



Longwarry Structure (Framework) Plan

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1. Introduction & Context

1.1. INTRODUCTION

Purpose

The Longwarry Structure Plan outlines Council's approach for the growth and land use mix in Longwarry in response to changing community needs. Specifically, the Structure Plan serves a number of purposes:

- It will guide development and change in Longwarry to 2041;
- It will guide how the Baw Baw Planning Scheme will be implemented and amended; and
- It will guide investment in infrastructure from both public and private sectors to address existing issues in Longwarry and ensure growth is appropriately serviced.

Scope

The Structure Plan is supported by an extensive background phase that identified issues and opportunities that are the basis for the Objectives, Strategies and Actions contained within this document.

The Structure Plan considers the current capability of land and existing infrastructure in the town to accommodate growth, with particular attention paid to drainage, servicing and flooding considerations. The project outlines the quantity of land required for growth identified in the demographic and economic analysis and provides recommendations for the future rezoning of land.

The Longwarry Structure Plan will be used as a basis for amending the Baw Baw Planning Scheme.

Community and Stakeholder Consultation

Community and stakeholder engagement commenced early in the process and continued throughout to ensure the project reflects the aspirations of the community and key stakeholders.

Initially, two drop-in sessions were held in the Longwarry Town Hall on the evening of Thursday the 8th of April and the morning of Saturday the 10th of April 2021. These sessions were the first phase of the consultation, where many engaged community members discussed their thoughts and aspirations for their township.

Additional drop in sessions were held on the morning of Saturday 5 March and evening of 8 March 2022, along with an online survey and webpage updates. Further details of the consultation are provided at Section 3.3.



1.2. CONTEXT

1.2.1 Physical context

Baw Baw Shire Council is a regional council located on the western edge of the Gippsland region covering just over 4,000 square kilometres. The northern portion of the municipal area is heavily forested forming part of the Great Diving Range while the southern area is bounded by the Strzelecki Ranges. In between these two geographical features are large tracts of open landscapes. With a municipal population of over 56,000¹ people, Baw Baw offers a mix of rural and urban living set within a picturesque landscape.

Baw Baw Shire has a long history of occupation by traditional owners. The name Longwarry is thought to mean "divided waterholes" or "meeting of two waters" in the languages of the traditional owners².

European settlement dates from approximately the 1870s, with land used mainly for farming and timber production/processing. It is through the timber logging and production that Longwarry and surrounds were transformed into a broad, open landscape setting.

Longwarry is positioned on the western edge of the Baw Baw municipal area, with Drouin 8km and Warragul 15km to the east of the township, both of which provide regional level services and employment opportunities. Dandenong is located 50km to the west of Longwarry while the Melbourne CBD is 80km west of the township. The south-west edge of Longwarry directly adjoins the municipal boundary with Cardinia Shire Council.

Located east of the Bunyip River and in proximity to the broader Koo Wee Rup swampland, the township is characterised by broad and flat open spaces. Longwarry is a small mainly residential town with a limited range of commercial and retail facilities which service the township and surrounding areas. While small, Longwarry fulfils a broader role for industrial purposes, serving surrounding agricultural businesses out of the industrial areas located in the east of the township.

The population of Longwarry is currently around 2,900 people.

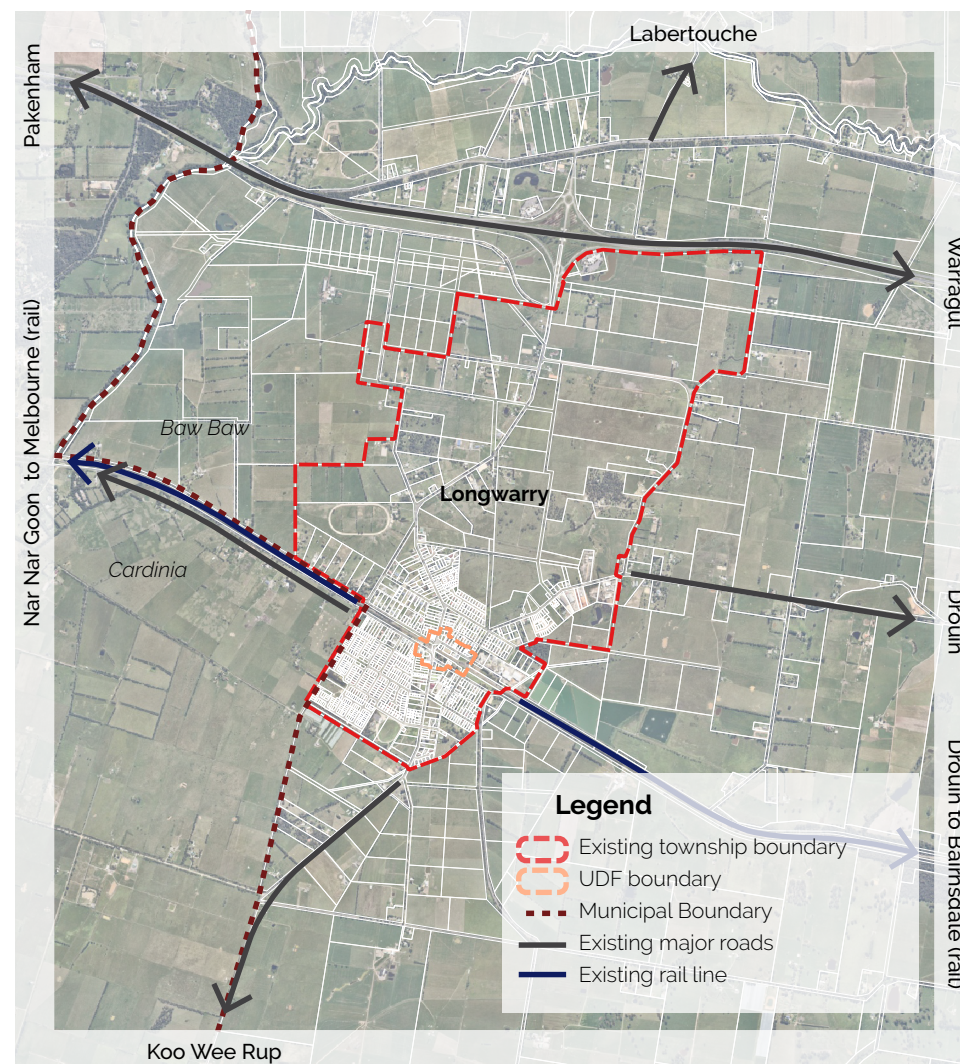


Figure 1. Longwarry Context Plan

¹ Australian Bureau of Statistics Estimated Resident Population 2021, identified at profile.id.com.au/baw-baw/population

² www.victorianplaces.com.au/longwarry

1.2.2 Strategic Policy context

The Gippsland Regional Plan outlines the long-term strategic vision for Gippsland in 2040 and identifies 5 year priority actions. The plan aims to reduce green house gas emissions 75% below 2005 levels by 2040, increase Gross Regional Product by 2.5% per annum and deliver a substantial increase in regional population.

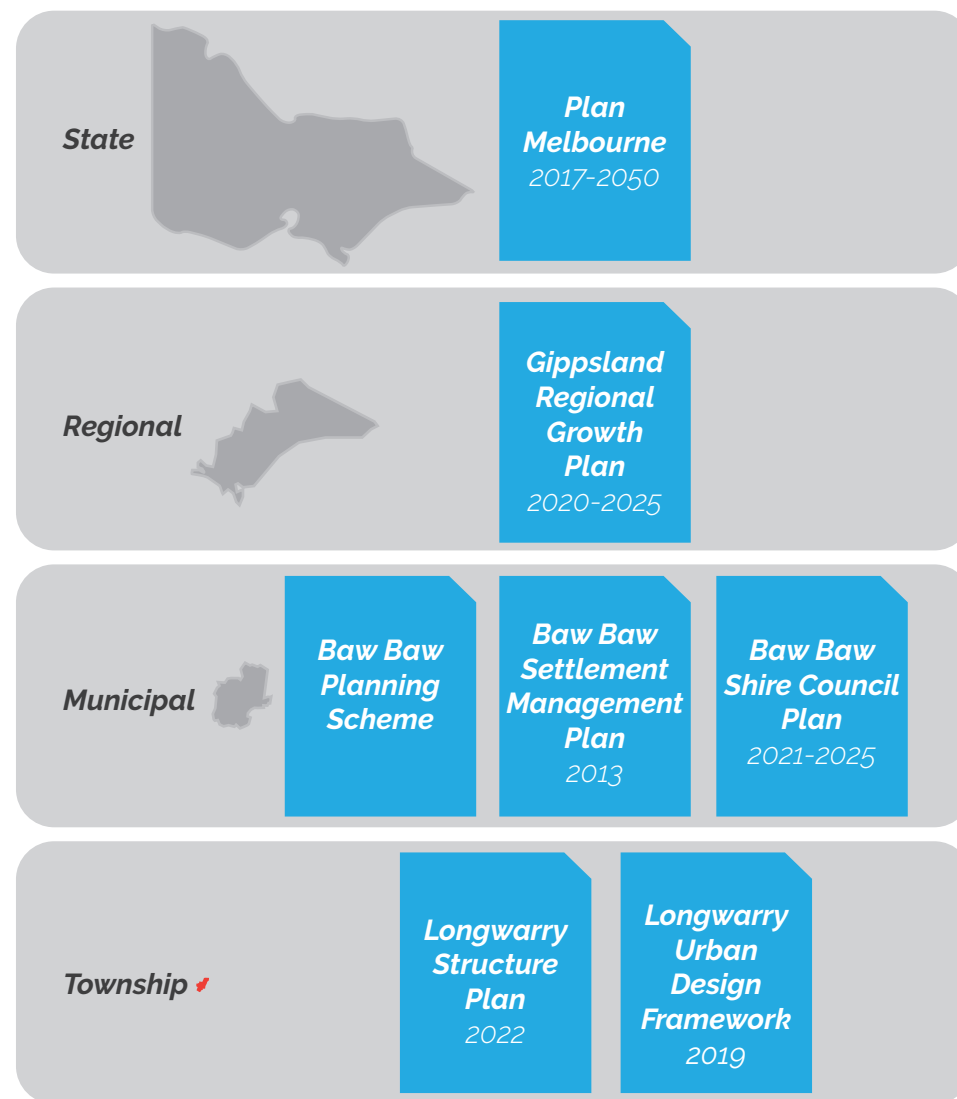
Actions relevant and beneficial to Longwarry include faster Gippsland rail services, advocating for a third Victorian international airport and improving digital inclusion throughout the Gippsland region.

On a local government scale, the Baw Baw Settlement Management Plan (SMP) provides strategic direction on where future growth is to be accommodated within the municipality over a 15 to 25 year horizon. The SMP categorises all settlements into high, moderate and little or no growth categorisations. Longwarry is classified within the ‘moderate’ growth category. Specifically for Longwarry, the SMP encourages industrial development within the township to generate local employment and avoid the township exclusively developing as a commuter town (due to its proximity to metropolitan Melbourne and other main towns). The SMP identifies several limits to the expansion of the town that are further contemplated in this Structure Plan.

The Baw Baw Shire Council Plan 2021-2025 seeks to implement the new 2021 Community Vision, which includes an aspiration for “Sustainable towns and villages that continue to benefit from our beautiful rural and natural environment”. The strategic direction for the Council Plan is “Readying the Shire for the future, and support community quality of life as we grow”.

The Longwarry Urban Design Framework (UDF) provides recommendations that seek to manage development within the private realm and provides direction on public realm projects within the town centre. The UDF identifies five key directions for the town centre with associated works that are envisioned to be of critical importance to realising the UDF’s vision.

The Background Report to this Structure Plan provides a more detailed review of the applicable Strategic Planning Policy Framework applicable to Longwarry.



1.2.3 Existing Planning Controls

Clause 11.01-1L-03

Clause 11.01-1L-03 Secondary Towns - Moderate Growth provides a Framework Plan that depicts existing and future zoning (refer to Figure 2). The plan indicates a Township Boundary far larger than the current urban zoned land, along with substantial areas designated 'Future Rural Living Zone' and an 'Employment Investigation Area'.

The strategies for Longwarry area are as follows:

- Encourage development on underutilised residential zoned land in Longwarry that has access to reticulated sewerage and community facilities.
- Avoid expansion of township boundaries given physical constraints such as flooding and lack of reticulated services.
- Encourage consolidation of commercial uses in the town centre on vacant and underutilised sites.
- Support development that improves the integration of the retail centres on either side of the railway line in Longwarry.
- Plan for a northern road connection in Longwarry to service future residents and limit heavy vehicles moving through the town centre.

- Plan for road connections to the existing undeveloped industrial subdivision to the east (IN3Z) enabling truck access from the development to the Freeway, bypassing the town centre.
- Support the development of logistics infrastructure and related business activity in Longwarry.

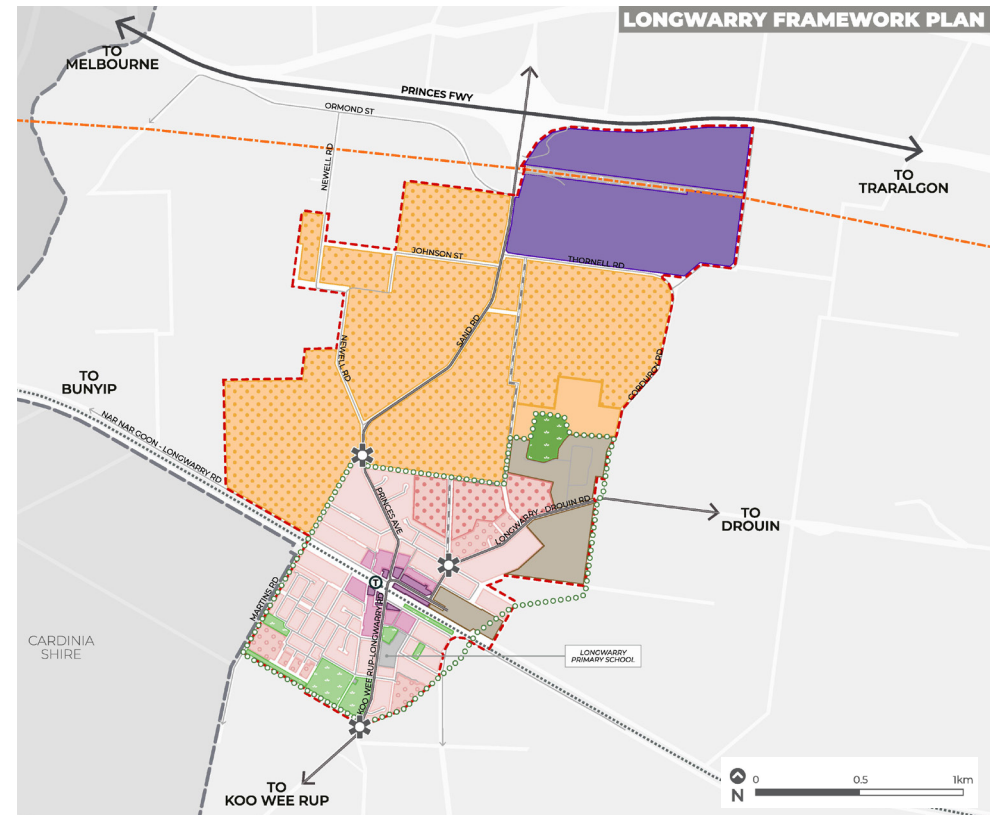


Figure 2. Longwarry Framework Plan from Clause 11.01-1L-03 of the Baw Baw Planning Scheme

DRAWING KEY			
CONSTRAINTS	LAND USE	COMMUNITY INFRASTRUCTURE / OPEN SPACE	MOVEMENT
<ul style="list-style-type: none"> LONGWARRY TOWNSHIP BOUNDARY - RETAIN TOWNSHIP BOUNDARY TOWNSHIP GATEWAY - ENHANCE GATEWAY HIGH PRESSURE PIPELINE 	<ul style="list-style-type: none"> RESIDENTIAL ZONE RURAL LIVING ZONE RESIDENTIAL SUPPLY MEDIUM DENSITY AREA FUTURE RESIDENTIAL ZONE FUTURE RURAL LIVING ZONE INDUSTRIAL ZONE INDUSTRIAL ZONE EMPLOYMENT INVESTIGATION AREA - FURTHER INVESTIGATION FOR A LOGISTICS PRECINCT 	<ul style="list-style-type: none"> PUBLIC OPEN SPACE - PRESERVE & IMPROVE RAIL RESERVE TO THE SOUTH OF RAIL LINE FUTURE PUBLIC OPEN SPACE SERVICE / COMMUNITY / CIVIC USE PUBLIC / UTILITY LAND FUTURE PEDESTRIAN AND PLANTING LINK 	<ul style="list-style-type: none"> FREEWAY / HIGHWAY MAJOR ROADS LOCAL ROADS FUTURE ROAD - FURTHER INVESTIGATE NORTHERN ROAD CONNECTION RAIL CONNECTION TRAIN STATION

Existing Overlays

Longwarry is predominantly affected by several overlays, with the Floodway Overlay (FO) and the Land Subject to Inundation Overlay (LSIO) currently affecting a significant portion of the township footprint. Four individual properties are subject to a Heritage Overlay while the Design and Development Overlay is applied to the town centre to give effect to the design controls contained within the Urban Design Framework (UDF).

