North Growth Corridor Plan* (Victorian Planning Authority, 2012)
- *West Growth Corridor Plan* (Victorian Planning Authority, 2012)
- *Sunbury Growth Corridor Plan* (Victorian Planning Authority, 2012)
- *South East Growth Corridor Plan* (Victorian Planning Authority, 2012)
- *Precinct Structure Planning Guidelines: New Communities in Victoria* (Victorian Planning Authority, 2021)
- *Ministerial Direction No. 12 – Urban Growth Areas*

11.03-2L

09/02/2023
C100moor

Growth areas

Policy application

This policy applies to Bacchus Marsh and Ballan.

Strategies

Ensure that growth precinct planning delivers new activity centres in the early stages.

Ensure that new activity centres are co-located with community facilities.

11.03-3S

02/09/2025
VC283

Peri-urban areas

Objective

To manage growth in peri-urban areas to protect and enhance their identified valued attributes.

Strategies

Identify and protect areas that are strategically important for the environment, biodiversity, landscape, open space, water, agriculture, energy, recreation, tourism, environment, cultural heritage, infrastructure, extractive and other natural resources.

Enhance the character, identity, attractiveness and amenity of peri-urban towns.

Prevent dispersed settlement and provide for non-urban breaks between urban areas.

Ensure development is linked to the timely and viable provision of physical and social infrastructure.

Improve connections to regional and metropolitan transport services.

11.03-4S02/09/2025
VC283**Coastal settlement****Objective**

To plan for sustainable coastal development.

Strategies

Plan and manage coastal population growth and increased visitation so that impacts do not cause unsustainable use of coastal resources.

Support a network of diverse coastal settlements that provide for a broad range of housing types, economic opportunities and services.

Minimise linear urban sprawl along the coastal edge and ribbon development in rural landscapes.

Protect areas between settlements for non-urban use.

Limit development in identified coastal hazard areas, on ridgelines, primary coastal dune systems, shorelines of estuaries, wetlands and low-lying coastal areas, or where coastal processes may be detrimentally impacted.

Encourage the restructure of old and inappropriate subdivisions to reduce development impacts on the environment.

Ensure a sustainable water supply, stormwater management and sewerage treatment for all development.

Minimise the quantity and enhance the quality of stormwater discharge from new development into the ocean, bays and estuaries.

Prevent the development of new residential canal estates.

Policy documents

Consider as relevant:

- *Marine and Coastal Policy* (Department of Environment, Land, Water and Planning, 2020)
- *Marine and Coastal Strategy* (Department of Environment, Land, Water and Planning, 2022)
- *Siting and Design Guidelines for Structures on the Victorian Coast*(Department of Environment, Land, Water and Planning, 2020)

11.03-5S30/04/2021
VC185**Distinctive areas and landscapes****Objective**

To recognise the importance of distinctive areas and landscapes to the people of Victoria and protect and enhance the valued attributes of identified or declared distinctive areas and landscapes.

Strategies

Recognise the unique features and special characteristics of these areas and landscapes.

Implement the strategic directions of approved Localised Planning Statements and Statements of Planning Policy.

Integrate policy development, implementation and decision-making for declared areas under Statements of Planning policy.

Recognise the important role these areas play in the state as tourist destinations.

Protect the identified key values and activities of these areas.

Enhance conservation of the environment, including the unique habitats, ecosystems and biodiversity of these areas.

Support use and development where it enhances the valued characteristics of these areas.

Avoid use and development that could undermine the long-term natural or non-urban use of land in these areas.

Protect areas that are important for food production.

Policy documents

Consider as relevant:

- *Bellarine Peninsula Localised Planning Statement* (Victorian Government, 2015)
- *Macedon Ranges Statement of Planning Policy* (Victorian Government, 2019)
- *Mornington Peninsula Localised Planning Statement* (Victorian Government, 2014)
- *Yarra Ranges Localised Planning Statement* (Victorian Government, 2017)

11.03-6S

31/07/2018
VC148

Regional and local places

Objective

To facilitate integrated place-based planning.

Strategies

Integrate relevant planning considerations to provide specific direction for the planning of sites, places, neighbourhoods and towns.

Consider the distinctive characteristics and needs of regional and local places in planning for future land use and development.

17.02

31/07/2018
VC148

COMMERCIAL

17.02-1S

15/03/2024
VC256

Business

Objective

To encourage development that meets the community's needs for retail, entertainment, office and other commercial services.

Strategies

Plan for an adequate supply of commercial land in appropriate locations.

Ensure commercial facilities are aggregated and provide net community benefit in relation to their viability, accessibility and efficient use of infrastructure.

Locate commercial facilities in existing or planned activity centres.

Provide new convenience shopping facilities to provide for the needs of the local population in new residential areas and within, or immediately adjacent to, existing commercial centres.

Provide small scale shopping opportunities that meet the needs of local residents and workers in convenient locations.

Provide outlets of trade-related goods or services directly serving or ancillary to industry that have adequate on-site car parking.

Locate cinema based entertainment facilities within or on the periphery of existing or planned activity centres.

Apply a five year time limit for commencement to any planning permit for a shopping centre or shopping centre expansion of more than 1000 square metres leasable floor area.

Regulate the use and development of land for a sex services premises in commercial and mixed use areas in the same way as for other types of shop.

Ensure that planning for the use and development of land for a sex services premises and home based business is consistent with decriminalisation of sex work and provides for the reduction of discrimination against, and harm to, sex workers.

17.02-1L

Business

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Proposed C115moor

Strategies

Encourage home based business.

Facilitate the relocation of home based business to commercial accommodation when demand arises.

Support commercial/retail development in small towns to establish in the central area of:

- Blackwood, in proximity to existing commercial uses.
- Bungaree, in proximity to existing commercial uses.
- Dunnstown, close to the main intersection.
- Elaine, in proximity to existing commercial uses.
- Gordon, on Main St between Brougham Street and Lyndhurst Street.
- Greendale, in proximity to the existing hotel.
- Lal Lal, in proximity to the existing hotel.
- Mt Egerton, in proximity to the hall and general store.
- Myrniong, in proximity to 'The Plough'.
- Wallace, in proximity to existing commercial or public buildings.

Direct restricted retail development to a bulky goods precinct in Bacchus Marsh that:

- Has convenient access to Geelong-Bacchus Marsh Road.
- Is efficiently serviced and well connected.
- Has a total area of at least 10-12 hectares.

Require development in the future Bacchus Marsh bulky goods precinct to enhance the local environment through:

- Site responsive design that is attractive and provides visual interest.
- Built form addressing streets and other public spaces.
- Locating active uses on the ground floor, and providing active frontages.
- Providing landscaping in setbacks from the public realm, and within car parking areas.
- Locating loading bays and service areas away from public streets, public spaces and adjoining sensitive uses.
- Minimising impacts on use and development in the surrounding area, including potential impacts on local character and amenity.

Policy documents

Consider as relevant:

- *Moorabool Shire Retail Strategy 2024* (Tim Nott with Hansen Partnership, 2024)

17.02-2S

Out-of-centre development

31/07/2018
VC148

Objective

To manage out-of-centre development.

Strategies

Discourage proposals for expansion of single use retail, commercial and recreational facilities outside activity centres.

Give preference to locations in or on the border of an activity centre for expansion of single use retail, commercial and recreational facilities.

Discourage large sports and entertainment facilities of metropolitan, state or national significance in out-of-centre locations unless they are on the Principal Public Transport Network and in locations that are highly accessible to their catchment of users.

Ensure that out-of-centre proposals are only considered where the proposed use or development is of net benefit to the community in the region served by the proposal or provides small scale shopping opportunities that meet the needs of local residents and workers in convenient locations.

17.04

31/07/2018
VC148

TOURISM

17.04-1S

31/07/2018
VC148

Facilitating tourism

Objective

To encourage tourism development to maximise the economic, social and cultural benefits of developing the state as a competitive domestic and international tourist destination.

Strategies

Encourage the development of a range of well-designed and sited tourist facilities, including integrated resorts, accommodation, host farm, bed and breakfast and retail opportunities.

Seek to ensure that tourism facilities have access to suitable transport.

Promote tourism facilities that preserve, are compatible with and build on the assets and qualities of surrounding activities and attractions.

Create innovative tourism experiences.

Encourage investment that meets demand and supports growth in tourism.

Policy guidelines

Consider as relevant:

- Any applicable regional tourism development strategy.

Policy documents

Consider as relevant:

- *Tourism Investment Guidelines – Your Guide to Tourism Investment in Victoria* (Tourism Victoria, 2008)

17.04-1L

Tourism

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Proposed C115moor

Strategies

Encourage the use and development of land for small-scale tourist activities that are associated with, or enhance the use of, the land for agricultural purposes.

Support the development of major attractions that serve as key drawcards for visitors.

Support local events, festivals, and developments based around arts, culture, and heritage.

Support boutique retail and tourism opportunities in Ballan town centre.

Promote tourism uses and development in Blackwood that retain the key characteristics of the area, such as heritage values and significant landscapes.

Attract visitor stays by directing tourist accommodation and infrastructure to townships.