Note – Additional flood modelling maps were prepared by Melbourne Water and provided to Council during the course of preparing the Longwarry Structure Plan (refer Appendix 1). This additional information regarding flood conditions within and adjacent to the township boundary has been considered in the assessment of potential growth options (refer section 2.1 for further details).

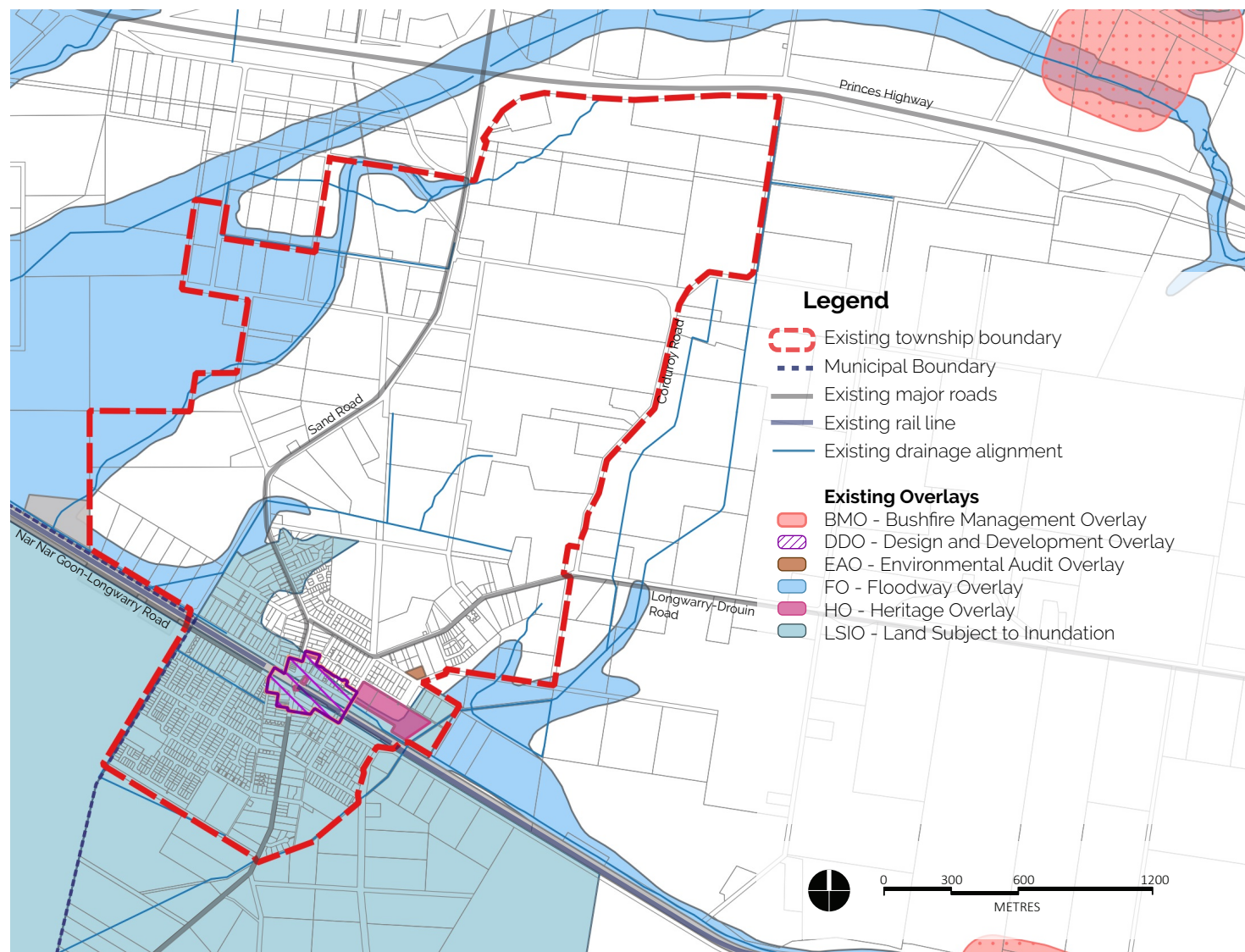


Figure 3. Existing Overlay Plan

1.3. ROLE AND VISION

Role

Longwarry will continue to fulfil its role as a moderate growth township within Baw Baw Shire, utilising future population growth to deliver infrastructure upgrades and build demand to support additional local services. Combined these will increase the self-sufficiency of Longwarry.

Vision

The Longwarry Urban Design Framework (UDF) provides the following vision for the township:

- *Longwarry is a vibrant community that wishes to see a safe, clean and caring environment - with planned, sustainable industry and businesses.*
- *A township with well-designed, 'green' streetscapes, pedestrian connections and community spaces.*
- *A township which recognises and responds to its floodplain location and environmental characteristics.*

Instead of re-writing or creating another vision for the township, the vision for the Longwarry Structure Plan will adopt the above version adding a temporal reference and add a fourth element that is important for structuring growth in the township:

- *A township that maintains its compact and walkable form, builds upon the spacious character and aligns growth within existing features.*

Longwarry in 2041 will be:

- *A vibrant community that wishes to see a safe, clean and caring environment - with planned, sustainable industry and businesses.*
- *A township that maintains its compact and walkable form, builds upon the spacious character and aligns growth within existing features.*
- *A township with well-designed, 'green' streetscapes, pedestrian connections and community spaces.*
- *A township which recognises and responds to its floodplain location and environmental characteristics.*

1.4 PROCESS

The structure plan is being prepared in five stages:

- Stage 1: Inception
- Stage 2: Stakeholder Engagement
- Stage 3: Background Research
- Stage 4: Draft Structure Plan
- Stage 5: Final Structure Plan and Planning Scheme Tools

The project process at Figure 4 outlines the project tasks, consultation and project outputs.

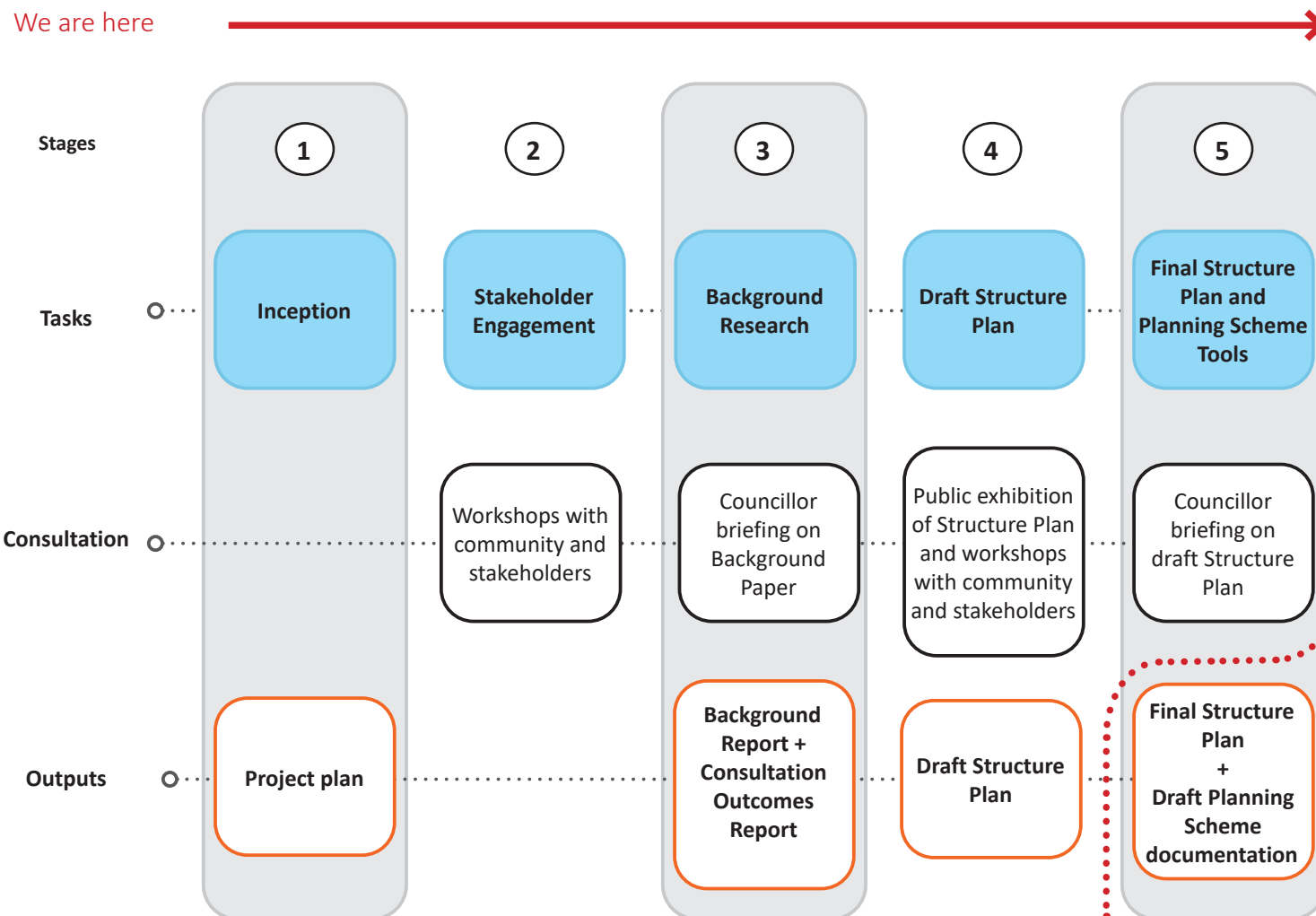


Figure 4. Project time line showing current position

2. Elements

The Elements of the Structure Plan groups themed responses to overarching Objectives, Strategies and Actions for the development and changes that will occur in Longwarry for the next 15 to 20 years.

The Elements are as follows:

1 *Housing and Employment*

2 *Key Growth Sites*

3 *Character and Design*

4 *Servicing Infrastructure*

5 *Ecology, Heritage and Environment*

6 *Open Space and Community Facilities*

7 *Transport and Movement*

The implementation, timing and agency responsibility of each Action is outlined in Section 3 of the Structure Plan.

The Structure Plan is illustrated overleaf in Figure 5. The key physical elements of the Structure Plan are outlined below.

- Rezone land for **residential** purposes **to the north** of existing urban areas with good accessibility and least environmental constraint.
- **Encourage residential development of varying densities** in appropriate locations.
- Opportunities for the **expansion of Longwarry** should be **directed to areas of least environmental constraint**.
- **Revitalise the town centre** through increased demand for businesses and services **as the population grows**.
- Design new development to **embrace the existing spacious layout** of the Longwarry township and **positively address the urban/rural interface**.
- Position the **future bypass** to **reduce heavy vehicle impact** to residential areas of the township while **increasing future access** to potential employment land.
- Continue to **identify land** in proximity to the Highway **for future investigation** for employment purposes.
- **Create new parks** to provide for the growing population.
- Provide **gateway treatments** to emphasise and celebrate the township entrances.

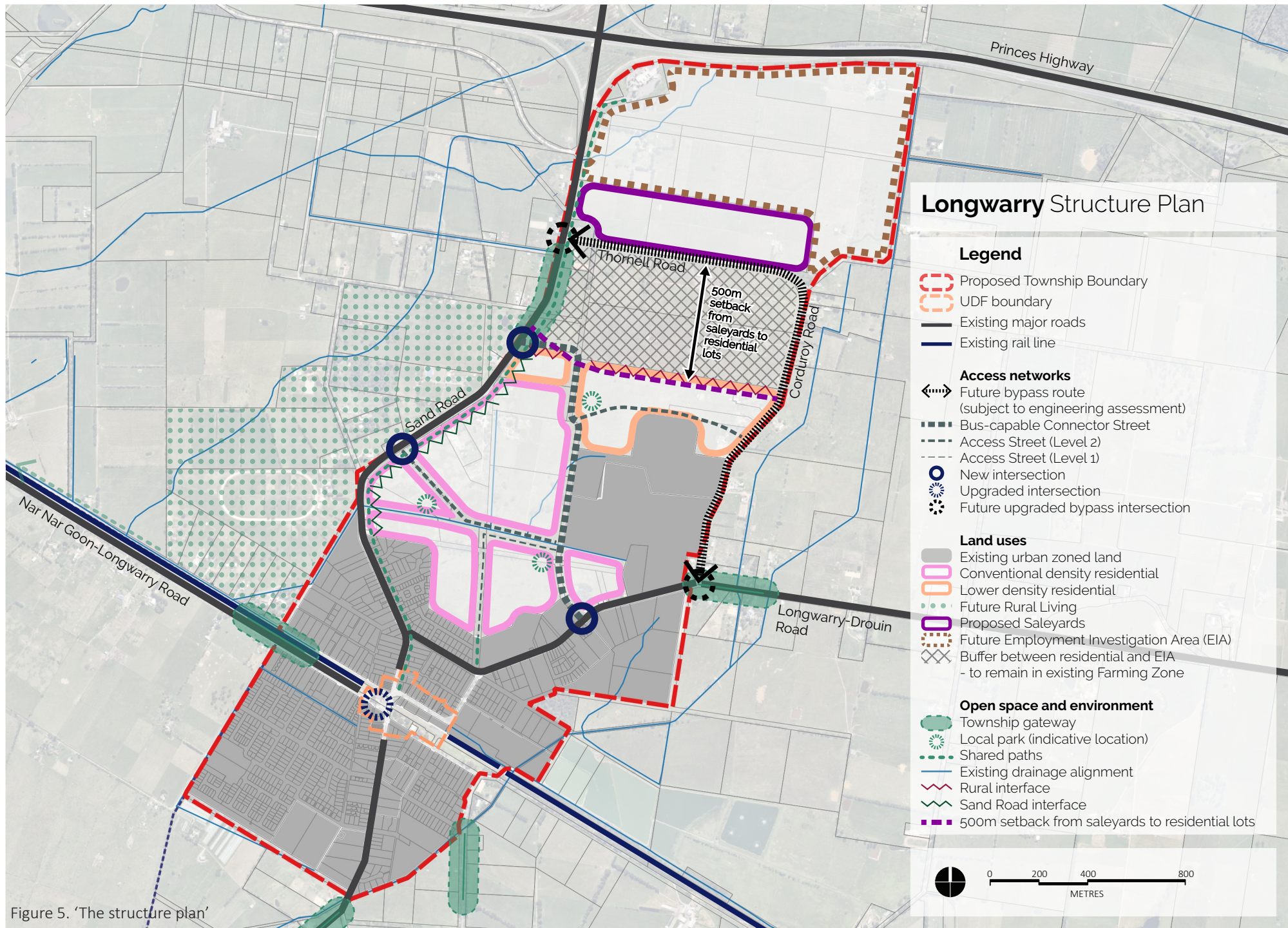


Figure 5. 'The structure plan'

2.1. HOUSING AND EMPLOYMENT

State planning policy directs that planning provides for housing diversity and affordability. It should also ensure the efficient provision of supporting infrastructure including access to services, walkability to activity centres, public transport, schools and open space¹.

Longwarry has the demographic and economic profile as well as the property market dynamics to support robust population growth and housing demand. With lower house and land prices compared to Warragul, Drouin and metropolitan Melbourne, Longwarry is well placed to attract residential growth.

The residential growth can be supported by building high job containment through an extensive supply of industrial land for economic growth.

Historical land releases in Longwarry have sold quickly, with new residents, workers and investors identifying Longwarry's excellent fundamentals, including access to employment, transport and infrastructure structured in a compact urban form.

2.1.1 Residential

Objective

- Housing is highly accessible, affordable, appropriately serviced and meets diverse household needs.

Strategies

- Position residential growth in well connected and serviced areas with the least environmental constraint.
- Provide adequate land supply to 2041 based on sound population projections.

Actions

- (A) Rezone land in area 'D' as shown on the Longwarry Structure Plan (Figures 5 & 6) to allow for the provision of a further 766 lots to meet housing need projections to 2041.
- (B) Identify whether an Environmental Audit Overlay is required for any parts of area 'D'.

Longwarry is a growing town. Mid-range population forecasts prepared by Charter Keck Cramer (CKC) anticipate Longwarry's population from 2019-2041 to increase by 2,310 people representing an average growth rate of 2.8% per annum and requiring 900 new dwellings to accommodate this.

The current residential land capacity for development to 2041 falls well short of accommodating 900 new dwellings. Based on CKC estimates currently there are approximately 134 lots zoned for residential dwellings and an additional 241 lots in the 'Future Residential Zone' as identified in Clause 11.01-1L-03 of the Baw Baw Planning Scheme.

Utilising a mid-range forecast from CKC, an annual take up of 30 lots / dwellings per annum, a further 525 lots can be potentially developed to 2041.

Based on the above, to meet the mid-range forecast, approximately 90ha should be rezoned to accommodate 766 residential lots to 2041².

Considerations for rezoning land

As Longwarry currently has a broad township boundary and is surrounded by land used for less intense purposes, there is spatial capacity for the township to expand.

The following suitability criteria have been considered when assessing potential growth options:

- Settlement
 - Impacts of any proposed changes on the establishment of logical and enduring settlement boundaries (including consideration of natural features, location of major roads and reservations for public utilities).
- Managing growth
 - Impact on the orderly development of the adjoining urban area.
 - Impact on management of the sequence of development and the early provision of services.
- Environmental risks
 - Impacts on/of floodplains
 - Impacts on flora and fauna
 - Impacts on/of soil degradation
 - Land use compatibility – compatibility with nearby agricultural and industrial land

¹ Clause 16 of the Baw Baw Planning Scheme

² The figure is calculated using 8.5 dwellings per ha gross. Once converted to net dwellings per ha, it will be in the order of 10-12 dwellings per ha as per the CKC Residential Demand Forecast report.

- uses.
- Bushfire risks in the location
- Heritage
 - Impact on Aboriginal cultural heritage values.
 - Impact on post contact heritage values.
- Transport
 - Accessibility of the location, including the generation of through-town traffic, traffic loads on single railway crossing and cost of providing road access.
 - Accessibility to public transport services (i.e. within 800m of a train station)
- Infrastructure
 - Ability to cost-effectively provide urban services including both utility, community services and drainage.

Six potential growth areas have been identified (see Figure 6) and are assessed against the above suitability criteria with an accompanying recommendation in Table 1.

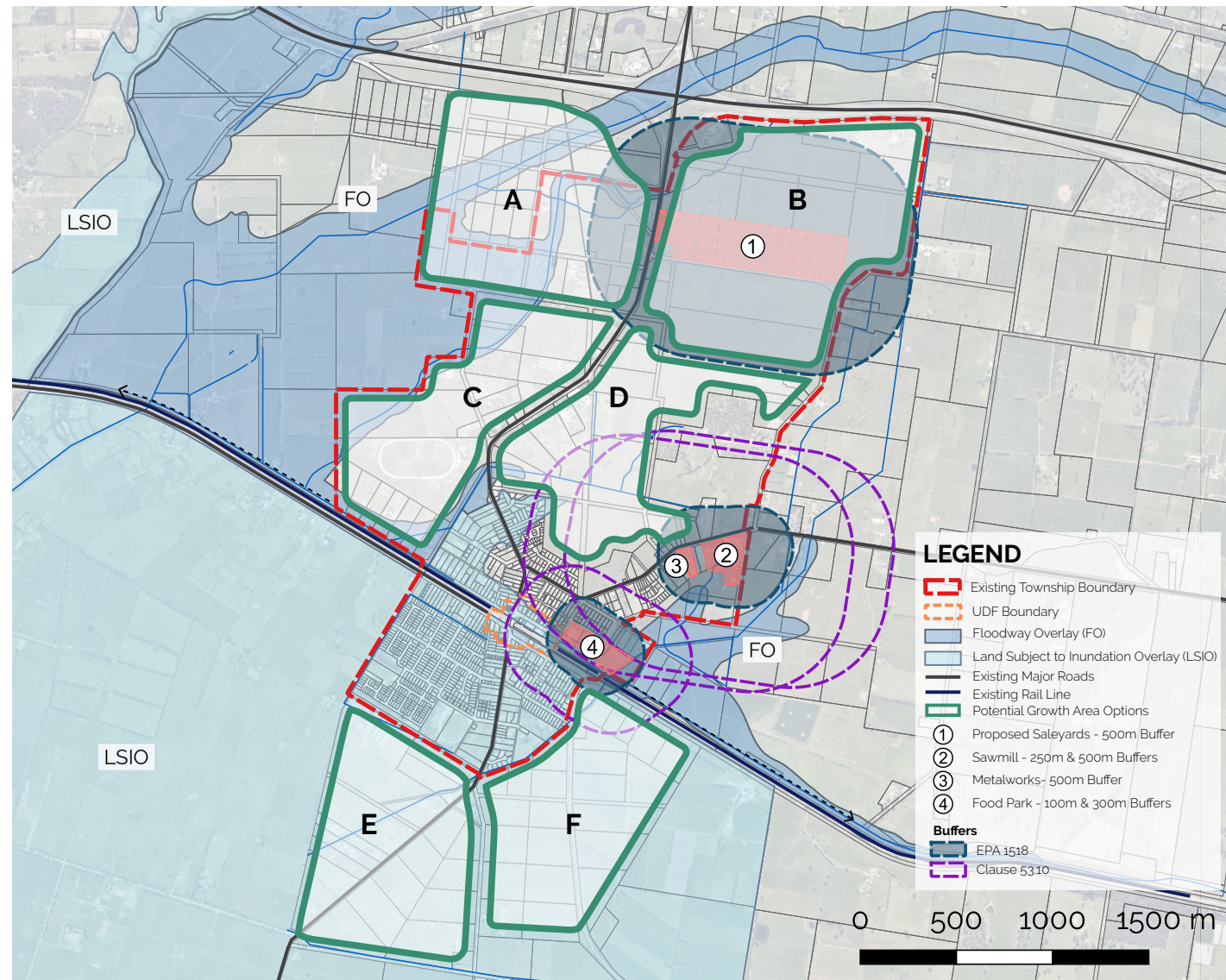


Figure 6. Longwarry growth investigations areas

Area number	Area description	Approx. Area	Comment	Recommendation
A	Bounded by Sand Road to the east, intersection of Sand and O'Neil Road to the south, Newell Road to the west and the highway to the north.	104 ha	<ul style="list-style-type: none"> • Development at urban densities would result in a neighbourhood that was physically not well connected to the rest of the town. • Located in proximity to higher order roads and direct access to the highway interchange via Sand Road. • Consideration of High Pressure Gas Pipeline/Easement and Pipeline buffers in north. • Amenity (noise) impacts of highway. • Impact of amenity buffers associated with sale yards on land to the east of the area. • Existing roads and paper road reserve layouts could enable urban development. • Impact of Floodway Overlay and numerous identified drains bisecting area. 	Retain as Farming Zone.
B	Bounded by the existing township boundary to the east, intersection of Sand and O'Neill Road to the south, Sand Road to the west and Freeway to the north.	142 ha	<ul style="list-style-type: none"> • Development for residential uses would spatially represent non-contiguous development of Longwarry if developed before area D. • Western area located in proximity to higher order roads and direct access to highway interchange via Sand Road. Potential to increase access by leverage off eastern town-bypass route. • Consideration of High Pressure Gas Pipeline/Easement and Pipeline buffers in north. • Amenity (noise) impacts of highway in northern areas may require mitigation. • Large lot sizing reduces land assembly complications. • Sale yards located within precinct- impact on residential development due to amenity buffers. 	Retain as Farming Zone and retain identification for future Employment Investigation Area in Planning Policy Framework (PPF). APA VTS have identified that a Safety Management Study may be required for any future rezoning and development proposals
C	Bounded by Sand Road to the east, the railway line to the south, the existing township boundary to the west and intersection of Sand and O'Neill Road to the north.	96 ha	<ul style="list-style-type: none"> • Southern area is a logical residential expansion of Longwarry, being contiguous with existing residential land. • Located adjacent to and in proximity to higher order roads. Located between highway and existing town centre, reducing through town movement and cross railway traffic demand. However, western area requires significant backtracking to access western road network (or additional railway crossings required). • Southern and western areas affected by existing Floodway Overlay and updated flood modelling shows additional areas of inundation (see Appendix 1). • Oakland Lodge Stables occupies significant component of the land within the potential growth area- further consideration and consultation may be required to understand future business intentions on this land. 	Retain as Farming Zone and identify as suitable for future rural living.

Table 1 - Assessment of potential growth area options

Area number	Area description	Approx. Area	Comment	Recommendation
D	Bounded by Industrial zone land to the east, residential to the south, Sand Road to the west and intersection of Sand and O'Neill Road to the north.	94 ha	<ul style="list-style-type: none"> • Southern area would be a logical residential expansion of Longwarry, being contiguous with existing residential land. Part of precinct is already identified as 'Future Residential Zone' in Baw Baw Planning Scheme. • Located adjacent to and in proximity to higher order roads. Located between highway and existing town centre, reducing through town movement including demand on railway crossing. Potential to increase site access through use of proposed eastern town bypass alignment. • Current subdivision pattern with existing road reserves (undeveloped) could assist in delivery of road and movement networks. • Consideration around interface to existing industrial zone land to the east required. • Southern 'Future Residential Zone' in Clause 11.01-1L-03 partially affected by amenity buffers associated with Longwarry Food Park, sawmill and metalworks, refer to Figure 6. • Updated flood modelling data identifies some additional areas proximate to Johnson Drain as being subject to inundation (refer Appendix 1) and therefore further assessment would be required to address drainage solutions. • Historic use of land for an airstrip may require assessment for any potential contamination. <p><i>Note: Following the public consultation period, Council commissioned a Bushfire Assessment (July 2022, by Kevin Hazell Bushfire Planning) which confirms that this option can be developed with an applicable construction standard of no more than BAL 12.5 and thus address Planning Scheme Clause 13.02 if the recommended setbacks and use of perimeter roads on permanent grassland interfaces are applied.</i></p>	<p>Rezone land for residential purposes, subject to appropriate provisions for servicing infrastructure. The decision as to whether to use a Precinct Structure Plan or Development Plan Overlay as part of the new planning controls will be undertaken following future discussions between Council, DELWP and the VPA.</p> <p>Require the preparation of a site-specific assessment of the sawmill in order to identify whether the default separation distance referred to in EPA publication 1518 (Recommended separation distances for industrial residual air emissions publication) can be reduced.</p>
E	Bounded by McHugh Road to the east, Old Drouin Road to the south, Martin Drain to the west and the existing township boundary to the north.	98 ha	<ul style="list-style-type: none"> • Northern area appears on paper as logical expansion to township boundary, however current subdivision layout with bandicoot habitat protection areas along the southern boundary of Stockman Estate act as physical barriers to contiguous development. • Direct access to higher order road network in most parts of the area. • Location south of existing town centre would increase through town movement and movements through railway crossing to access highway. • Not affected by any amenity related buffers. • Area wholly affected by Land Subject to Inundation Overlay. 	Retain as Farming Zone.

Table 1 cont. - Assessment of potential growth area options

Area number	Area description	Approx. Area	Comment	Recommendation
F	Bounded by the rail line / Boxshall Road to the north, existing property boundaries to the east and south and McHugh Road and Mackeys Drain to the west.	97 ha	<ul style="list-style-type: none"> • North western pocket of Area F appears on paper as logical expansion to township boundary. • Limited direct access to higher order road network in all parts of the area . • Location south of existing town centre would increase through town movement and movements through railway crossing to access highway. • North western area of the precinct affected by amenity buffers associated with the Longwarry Food Park. • Area wholly affected by Land Subject to Inundation Overlay. 	Retain as Farming Zone.

Table 1 cont. - Assessment of potential growth area options

Longwarry Triangle and surrounds

The Longwarry Triangle is bounded by McHugh, Old Drouin and Koo Wee Rup-Longwarry Roads. It is comprised of 11 parcels of land zoned Farming Zone (FZ) (Schedule 1). The surrounds broadly include land to the east of the triangle through to Edgar Road. Both areas are entirely covered by the Land Subject to Inundation Overlay.

The question of whether this area should remain in the Farming Zone given the size of the lots in this zone has been assessed.

The purpose of the FZ is to (inter-alia) provide for the use of land for agriculture and ensure that dwellings and other non-agricultural uses do not adversely affect the use of the land for agricultural purposes. Under this zone, the use and development of a dwelling is subject to the granting of a planning permit, and the lots in this area are well below the default 40ha minimum subdivision size for 'as of right' dwellings. This zone contains extensive decision criteria relating to the construction of dwellings, including environmental issues, and the impacts of dwellings on nearby agricultural uses. Any permit granted must satisfactorily address these issues.