Activate the natural environment through investment in infrastructure and trails.

17.04-2S20/03/2023
VC229**Coastal and maritime tourism and recreation****Objective**

To encourage a diverse range of strategically located and well-designed coastal and maritime tourism and recreational opportunities that strengthen people's connection with the marine and coastal environment.

Strategies

Support safe and sustainable recreation and tourism development including ecotourism, tourism and major maritime events that:

- Responds to identified demand.
- Minimises impact on environmental and cultural values.
- Minimises impact on other users.
- Minimises direct and cumulative impacts.
- Maintains public safety.
- Responds to the carrying capacity of the site.
- Minimises exposure to coastal hazard risks and risks posed by climate change.

Ensure a diverse range of accommodation options and coastal experiences are provided for and maintained.

Ensure sites and facilities are accessible to all.

Ensure tourism development, within non-urban areas, demonstrates a tourist accommodation need and supports a nature-based approach.

Ensure development is of an appropriate scale, use and intensity relative to its location and minimises impacts on the surrounding natural, visual, environmental and coastal character.

Develop a network of maritime precincts around Port Phillip and Western Port that serve both local communities and visitors.

Maintain and expand boating and recreational infrastructure around the bays in maritime precincts at Frankston, Geelong, Hastings, Hobsons Bay, Mordialloc, Mornington, Patterson River, Portarlington, Queenscliff, St Kilda, Stony Point/Cowes and Wyndham.

Support a sustainable network of facilities for recreational boating and water-based activities that respond to:

- Identified demand.
- Use and safety considerations.
- The carrying capacity of the location.
- Coastal processes.
- Environmental values.

Strategically plan and operate ports to complement each other in the context of the broader economy, transport networks and the maritime and coastal environments within which they are regulated.

Provide public access to recreational facilities and activities on land and water.

Policy guidelines

Consider as relevant:

- *Coastal Spaces Landscape Assessment Study* (Department of Sustainability and Environment, 2006)
- *Gippsland Boating Coastal Action Plan 2013 - Gippsland Coastal Board*

MOORABOOL PLANNING SCHEME

- *Recreational Boating Facilities Framework July 2014 - Central Coastal Board*
- *Western Boating Coastal Action Plan 2010 - Western Coastal Board*

Policy documents

Consider as relevant:

- *Marine and Coastal Policy* (Department of Environment, Land, Water and Planning, 2020)
- *Marine and Coastal Strategy* (Department of Environment, Land, Water and Planning, 2022)
- *Siting and Design Guidelines on the Victorian Coast* (Department of Environment, Land, Water and Planning, 2020)

18.01

09/12/2021
VC204

LAND USE AND TRANSPORT

18.01-1S

02/09/2025
VC283

Land use and transport integration

Objective

To facilitate access to social, cultural and economic opportunities by effectively integrating land use and transport.

Strategies

Plan and develop a transport system that facilitates:

- Social and economic inclusion for all people and builds community wellbeing.
- The best use of existing social and economic infrastructure.
- A reduction in the distances people have to travel to access jobs and services.
- Better access to, and greater mobility within, local communities.
- Network-wide efficiency and coordinated operation.

Plan land use and development to:

- Protect existing transport infrastructure from encroachment or detriment that would impact on the current or future function of the asset.
- Protect transport infrastructure that is in delivery from encroachment or detriment that would impact on the construction or future function of the asset.
- Protect planned transport infrastructure from encroachment or detriment that would impact deliverability or future operation.
- Protect identified potential transport infrastructure from being precluded by land use and development.

Plan land use and development to allow for the ongoing improvement and development of the State Transport System in the short and long term.

Plan movement networks and adjoining land uses to minimise disruption to residential communities and their amenity.

Plan the timely delivery of transport infrastructure and services to support changing land use and associated transport demands.

Plan improvements to public transport, walking and cycling networks to coordinate with the ongoing development and redevelopment of urban areas.

Plan the use of land adjacent to the transport system having regard to the current and future development and operation of the transport system.

Reserve land for strategic transport infrastructure to ensure the transport system can be developed efficiently to meet changing transport demands.

Support urban development that makes jobs and services more accessible:

- In accordance with forecast demand.
- By taking advantage of all available modes of transport.

Protect existing and facilitate new walking and cycling access to public transport.

Locate major government and private sector investments in Major regional cities, Regional Cities and Regional service centres on major transport corridors to maximise the access and mobility of communities.

Design neighbourhoods to:

- Better support active living.
- Increase the share of trips made using sustainable transport modes.

- Respond to the safety needs of all users.