A potential alternative zoning might be the Rural Living Zone (RLZ), in recognition of the small land parcels in this location. The purpose of the RLZ is to (inter-alia) provide for residential use in a rural environment. Under this zone, the use and development of a dwelling is 'as of right' on a lot of 2ha or greater. The decision criteria under this zone are significantly narrower than those under the FZ.

A permit would not be required to construct a dwelling on a lot above 2ha under the RLZ and therefore there would be no scope for Council to assess any such proposal against the range of environmental, siting, construction and agricultural land impact matters that are relevant in a location such as this.

For these reasons, it is recommended that this land remain in the FZ so that any proposed dwellings on lots within this area can be properly assessed against the decision making criteria that are relevant to the area's rural context.

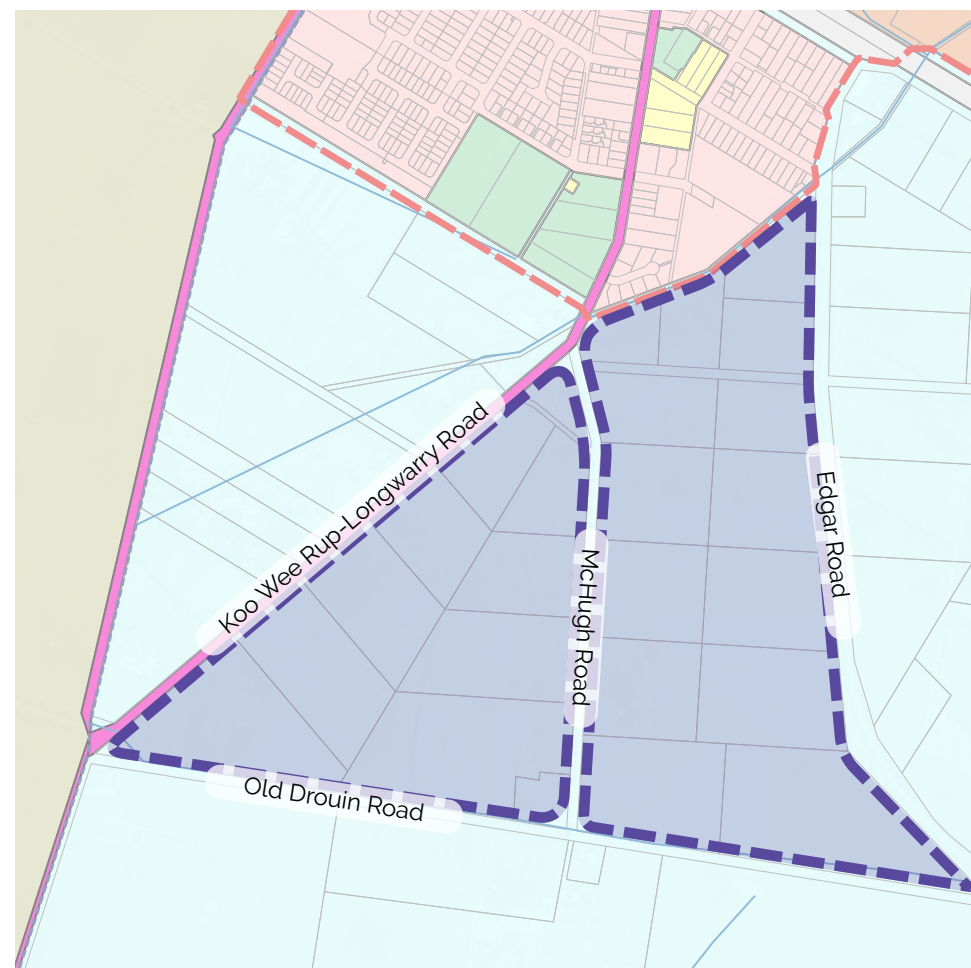


Figure 7. Longwarry "Triangle" and surrounds

Future Rural Living options

The current Longwarry Framework Plan contained within the Baw Baw Planning Scheme (at Clause 11.01-1L-03) identifies a significant area within the township boundary as 'future rural living zone'. Each of these locations are currently within the Farming Zone.

These areas have been assessed further in the course of preparing the updated Longwarry Structure Plan, and the following observations are made about each location:

- Area A as shown in Figure 6 is partially affected by the Floodway Overlay and is now also partially affected by the amenity buffer associated with the Longwarry Sale Yards reducing the suitability to propose any rural living in this area.
- Area B, specifically the southern portion located outside of the future Employment Investigation Area is now wholly affected by amenity buffer associated with the Longwarry Sale Yards, again reducing the suitability to propose any rural living.
- Area C, specifically the eastern areas outside of any Floodway Overlay, is still considered generally suitable for future rural living. Given the existing subdivision pattern, utilising Rural Living Zone Schedule 5 with a

minimum lot sizing of 1ha would result in approximately four large parcels being eligible for further subdivision creating approximately 30-40 1ha lots. However, of the four parcels two have been substantially developed with equine facilities, potentially reducing the short-medium term supply.

The majority of the growth forecast for Longwarry in the CKC assessment will be accommodated within existing zoned land within the town and the proposed land rezoning in the northern growth area ('Area D'). It is proposed that Area D will incorporate a component of low density residential lots, so as to provide a wider choice of housing options within the town.

There is no immediate need to rezone additional land around the Longwarry township for rural living purposes, and Areas A and B are not considered suitable locations for such use in any event. It is recommended that Area A be removed from the township boundary and no longer identified as an area for future rural living. It is recommended that Area B be no longer identified as an area for future rural living as it is affected by the amenity buffer associated with the Longwarry Sale Yards.

It is recommended that Area C continue to be identified for future rural living

in the structure plan. However, it is recommended that this land be removed from the township boundary (on the basis that the rural living zone is not an urban zone) and that the area remain in the Farm Zone for the time being.

The continued identification of this area as 'Future Rural Living' will provide a long term strategic direction for this land, and the rezoning of the land can be considered at a future stage when there is stronger evidence of there being a shortfall in rural living opportunities across the Shire.

2.1.2 Industrial

Objective

- A broad range of sites are available for business to establish and grow in Longwarry.

Strategies

- Prioritise development of industrial land within proximity to the existing township and in areas with good accessibility.
- Encourage new developments in Longwarry's existing industrial areas to be for uses that will not have potential adverse amenity impacts on the existing and future residential areas.
- Identify land for long-term employment growth in strategic locations.

Action

- (A) Continue to encourage industrial development within existing appropriately zoned land within Longwarry.

Currently Longwarry has a 24.3ha supply of available vacant industrial land. Analysis by CKC indicates that industrial land consumption has occurred at 0.08ha per annum since 2013.

Taking into account broader macro trends that indicate a stronger than experienced industrial land consumption in future years at 0.5ha per annum, Longwarry has at least 49 years of industrial land supply. Therefore no further rezoning of industrial land is recommended by the Structure Plan to meet the local demand.

As explained in further detail on page 25, Council is investigating the Longwarry Future Employment Investigation Area separately from the Longwarry Structure Plan as part of the Baw Baw Economic Land Use Strategy. The Strategy will consider municipality-wide demand for employment land.

2.1.3 Commercial and Retail

Objective

- Ensure the vitality and improved self-sufficiency of the township through improved commercial offerings.

Strategies

- Support development of land for increased commercial and retail businesses to service growing population.
- Encourage redevelopment / expansion of supermarket in its current location once demand via population increase is met.

Action

- (A) Council will work with landowners to promote investment in Longwarry and investigate applicable business support programs.

Supermarket

An expanded supermarket offering in Longwarry is highly desired by residents, as highlighted through the consultation undertaken for this project. Estimates

provided by CKC outline that with the adopted mid-range population growth additional supermarket floorspace will become commercially attractive from 2036. However, separate local factors and changed demand has the potential to bring forward this time-frame.

The supermarket location is discussed in Section 2.2.

Speciality retail

With a growing population, demand will increase for speciality retail within Longwarry. In line with CKC forecasting, approximately 3,500-3700sqm of speciality retail floorspace will be required to 2041.

Such growth can be accommodated on existing zoned land and should be focused to be located within the existing commercial areas to improve the viability and vibrancy of the centre.

Speciality retail such as a chemist store is anticipated to be supported by the population by 2036, but as above, if driven by increased local demand there is significant vacant commercial land within the town centre to accommodate such stores earlier than forecast.

¹ Due to the administrative nature of the change proposed, only the above Action is included.

2.1.4 Township Boundary

Action

- (A) Amend township boundary to encapsulate existing and proposed urban zoned land along with future investigation areas.

In line with the proposed rezonings set out elsewhere in this plan, including the continued identification of the future Employment Investigation Area, it is recommended that the township boundary reflect that shown on the Structure Plan at Figure 5.

The current township boundary of Longwarry is substantially larger than the combined existing and proposed urban zoned land. While a township boundary larger than an existing or proposed urban area can provide indication and preserve options for long term growth, a sound basis must be provided for including expansive areas within the boundary.

While it is considered that Longwarry has good accessibility and existing levels of public infrastructure, the designation as a moderate growth township within the Baw Baw Settlement Management Plan and with significant areas of Land Subject to Inundation Overlay, the current settlement boundary that includes approximately 290ha of Farming Zone is considered excessive.

2.2. KEY GROWTH SITES

State planning policy directs that planning foster economic growth by providing land, facilitating decisions and resolving land use conflicts, so that each region may build on its strengths and achieve its economic potential¹.

The following Key Growth Sites are identified as they provide the opportunity to meet key objectives and implement key actions of the Longwarry Structure Plan.

Objective

- Identify and retain key sites for growth and investment opportunities in Longwarry.

Strategies

- Identify and retain key town sites for development that will assist improving township self-sufficiency.
- Identify and support long term growth opportunities for increased local employment.

Actions

- (A) Council to continue working with landowners of key sites to facilitate development and investment.
- (B) Apply specific design controls to relevant Key Growth Sites.

Site A - Supermarket expansion

A key objective for Longwarry is to increase the self sufficiency of residents through the provision of additional local facilities such as an expanded supermarket offering, chemist and take-away options.

The CKC economic assessment identifies increased demand for supermarket and retail offerings with future population demand, so it is important to identify sites for future growth.

In terms of the location, expanding the existing supermarket at the corner of Kennedy Street and Nar Nar Goon-Longwarry Road is the most central option. Positioning the supermarket that acts as an anchor to the town as close as is possible to the main railway crossing would assist in alleviating the current 'split' town centre. This location is consistent with the Longwarry UDF.

Two additional vacant Commercial 1 zoned land options (in the order of 2,000sqm) exist that could also potentially accommodate a smaller order supermarket if the expansion of the existing site is not pursued. Again, these two sites are located in proximity to the railway crossing providing development between the two town centre areas.

Site B - Sand Road interface

The proposed growth area to the north of Longwarry will represent an opportunity to consider and design the township approach from the north.

Sand Road is currently vegetated along both verges providing an attractive entryway. In addition to the Action relating to entry gateways, the presentation of new residential development in this location is key to determining the new character of the township.

To respond appropriately to the importance of location, the Structure Plan includes numerous Guidelines in section 2.3.4.

Site C - Longwarry Food Park

The Longwarry Food Park is strategically positioned close to existing residential areas, providing localised employment.

Council is encouraged to continue working with the Food Park to provide opportunities to increase localised employment and encourage any factory door sales to increase connectivity of the site into Mackey Street and the Commercial centre of the town.

¹ Clause 17 of the Baw Baw Planning Scheme.

Site D - Future Employment Investigation Area

The Longwarry Future Employment Investigation Area (EIA) is located in the north western corner of the township boundary, and is identified at Clause 11.01-1L-03 of the Baw Baw Planning Scheme.

The Baw Baw Economic Land Use Strategy (ELUS) Issues and Options report was publicly released in May 2022, after the preparation of the draft LSP. The ELUS Issues and Options report includes an initiative to "Promote the development of the Longwarry Employment Investigation Area as a thriving strategic industrial area". The ELUS project has not yet involved the preparation of the strategy itself, which will occur following the consultation on the Issues and Options report. Once the strategy has been finalised and endorsed by Council, the Longwarry EIA can be progressed (should the proposed initiative remain part of the ELUS). As such, it is appropriate for the LSP to continue identifying the Longwarry Employment Investigation Area as a potential future land use, and for Council to pursue a separate planning scheme amendment for this should a rezoning be sought. The Employment Land Forecast prepared for the Structure Plan identifies that the local industrial land supply is sufficient. The future municipal-wide demand will be considered as part of the ELUS.

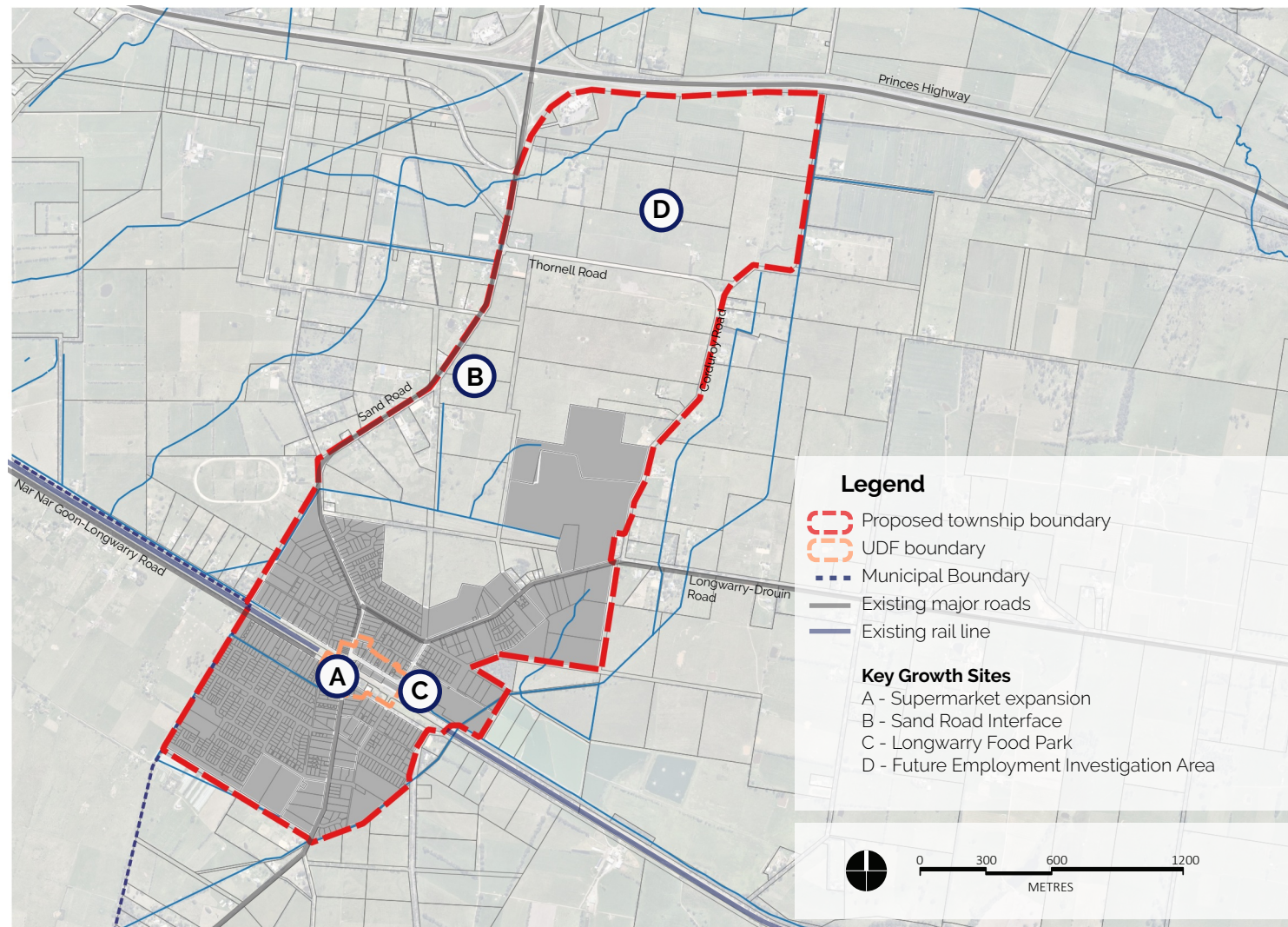


Figure 8. Key growth sites

2.3. CHARACTER AND DESIGN

State Planning policy directs that planning should ensure all land use and development appropriately responds to its surrounding landscape and character, valued built form and cultural context¹.

Longwarry is valued for its open and low rise character. This is identified more broadly in the Baw Baw Shire Council Plan 2017-2021 which outlines that rural character, appearance and small town feel attracts residents to the Shire.

In place of Strategies, sub-themes in this section of the Plan include Guidelines that provide more detailed design guidance that is to be reflected in statutory planning controls.

2.3.1 Residential Character

Objective

- Housing will be spatially generous, reflecting the surrounding qualities of Longwarry.

Guidelines

- Deliver a combination of wide lot widths and street cross sections to replicate existing township character.
- Position development to front rural interface with a boundary road including road cross section with open swale style drains and a 3m landscape buffer to accommodate low-scale landscaping as per Figure 9.
- Provide lots fronting rural interface with a minimum 20m lot width.
- Consider use of post and rail (open style) fencing and lower scale vegetation in interface areas.
- Position garages behind front façades and incorporate generous eaves and verandahs to provide seasonal shading.
- Orientate streets towards key site vistas.

Actions

- (A) Apply planning controls to growth areas requiring consideration of the guidelines included in the Longwarry Structure Plan to retain and improve character.
- (B) Prepare a Neighbourhood Character Assessment for the Longwarry township to guide future growth and infill development.
- (C) Identify cross sections for new roads that respect the township character and reflect the IDM (with variations where required to achieve character outcomes).

In Longwarry the character is exemplified in the older parts of the town where dwellings have generous lot widths and setbacks enabling a sense of spaciousness to the street.

Newer residential developments within Longwarry have larger homes on smaller lots reducing setbacks, vegetation and permeability leading to a highly suburban character. However, it is acknowledged that planted street trees and smaller private gardens are yet to mature in many of these areas.



Image 1. Older residential areas within Longwarry



Image 2. Newer residential areas within Longwarry

It is key that all new residential development consider the desired character, with particular attention required for the proposed growth area to the north of the township.

In order to achieve the desired character, it may be necessary to consider variations to the road cross sections from the Infrastructure Design Manual (IDM), as long as the IDM principles are still met.

¹ Clause 15 of the Baw Baw Planning Scheme

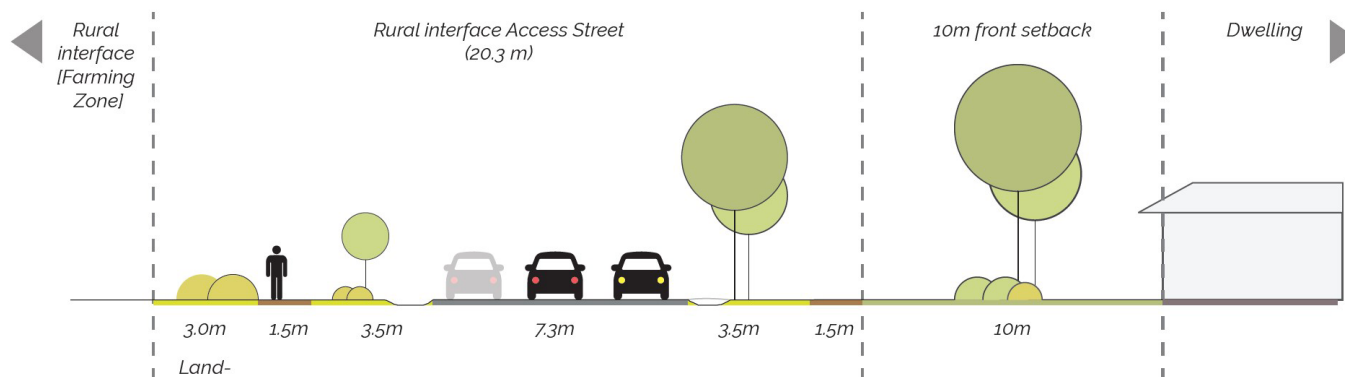


Figure 9. Rural interface treatment, including Local Access Street Level 2 adaptation

2.3.2 Residential Density

Objective

- Housing densities are appropriately positioned according to prevailing and desired character.

Action

- (A) Apply appropriate residential zone(s) in areas proximate to town centre and LDRZ in rural interface areas.

for intensification due to character considerations. The recommended Neighbourhood Character Assessment will assist to identify areas suitable for infill development.

A smaller share of the population increase should be accommodated in areas further away from the town centre.

Guidelines

- Locate medium density development lots within close proximity to the town centre and train station.
- Position lower density lots in the northern portion of the growth area and in areas interfacing with existing Farming Zone areas.

The current compact urban form of Longwarry ensures that existing facilities are within walkable distances for all residential areas. Growth within Longwarry should focus upon locating a higher share of the population increase within areas of higher accessibility.

Medium density development should be focused around the train station, although not all lots will be suitable

2.3.3 Living with water

Objective

- Minimise impacts of flooding on urban areas of Longwarry and connect urban spaces with water.

Guidelines

- Increase permeability within the road reserve and other public areas (such as local parks) with increased landscaping and introduce retention areas.
- New developments to prepare integrated water management plans with an aim to reduce or remove external water run-off.
- Align future local road network to existing drain network enabling drains to be incorporated into road cross sections.
- Require development to front drainage corridors and provide a footpath on both sides of the corridor.

Action

- (A) Apply planning controls to growth areas requiring consideration of the guidelines and strategies included in Sections 2.3.3 and 2.4 of the Longwarry Structure Plan.

2.3.4 Sand Road interface

Objective

- To enhance the arrival into Longwarry along Sand Road

Guidelines

- Design internal road network of development along Sand Road to provide an internal loop service road.
- Encourage new development to front on to the internal loop service road.
- Where development cannot front the loop service road, a 5m landscape setback is provided between side fencing and Sand Road reserve. Side fencing must not exceed 60m.
- Retain existing vegetation within Sand Road where practical and plant further vegetation where possible.

Action

- (A) Apply planning controls to growth areas requiring consideration of the guidelines included in the Longwarry Structure Plan to retain and improve character.

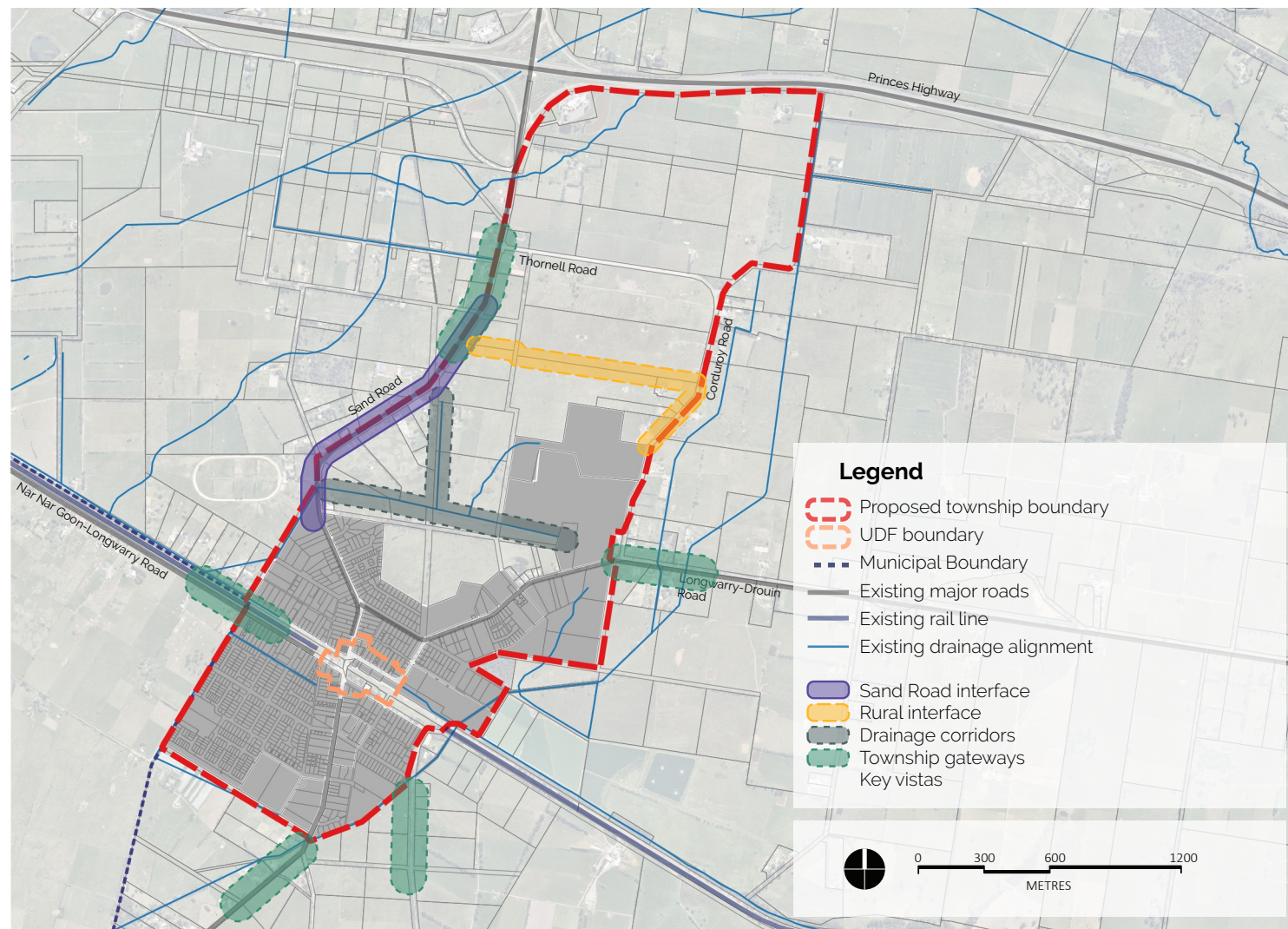


Figure 10. Character and Design plan

2.4. SERVICING INFRASTRUCTURE, DRAINAGE AND STAGING

State planning directs that planning should aim to avoid or minimise natural and human-made environmental hazards, environmental degradation and amenity conflicts. Planning should identify and manage the potential for the environment and environmental changes to impact on the economic, environmental or social wellbeing of society¹

Please see Servicing Engineering Report prepared by Taylor Miller as background to the Structure Plan for detailed technical background information.

Objective

- To identify and deliver enabling infrastructure for development in a timely manner.

Strategies

- Position growth areas to avoid drainage issues and address flood mitigation requirements.
- Locate sensitive residential uses outside of amenity buffers for existing and future (permitted) major industries.
- Deliver development from the south to the north, enabling consistent and connected infrastructure to township amenities.
- Introduce regular management and maintenance of existing drainage infrastructure (including working with Melbourne Water).
- Encourage the installation of neighbourhood scale batteries for energy storage.
- Encourage the use of stormwater harvesting, networked rainwater tanks, and smart tanks.

Actions

- (A) Prepare township wide Drainage Strategy in consultation with Melbourne Water with particular emphasis on drainage management.
- (B) Rezone land in accordance with recommendations of the Structure Plan and include requirements in the new planning controls to respond to the outline servicing plan.
- (C) Include requirements in the new planning controls for the provision of WSUD projects to reduce stormwater runoff and improve storm water quality.
- (D) Investigate the feasibility of Council installing neighbourhood scale batteries.
- (E) Investigate the use of stormwater harvesting for the irrigation of existing and new parks and sports ovals.

Stormwater Drainage

An engineering servicing report has been prepared for managing stormwater in the proposed growth area, building on previous work undertaken by Water Technology in 2010, the potential location of retarding basins required to appropriately drain the proposed growth area (Area D) is shown in Figure 11 (overleaf). Three catchments with corresponding retarding basins are shown, generally in proximity to existing drainage corridors providing the opportunity for required assets to be spatially integrated into the existing drainage network.

As the size of each of the relevant catchments is under 60 ha, the necessary drainage infrastructure is typically funded and delivered by the developer and is gifted to the Responsible Authority for ongoing maintenance after an agreed period. A stormwater drainage strategy will be required to deal with existing drainage conditions and cater for future urban drainage requirements.

The Engineering Servicing Report considers the stormwater drainage of the proposed growth area only. It is recommended that a township-wide drainage strategy is prepared in consultation with Melbourne Water. Key topics to address in a township-wide

¹ Clause 13 of the Baw Baw Planning Scheme

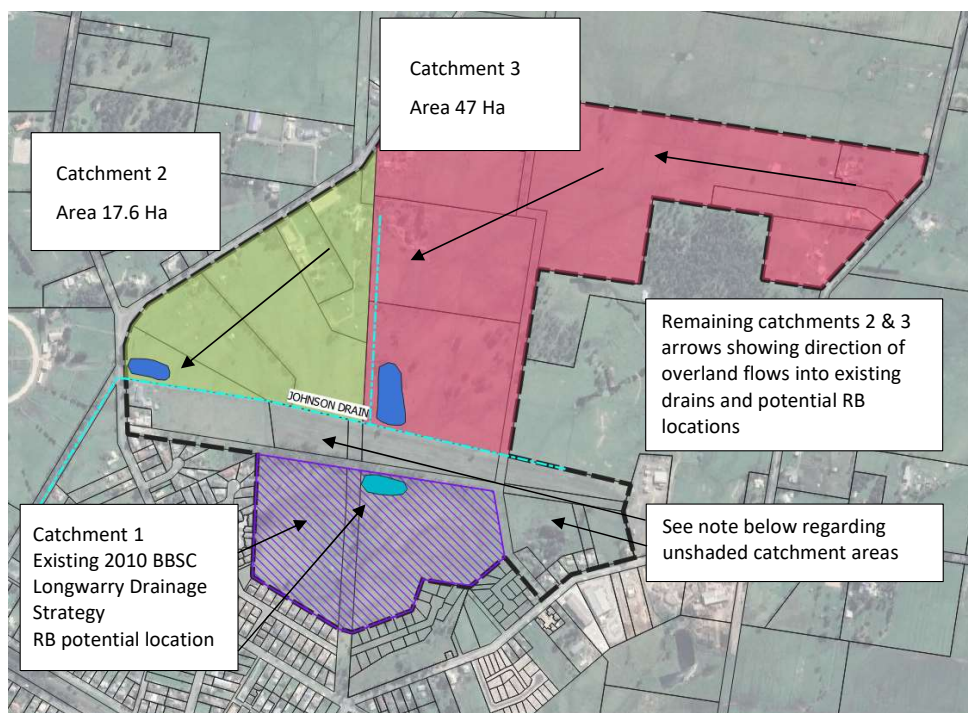


Figure 11. Potential location of retaining basins in proposed growth area

drainage strategy include developing management standards, assigning maintenance responsibilities of drainage infrastructure and preparing standards for stormwater treatment discharge into rural areas. In addition to key topics, consultation with the community is recommended to gain knowledge of areas of localised concern.