Design the transport system and adjacent areas to achieve visual outcomes that are responsible to local context with particular reference to:

- Landscaping.
- The placement of signs.
- Providing buffer zones and resting places.

Policy documents

Consider as relevant:

- *Movement and Place in Victoria* (Department of Transport, February 2019)
- *Delivering the Goods, Creating Victorian Jobs: Victorian Freight Plan* (Department of Economic Development, Jobs, Transport and Resources, July 2018)

18.01-2S02/09/2025
VC283**Transport system****Objective**

To facilitate the efficient, coordinated and reliable movement of people and goods by developing an integrated and efficient transport system.

Strategies

Plan and develop a transport system integrated across all movement networks that:

- Facilitates the efficient, coordinated and reliable movement of people and goods at all times.
- Optimises transport system capacity.
- Improves connectivity and facilitates the growth and development of regional Victoria.
- Improves connectivity between Victoria's Major regional cities, Regional cities, Regional service centres and metropolitan Melbourne.
- Ensures sufficient capacity for the movement of passengers into and out of Victoria at Principal Transport Gateways.
- Improves how goods are moved to local, interstate and overseas markets.
- Maximises access to residential areas, employment, markets, services and recreation.
- Improves local transport options to support 20-minute neighbourhoods in Melbourne's suburbs and Victoria's regional cities and towns.
- Is legible and enables easy access and movement between modes.

Plan movement networks that share the same space to do so in a way that balances the needs of the different users of the transport system.

Plan and develop the State Transport System comprising the:

- Principal Bicycle Network: Existing and future high quality cycling routes that provide access to major destinations and facilitate cycling for transport, sport, recreation and fitness.
- Principal Public Transport Network: Existing and future high quality public transport routes in the Melbourne metropolitan area.
- Regional Rail Network: Existing and future passenger rail routes in regional Victoria.
- Principal Road Network: Declared arterial roads and freeways under the *Road Management Act 2004*.
- Principal Freight Network: Existing and future corridors and precincts where the movement of high volumes of freight are concentrated or of strategic value.
- Principal Transport Gateways: Existing and future ports, airports and interstate terminals that serve as key locations for moving passengers and freight into, out of and around Victoria.

Facilitate delivery of:

- Declared major transport projects and their ancillary projects that are of economic, social or environmental significance to the State of Victoria.
- Transport projects that improve the State Transport System.

Policy documents

Consider as relevant:

- *Movement and Place in Victoria* (Department of Transport, February 2019)

State Transport System – Metropolitan Melbourne Plan



State Transport System – Regional Victoria Plan



18.01-2R

31/07/2018
VC148

Transport system - Central Highlands

Strategy

Support ongoing improvements to transport infrastructure to enhance access to Ballarat and other major centres.

18.01-3S09/12/2021
VC204**Sustainable and safe transport****Objective**

To facilitate an environmentally sustainable transport system that is safe and supports health and wellbeing.

Strategies

Plan and develop the transport system to:

- Maximise the efficient use of resources including infrastructure, land, services and energy.
- Prepare for and adapt to climate change impacts.
- Prioritise the use of sustainable personal transport.
- Protect, conserve and improve the natural environment by supporting forms of transport, energy use and transport technologies that have the least environmental impact.
- Avoid, minimise and offset harm to the environment by:
 - Protecting biodiversity.
 - Reducing transport-related greenhouse gas emissions.

Plan the transport system to be safe by:

- Developing safe transport infrastructure.
- Optimising accessibility, emergency access, service and amenity.
- Separating pedestrians, bicycles and motor vehicles, where practicable.
- Reducing the need for cyclists to mix with other road users.
- Supporting road users to make safe choices through design and wayfinding techniques.
- Prioritising transport safety when designing high-speed roads and intersections.

Support forms of transport and energy use that have the greatest benefit for, and least negative impact on, health and wellbeing.

Design the transport system to be accessible to all users.

Design new suburbs to respond to the safety, health and wellbeing needs of all road users.

Design development to promote walking, cycling and the use of public transport, in that order, and minimise car dependency.

Policy documents

Consider as relevant:

- *Victorian Road Safety Strategy 2021-2030* (Department of Transport, 2021)

18.01-3L

Sustainable personal transport

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Proposed C115moor

Strategies

Increase the extent, quality and safety of pedestrian and bicycle networks, particularly linking to and through activity centres, community facilities and public open space, and across the Western Freeway.

Create a pedestrian and cycle spine between Main Street, Bacchus Marsh, and the Railway Station, including:

- Orientation of new, sensitively designed residential development towards the spine to facilitate an active edge.
- Location of active or passive open space adjacent to the spine.