Water

South East Water (SEW) has recently completed master planning for the Railway Towns (including Longwarry) and has assessed the required augmentations to the network to accommodate growth within the Longwarry township.

To accommodate future growth in Longwarry, an upgrade to the existing trunk main supply along the Nar Nar Goon - Longwarry Road is proposed by SEW and is scheduled for 2027-2028.

To service the proposed growth area would require upgrading existing reticulation mains from the trunk main that is located in proximity to the station area through to the north of the township. Upgrades to reticulation mains less than 225mm are typically under the responsibility of the developer to deliver with the potential for reimbursement to be sought from SEW for mains 225mm and greater in diameter.

Sewer

SEW has advised that existing smaller reticulation sewers close to proposed growth area have some capacity to service a limited number of the lots in the short term. However, in the long term, to ensure the growth area can reach full capacity upgrades to the existing sewer infrastructure, new infrastructure would need to be constructed. Some of the upgrades that will be required to the existing Longwarry Sewer network include;

- Collet St pumping station pump capacity upgrade, and
- Potential rising main and detention storage upgrades.

Both of these upgrades are typically funded by SEW.

Considering internal networks for Area D, once final surface levels and subdivision layouts are known, SEW can develop a detailed infrastructure plan. It is likely that it will comprise a smaller reticulation sewer network and a pump station(s) to be used as detention storage and for pumping to gravity mains. Depending on size requirements, such internal works are likely to be funded by the developer.

Gas

The current reticulation supply of gas in Longwarry is nearing capacity. The main connection point of supply is located towards the south of the township and would require significant augmentation of the supply mains to provide capacity for Area D.

Subject to further investigation and density requirements it may be reasonable to build a new supply source to the north off the Longford to Dandenong pipeline to supply areas to the north of the railway line including Area D. This would avoid duplicating the existing supply mains and upgrading existing regulators which otherwise would need to be upgraded early in the scheme of works.

Note: The unshaded catchment areas above sit on the wrong side of the existing drain to be picked up by the retaining basins within catchments 2 & 3. See section 2.4 of Engineering Servicing Report for further detail.

Considering internal networks, smaller reticulation mains would need to be constructed to service individual parcels of land. The design of such networks is dependant on final subdivision layouts.

Electricity

To service the proposed growth in Longwarry it is estimated that substantial system augmentations and extensive investments such as a new feeder from Warragul will be required.

Such costs are not likely to be totally borne by developers as they are potentially eligible for various high voltage and other types of rebates.

The State Government has recently undertaken research¹ into the installation of neighbourhood scale batteries, which are a new energy storage model providing power capacity from approximately 100 kilowatts to 5 megawatts. To date in Victoria, batteries have been installed by a range of organisations including local Councils, community groups, and energy retailers. The benefits of neighbourhood scale batteries include addressing peak and minimum demand issues, supporting the integration of solar PV, deferring or avoiding grid upgrades, and enhancing power reliability.

The Victoria Planning Provisions were recently updated via Amendment VC220 to support the delivery of neighbourhood batteries by defining these as minor utility installations where their nominal voltage does not exceed 66,000 volts (meaning that most will be exempt from requiring a planning permit).

Development Staging

Based on the information provided to date, it is understood that the development of Area D is best suited to being grouped into three stages that align with the catchment areas in Figure 11. This grouping enables the overall delivery of a full stormwater catchment as well as the delivery of local open space and an area with the spatial characteristics of a small neighbourhood.

In terms of sequencing, the southern portion (Catchment 1) of the proposed growth area has the best existing proximity to services and is therefore a logical commencement area.

The western portion (Catchment 2) interfacing with Sand Road is in proximity to existing services and benefits from direct access to the higher order road network. This area could also be a potential commencement area.

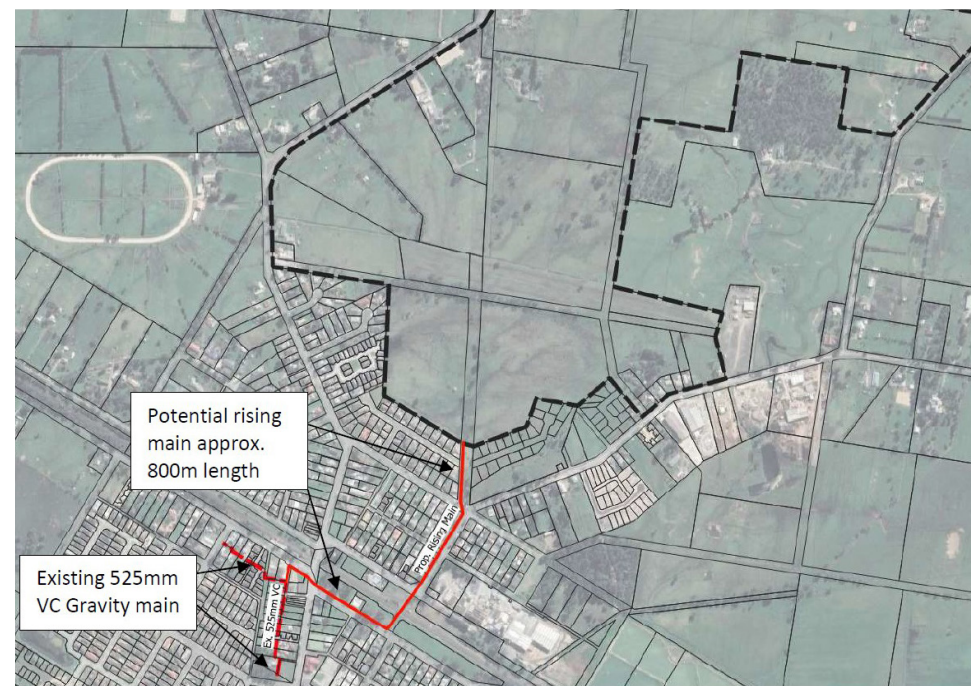


Figure 12. Potential sewer connection to proposed growth area

The eastern portion (Catchment 3) has the least connectivity and would preferably be developed once Catchments 1 and 2 are underway and the construction of the proposed Connector Street as shown on Figure 16 is complete.

¹ Neighbourhood Battery Initiative Industry and Community Consultation Report (2022), DELWP

2.5. ECOLOGY, ENVIRONMENT AND HERITAGE

State planning policy directs that planning should help to protect the health of ecological systems and the biodiversity they support (including ecosystems, habitats, species and genetic diversity) and conserve areas with identified environmental and landscape values. Further, it should protect sites and features of nature conservation, biodiversity, geological or landscape value¹.

Located in proximity to the broader Koo Wee Rup flats, the Longwarry township and surrounds is now characterised by broad open spaces and predominantly low scale vegetation after a long history of logging and dairy farming.

Objective

- To improve and enhance ecological, environmental and heritage significance via planning controls and development.

Strategies

- Protect existing vegetation within identified gateway areas and plan for further planting projects to the satisfaction of the road authority.
- Promote well designed development interfaces to rural areas.
- Encourage development to front drainage corridors with defined roadways and generous landscaping.
- Explore, protect and celebrate the heritage of Longwarry through contemporary interpretation of heritage and place in collaboration with Traditional Custodians.

Actions

- (A) Prepare a Biodiversity Assessment for 'Area D' growth area of the Longwarry Structure Plan that builds upon 2011 Mapping of Baw Baw Shire Urban Growth Areas to support the rezoning of land.
- (B) Include requirements in the new planning controls for the growth areas for the identification of and protection of any significant vegetation, development interface treatments, and the colocation of open space with drainage corridors and any significant vegetation and/or habitat areas.
- (C) Undertake an Arboricultural Assessment of vegetation identified at township gateways for application of a Environmental Significance and / or Vegetation Protection Overlay.
- (D) Prepare an Aboriginal Heritage Impact Assessment for 'Area D' growth area of the Longwarry Structure Plan to support the rezoning of land.
- (E) Connect with the Traditional Owners to identify opportunities to incorporate local Aboriginal language, design, planting and names in public spaces.
- (F) Upgrade the township gateways with landscaping and signage.

Township gateways

As visually identifiable, there is substantial vegetation on most entry points to Longwarry. Identified on NaturePrint mapping (see Figure 13), the vegetation is understood to be potentially of high biodiversity value, in addition to adding to the amenity of the entry points.

Building upon the regeneration program undertaken along the main Koo Wee Rup-Longwarry Road, the replication of replanting is proposed for additional entry points. As outlined by the Actions of this element, any replanting must be supported by a detailed Arboricultural Assessment to ensure existing areas of biodiversity are appropriately protected. In addition to any proposed vegetation works, upgraded signage and landscaping works should be considered.



Image 3. Existing township entry point

¹ Clause 12 of the Baw Baw Planning Scheme

Native vegetation

A biodiversity study of potential expansion areas of Longwarry was commissioned by Baw Baw Shire Council in 2011. While this study is almost a decade old now, it demonstrates that there are scattered trees and vegetation patches in and around the township that will require further assessment if and when township expansion occurs.

The Victorian Government’s biodiversity dataset (NaturePrint), identifies that land surrounding Longwarry is generally of lower Strategic Biodiversity Value, with some pockets of higher value typically associated with roadside vegetation.

NaturePrint data also identifies high value vegetation patches on the western side of Corduroy Road that is located within the existing Rural Living Zone.

Any future development must be accompanied by detailed biodiversity assessments to protect the loss of sites and features of biodiversity value. Development must adopt a three-step approach of avoiding, minimising and offsetting with regards to native flora and fauna as outlined in Clause 12 of the Baw Baw Planning Scheme.

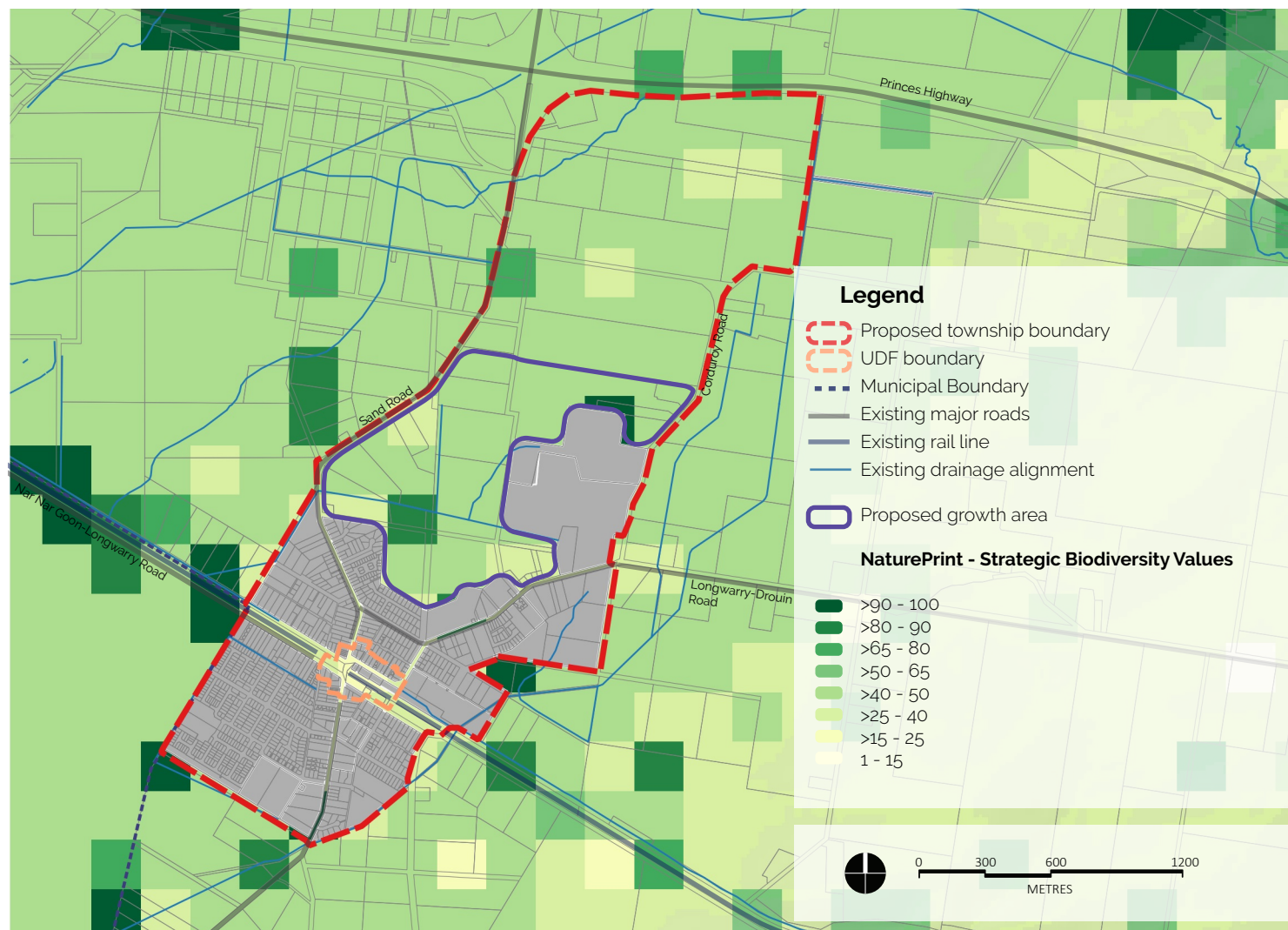


Figure 13. NaturePrint mapping with the proposed Township Boundary shown.

Southern Brown Bandicoot

The Longwarry township is located within the Department of Environment Land Water and Planning's (DELWP's) Southern Brown Bandicoot Management Area.

This species is listed as endangered under the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act). To ensure consideration to whether or not it is likely to impact on the habitat of this species, a Biodiversity Assessment of the northern growth area must be prepared.



Image 4. Existing Bandicoot Walking Track

Heritage

There is very little public information on the occupation of Longwarry by Traditional Owners prior to European settlement².

The development of Longwarry presents an opportunity to reveal the township's cultural history and to incorporate opportunities to embed local Aboriginal language, design and names in public spaces in consultation with Traditional Custodians.

Considering post-European settlement, the development of Longwarry presents the opportunity to further explain through design and landscaping the township's origins as supporting a thriving timber industry through to more recent history of dairying.

Drainage corridor interfaces

With flat topography, areas surrounding the existing urban area of Longwarry are developed with an extensive drainage network. Development should utilise these historic elements to orientate future street and shared path networks. To provide passive surveillance, development should front identified drainage corridors with generous landscaping and paths along both edges.

An indicative design response is shown in Figure 14 below. Refer to Figure 10 for identified Drainage Corridors.

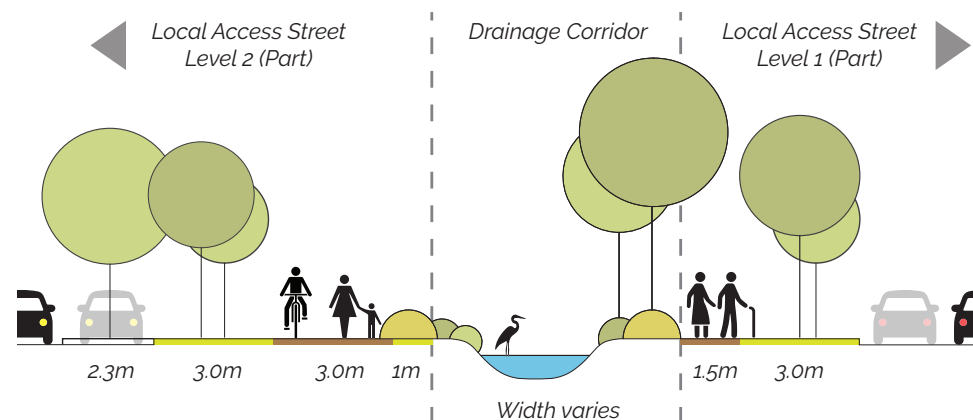


Figure 14. Drainage corridor interface treatment (example modelled on Johnson Drain)

² Baw Baw Shire Heritage Study Stage 1 Volume 1: Thematic Environmental History, Context Pty Ltd, 2006

2.6. OPEN SPACE AND COMMUNITY FACILITIES

State planning policy directs that development of social and physical infrastructure should enable it to be provided in a way that is efficient, equitable, accessible and timely. It also directs that planning recognises social needs by providing land for a range of accessible community resources, such as education, cultural, health and community support (mental health, aged care, disability, youth and family services) facilities¹.

As Longwarry grows, the social and recreational needs of the community will grow and change. This section provides an assessment of the likely future demand for upgraded or new facilities, and options for the provision of these.

Objective

- To ensure community facilities and services meet the needs of residents and are delivered in a timely manner.

Strategies

- Provide public spaces that cater for all age groups.
- Co-locate new open spaces with existing drainage corridors where these are planned in close proximity.
- Design new open space and community facilities with reference to Baw Baw Skate and BMX Strategy 2012 to 2030.
- Ensure as the township's population grows, deliver new local parks in place of financial contributions.

Actions

- (A) Identify a location for a 'third place' targeted at teenagers and prepare a landscape masterplan for the development of this.
- (B) Investigate with State Government the development ownership and share of the Longwarry Recreation Reserve in accordance with the approved masterplan.
- (C) Prepare an Open Space Study for the Longwarry growth areas to identify the appropriate provision of public open space, and if necessary amend the schedule to Clause 53.01 to reflect this.
- (D) Include indicative location of new Local Parks within the new planning controls for the growth areas.

Third places for teenagers

A third place is a public social space that is not home or work / school. Longwarry currently provides numerous third spaces for younger kids with four local parks all embellished with play equipment. Few, if any spaces are specifically targeted for teenagers.

Feedback from initial community consultation called for the provision for a skate park facility for youth.



Image 5. Julia Reserve Youth Park (NSW)

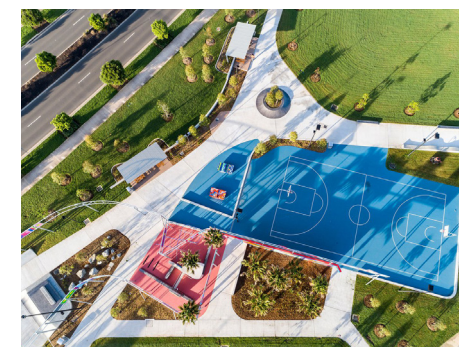


Image 6. Julia Reserve Youth Park aerial

However, it is recommended to provide a space that supports a broad range of youth activities enabling all young people to hang out and relax. Such spaces are diverse in their activities, durable in materiality and comfortable places to spend time. In addition, such spaces should be designed to be accessible for all.

¹ Clause 19 of the Baw Baw Planning Scheme



Image 8. Longwarry Recreation Reserve

Recreation Reserve Masterplans prepared by Baw Baw Shire recommends retaining the current playing surface dimensions of the existing oval and locating a second smaller oval in the eastern area of Reserve.

While the addition of a junior oval does relieve demand pressures, it will represent a significant Council investment on State Government owned land.

The options for consideration include:

- **A** - Pursue the existing masterplan with a new smaller oval to the east.
- **B** - Retain current layout of Recreation Reserve and seek expansion for additional full-size oval to the south of the existing Reserve to maintain a single, connected recreation area.
- **C** - Retain the current layout of the Recreation Reserve and seek a site in the northern growth area for a second active open space area to cater for future growth and avoid land subject to inundation.

A detailed opportunities and constraints assessment would be required to identify the most appropriate option having regards to matters such as flooding, flora and fauna, traffic etc. The most straightforward development approach is to continue with the adopted masterplan and engage with State Government over asset ownership structures. Alternatively, one of the other options could be sought, however the delivery of a second full-size oval in Longwarry is considered a long term option based on community infrastructure provision rates.

Local open space

The township of Longwarry is well serviced for local open space with 4 existing parks all embellished with play equipment.

Under Clause 53.01 of the Baw Baw Planning Scheme any subdivision of land is required to make a public open space contribution of 5%. Around 4.7ha of local open space would be required for the approximately 94ha proposed growth area, although the % and area may be refined through investigations by Council to identify the appropriate provision of public open space for future growth areas. New local open space should be delivered in accordance with the Open Space and Community Facilities Plan (Figure 15) to ensure the maximum number of homes are located within 400m of a local open space.

Image 7. 2016 Masterplan for Longwarry Recreation Reserve

An example space is the Julia Reserve Youth Park (in Camden, NSW) that provides a range of activities for a broad age group. Any development of a skate park component must consider the Baw Baw Skate and BMX Strategy 2012 to 2030, with particular emphasis on local / incidental facilities.

Active Open Space

Discussions held with Council staff and the community highlighted that the Longwarry Reserve is heavily utilised due to only having a single oval to accommodate numerous league training and matches. Recent allocations within Council budgets have assigned funding for pavilion and a second oval design works to commence.

The surplus land to the east of the current oval surface at Longwarry Reserve is not large enough to accommodate a full-size Senior Oval. To overcome this, the Rural

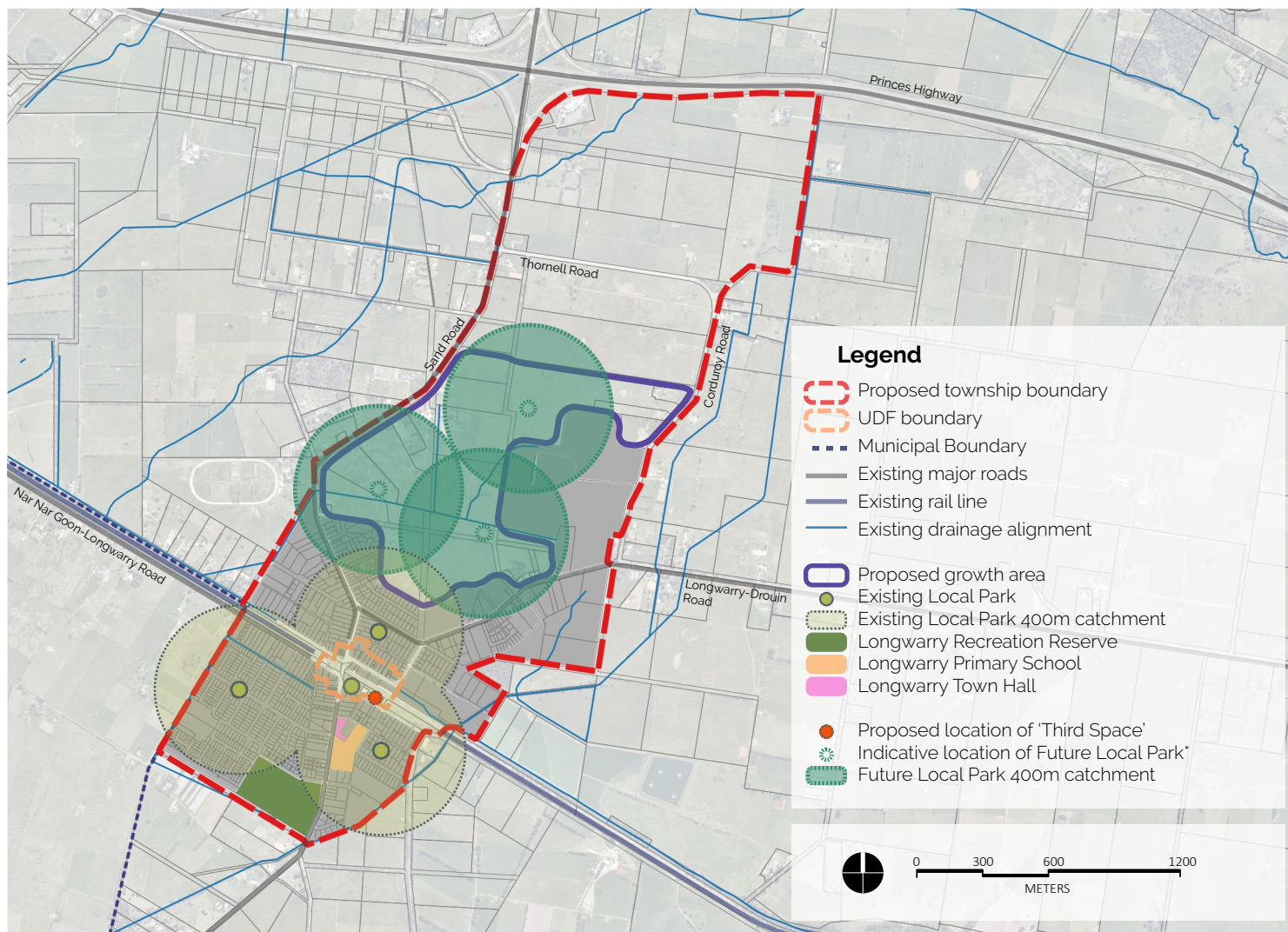


Figure 15. Open Space and Community Facilities Plan

Secondary School

2.6.1 Educational facilities

Action

- (A) Investigate public transport connections from Longwarry to surrounding Secondary Schools in-conjunction with the Department of Education and Transport for Victoria.

Community members raised the lack of a Secondary School within Longwarry as an issue during the consultation sessions. However, due to the population size, even with the forecast growth to 2041 it is highly unlikely that the population size of Longwarry on its own will increase to a size that warrants the delivery of a state secondary school (provision rates of 1 per 9,000 dwellings²). Instead, it is recommended that Council consider how access to secondary schools in adjoining towns can be improved through increased public and new private transport services.

Primary School

Based on adopted growth projections to 2041, Longwarry is anticipated to comprise approximately 1,500 homes. Based on indicative government provision rates for a primary school of 1 per 3,000 dwellings², an additional primary school is not required based on the growth proposed.

2 ASR Community Infrastructure Hierarchy, 2008.

2.7. TRANSPORT AND MOVEMENT

State planning policy promotes the use of sustainable transport modes such as walking and public transport. It also supports the development of an efficient and safe road network¹.

With a compact township footprint Longwarry is well placed to encourage existing and future trips to utilise active transport. In addition, the growth of the town is proposed to be supported by comprehensive transport infrastructure to increase accessibility.

Please see Transport and Traffic Engineering Advice prepared by Traffic and Transport Solutions as background to the Structure Plan for detailed technical background information.

Objectives

- Active modes of transport have priority and are part of a well connected network within the township.
- Vehicle traffic flow is well managed through best-practice intersection design.

Strategies

- Provide well connected pedestrian and shared paths to new and existing areas within Longwarry - with emphasis on links to Primary School, local parks, sporting facilities and Train Station.
- Ensure early delivery of pedestrian and shared path infrastructure / connections to encourage active transport for local trips.

Actions

- (A) Implement town centre transport projects as outlined in Longwarry UDF to improve pedestrian connections and vehicle flows through improved intersection design.
- (B) Deliver intersection upgrades and street designs in accordance with the Longwarry Structure Plan Transport and Traffic Engineering Advice.
- (C) Investigate the provision of a shared path to Bunyip in conjunction with South East Water infrastructure upgrades.
- (D) Advocate to State Government for funding and long-term delivery of Longwarry bypass.
- (E) Review the Longwarry - Drouin school bus routes when Longwarry expands and modify as required.

Bypass route

To stop heavy vehicles using existing residential streets in Longwarry, it is recommended that Thornell Road and Corduroy Road be upgraded to a connector street standard, so that this road network can be used as a heavy

vehicle bypass route.

This proposal avoids the need for heavy vehicles travelling through the existing and proposed residential and commercial areas of Longwarry, and the associated safety and noise issues. Further, the added benefit of upgrading these roads is that they can also be used to service the future Employment Investigation Area.

Intersection design

As outlined in Figure 16, the Structure Plan proposes several new and upgraded intersections in Longwarry. In addition, consideration should be given to changing the priority of the Princes Avenue/ Longwarry-Drouin Road²/ Mackey Street/ Cook Road intersection so that Princes Avenue and Longwarry-Drouin Road form the major road leg and Mackay Street and Cook Road forms the minor road leg (staggered T-intersection).

All existing road connections and property access points from the arterial road network to the urban expansion area and future EIA are to be removed with the staged development of this land. All access to the urban expansion area and EIA is to be provided via the proposed arterial road intersections, where-as all property access is to be provided via the internal road network.

¹ Clause 18 of the Baw Baw Planning Scheme

² It is understood that this section of the road is known locally to some as Koo Wee Rup-Longwarry Road. The VicRoads map of declared roads lists Longwarry-Drouin Road as the declared and local name.

Further, the implementation of all street works / pedestrian crossings proposed within the UDF are supported.

Path network

To ensure walking and cycling is promoted as an alternative transport mode for residents of Longwarry, it is recommended that a series of shared paths be constructed throughout the township. These are shown on Figure 16.

It is recommended that the provision of a shared path to Bunyip be investigated in-conjunction with South East Water infrastructure upgrades along the railway corridor, creating the potential for inter-town connectivity on foot or bike. In addition to the 5 proposed pedestrian crossings specified within the Longwarry UDF, it is recommended discussions commence with the State Government/ VicTrack on the potential of providing two grade separated pedestrian/ cyclist crossing points as part of the Gippsland Railway line upgrade works.

Longwarry Station upgrade

As part of the Gippsland Line Upgrade, Longwarry Railway Station will be upgraded to include a second platform and the duplication of the track between Longwarry and Bunyip which will enable more frequent and reliable services.