Create a pedestrian and cycle spine between Inglis Street, Ballan and the Ballan South growth areas, which:

- Minimises road crossings
- Connects to new activity centres and community places.

22/07/2021
C92moor

SCHEDULE TO CLAUSE 34.01 COMMERCIAL 1 ZONE**1.0**

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Proposed C115moor

Maximum leasable floor area requirements

Land	Maximum leasable floor area for Office (square metres)	Maximum leasable floor area for Shop (other than Restricted retail premises) (square metres)
Darley Plaza Shopping Centre.	0	5,900
Land on the corner of Halletts Way and Ramsay Crescent, Darley.	0	240
West Maddingley Neighbourhood Activity Centre.	0	6000
Land in Bacchus Marsh on the southern side of Clifton Drive between Donald Street and Gisborne Road.	240	240

SCHEDULE TO CLAUSE 72.08 BACKGROUND DOCUMENTS**1.0**

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Proposed C115moor

Background documents

Name of background document	Amendment number - clause reference
<i>Bacchus Marsh Heritage Study</i> (R.Peterson & D. Cartice, 1995)	Amendment C6moor Clauses 02.03-5 and 15.03-1L
<i>Bacchus Marsh Integrated Transport Strategy</i> (Moorabool Shire Council, 2015)	Amendment C81moor Clauses 02.03-8 and 18.02-3L
<i>Bacchus Marsh Urban Growth Framework</i> (Victorian Planning Authority, Moorabool Shire Council, 2018)	Amendment C81moor Clauses 02.03-1, 02.03-7 and 11.01-1L-02
<i>Ballan Strategic Directions</i> (Mesh, 2018)	Amendment C88moor Clauses 02.03-1 and 11.01-1L-03
<i>Housing Bacchus Marsh to 2041</i> (Mesh, 2016)	Amendment C79moor Clauses 02.03-6 and 11.01-1L-02
<i>Infrastructure Design Manual</i> (Local Government Infrastructure Design Association, 2020 or as amended)	Amendment C100moor Clause 19.03-2L
<i>Moorabool Industrial Areas Strategy</i> (SGS Economics and Planning, 2015)	Amendment C81moor Clauses 02.03-7, 11.01-1L-02, 11.01-1L-03 and 17.03-1L
<i>Moorabool Shire Retail Strategy 2024</i> (Tim Nott with Hansen Partnership, 2024)	Amendment C115moor Clauses 02.03-1, 02.03-7, 11.01-1L-02, 11.01-1L-04, 11.03-1L, 17.02-1L, 17.04-1L, 18.01-3L, 34.01, 72.08 and 74.02
<i>Moorabool Shire Economic Development Strategy 2023-2027</i> (Urban Enterprise, 2024)	Amendment C115moor Clause 02.03-7
<i>Moorabool Shire Visitor Economy Strategy 2023-2027</i> (Urban Enterprise, 2024)	Amendment C115moor Clause 17.04-1L
<i>Moorabool Shire Small Towns and Settlements Strategy</i> (Moorabool Shire Council, 2016)	Amendment C78moor Clauses 02.03-1, 02.03-7 and 11.01-1L-04
<i>Municipal Fire Management Plan 2017-2020 Moorabool Shire</i> (Moorabool Shire Council, 2017)	Amendment C78moor Clause 13.02-1L
<i>River Red Gums in the Bacchus Marsh Valley</i> (B.Reid, 2008)	Amendment C57moor Clauses 12.01-1L and 42.01s08

09/02/2023
C100moor

SCHEDULE TO CLAUSE 74.02 FURTHER STRATEGIC WORK

1.0

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Proposed C115moor

Further strategic work

- Review the Restructure Overlay.
- Prepare structure plans for Bungaree and Wallace.
- Undertake a Bacchus Marsh Irrigation District planning study.
- Identify the obstacle limitation surface protection area for the Bacchus Marsh aerodrome.
- Prepare a rural land use strategy for the rural areas of the Shire.
- Prepare an open space strategy.
- Update the *Bacchus Marsh Integrated Transport Strategy* (Moorabool Shire Council, 2015) to include the growth precincts.
- Undertake heritage studies for areas of the Shire not covered by the Bacchus Marsh or West Moorabool heritage studies, including a gaps assessment of existing heritage studies.
- Update the Heritage Overlay to reflect the findings of the West Moorabool Heritage Study.
- Prepare a structure plan for Bacchus Marsh Main Street precinct.
- Prepare an urban design framework or structure plan for Ballan Town Centre.
- Prepare residential, commercial and industrial urban design guidelines.
- Prepare a development contributions scheme to support the provision of infrastructure to support the growth of the Shire.