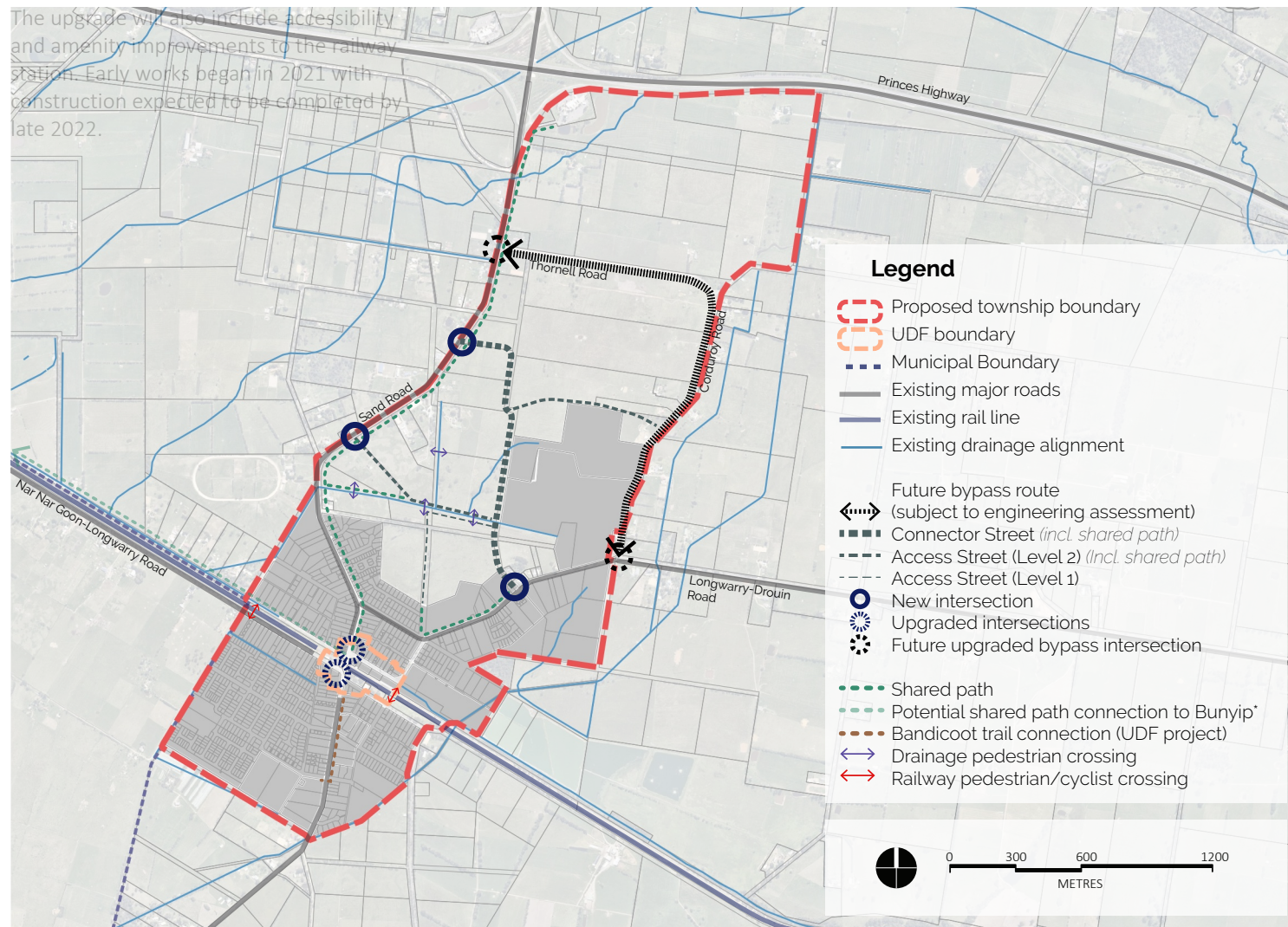


Figure 16. Movement and path network plan

3. Implementation

3.1. ACTION TABLE

Below is a table outlining all Actions contained within the Structure Plan, with additional detail relating to timing and responsibility. Timing is categorised into short, medium, long term and ongoing horizons.

<i>Element Reference</i>	<i>Action reference</i>	<i>Description</i>	<i>Timing</i>	<i>Responsibility [and funding if applicable]</i>
Housing and Employment				
2.1.1	(A)	<i>Rezone land in area 'D' as shown on the Longwarry Structure Plan (Figures 5 & 6) to allow for the provision of a further 766 lots to meet housing need projections to 2041.</i>	Short	Council (as part of PSA process)
	(B)	<i>Identify whether an Environmental Audit Overlay is required for any parts of area 'D'.</i>	Short	Council (as part of PSA process)
2.1.2	(A)	<i>Continue to encourage industrial development within existing appropriately zoned land within Longwarry.</i>	Ongoing	Council
2.1.3	(A)	<i>Council will work with landowners to promote investment in Longwarry and investigate applicable business support programs.</i>	Ongoing	Council
2.1.4	(A)	<i>Amend township boundary to encapsulate existing and proposed urban zoned land along with future investigation areas.</i>	Short	Council (as part of PSA process)
Key Growth Sites				
2.2	(A)	<i>Council to continue working with landowners of key sites to facilitate development and investment.</i>	Ongoing	
	(B)	<i>Apply specific design controls to relevant Key Growth Sites.</i>	Short	Council (as part of PSA process)
Character and Design				
2.3.1	(A)	<i>Apply planning controls to growth areas requiring consideration of the guidelines included in the Longwarry Structure Plan to retain and improve character.</i>	Short	Council (as part of PSA process)
	(B)	<i>Prepare a Neighbourhood Character Assessment for the Longwarry township to guide future growth and infill development.</i>	Short	Council
	(C)	<i>Identify cross sections for new roads that respect the township character and reflect the IDM (with variations where required to achieve character outcomes).</i>	Short to Medium	Council and developers

<i>Element Reference</i>	<i>Action reference</i>	<i>Description</i>	<i>Timing</i>	<i>Responsibility [and funding if applicable]</i>
2.3.2	(A)	<i>Apply appropriate residential zone(s) in areas proximate to town centre and LDRZ in rural interface areas.</i>	Short	Council (as part of PSA process)
2.3.3	(A)	<i>Apply planning controls to growth areas requiring consideration of the guidelines and strategies included in Sections 2.3.3 and 2.4 of the Longwarry Structure Plan.</i>	Short	Council (as part of PSA process)
<i>Reference</i>	<i>reference</i>			
2.3.4	(A)	<i>Apply planning controls to growth areas requiring consideration of the guidelines included in the Longwarry Structure Plan to retain and improve character.</i>	Short	Council (as part of PSA process)

<i>Element Reference</i>	<i>Action reference</i>	<i>Description</i>	<i>Timing</i>	<i>Responsibility [and funding if applicable]</i>
Servicing and Infrastructure				
2.4	(A)	<i>Prepare township wide Drainage Strategy in consultation with Melbourne Water with particular emphasis on drainage management.</i>	Short	Council (as part of PSA process)
	(B)	<i>Rezone land in accordance with recommendations of the Structure Plan and include requirements in the new planning controls to respond to the outline servicing plan.</i>	Short	Council (as part of PSA process)
	(C)	<i>Include requirements in the new planning controls for the growth areas for the provision of WSUD projects to reduce stormwater runoff and improve storm water quality.</i>	Short	Council (as part of PSA process)
	(D)	<i>Investigate the feasibility of Council installing neighbourhood scale batteries.</i>	Medium	Council
	(E)	<i>Investigate the use of stormwater harvesting for the irrigation of existing and new parks and sports ovals.</i>	Medium	Council

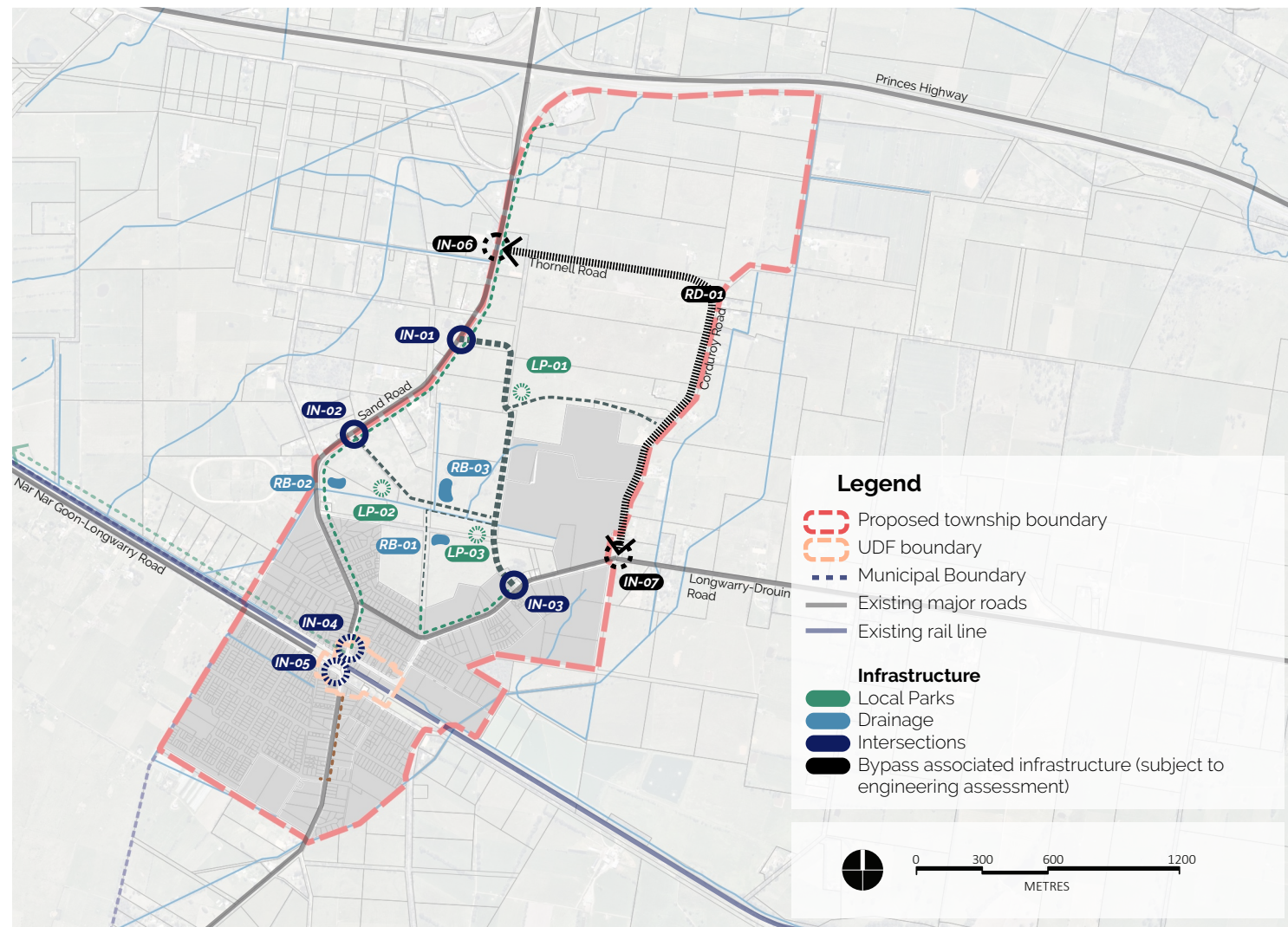
Element Reference	Action reference	Description	Timing	Responsibility [and funding if applicable]
Ecology, Environment and Heritage				
2.5	(A)	Prepare a Biodiversity Assessment for 'Area D' growth area of the Longwarry Structure Plan that builds upon 2011 Mapping of Baw Baw Shire Urban Growth Areas to support the rezoning of land.	Short	Council (as part of PSA process)
	(B)	Include requirements in the new planning controls for the growth areas for the identification of and protection of any significant vegetation, development interface treatments, and the colocation of open space with drainage corridors and any significant vegetation and/or habitat areas.	Short	Council (as part of PSA process)
	(C)	Undertake an Arboricultural Assessment of vegetation identified at township gateways for application of a Environmental Significance and / or Vegetation Protection Overlay.	Medium	Council
	(D)	Prepare an Aboriginal Heritage Impact Assessment for 'Area D' growth area of the Longwarry Structure Plan to the support rezoning of land.	Short	Council (as part of PSA process)
	(E)	Connect with the Traditional Owners to identify opportunities to incorporate local Aboriginal language, design, planting and names in public spaces.	Medium	Council, Kulin and Kurnai
	(F)	Upgrade the township gateways with landscaping and signage.	Short	Council
Open Space and Community Facilities				
2.6	(A)	Identify a location for a 'third place' targeted at teenagers and prepare a landscape masterplan for the development of this.	Medium	Council
	(B)	Investigate with State Government the development ownership and share of the Longwarry Recreation Reserve in accordance with the Longwarry Recreation Reserve Masterplan.	Medium	DELWP and Council
	(C)	Prepare an Open Space Study for the Longwarry growth areas to identify the appropriate provision of public open space, and if necessary amend the schedule to Clause 53.01 to reflect this.	Short	Council
	(D)	Include indicative location of new Local Parks within the planning controls for the growth area.	Short	Council (as part of PSA process)
2.6.1	(A)	Investigate public transport connections from Longwarry to surrounding Secondary Schools in-conjunction with the Department of Education and Transport for Victoria.	Short-Medium	Department of Education and Training, Council and Public Transport Victoria

<i>Element Reference</i>	<i>Action reference</i>	<i>Description</i>	<i>Timing</i>	<i>Responsibility [and funding if applicable]</i>
Transport and movement				
2.7	(A)	<i>Implement town centre transport projects as outlined in Longwarry UDF to improve pedestrian connections and vehicle flows through improved intersection design.</i>	Short	Council
	(B)	<i>Deliver intersection upgrades and street designs in accordance with the Longwarry Structure Plan Transport and Traffic Engineering Advice.</i>	Ongoing	Council and Department of Transport
	(C)	<i>Investigate the provision of a shared user path to Bunyip in-conjunction with South East Water infrastructure upgrades.</i>	Medium	Council, South East Water and Cardinia Shire Council (who own the land)
	(D)	<i>Advocate to State Government for funding and long-term delivery of Longwarry bypass.</i>	Long	Council and Department of Transport
	(E)	<i>Review the Longwarry - Drouin school bus routes when Longwarry expands and modify as required.</i>	Short-Long	Council, Department of Transport and local Secondary Schools

3.2. PRECINCT INFRASTRUCTURE PLAN

To the right is the Precinct Infrastructure Plan that outlines the required infrastructure to support the growth of Longwarry. A table outlining all projects, including a description, timing / triggers and responsibility for delivery is included overleaf.

It is noted that the potential arterial road intersections have been identified for further investigation. They will require further traffic analysis, and have not yet been assessed, designed, costed or approved.



<i>Plan Ref</i>	<i>Description</i>	<i>Timing / trigger</i>	<i>Responsibility [and funding if applicable]</i>
Intersection			
IN-01	<i>New intersection with Sand Road and new Connector Street</i>	As determined by site based Traffic Impact Assessment (required under DPO)	Council and Developer
IN-02	<i>New intersection with Sand Road and new Access Street (Level 2)</i>	As determined by site based Traffic Impact Assessment (required under DPO)	Council and Developer
IN-03	<i>New intersection with Drouin Road and new Connector Street</i>	As determined by site based Traffic Impact Assessment (required under DPO)	Council and Developer
IN-04	<i>Upgraded intersection so Princes Avenue and Longwarry-Drouin Road form the major road leg and Mackay Street and Cook Road forms the minor road leg.</i>	When funding is secured	VicRoads / Council
IN-05	<i>Upgraded intersection</i>	As determined by site based Traffic Impact Assessment / in conjunction with Station redevelopment works	Council and Developer
IN-06	<i>Intersection upgrades to facilitate heavy vehicle bypass at Sand Road and Thornell Road.</i>	When funding is secured / development of future Employment Investigation Area.	VicRoads / Council
IN-07	<i>Intersection upgrades to facilitate heavy vehicle bypass at Corduroy Road and Longwarry-Drouin Road.</i>	When funding is secured / development of future Employment Investigation Area.	VicRoads / Council
Roads			
RD-01	<i>Longwarry heavy vehicle bypass</i>	When funding is secured / development of future Employment Investigation Area.	VicRoads / Council
Open Space			
LP-01	<i>Local Park west of connector street, provided via Clause 53.01 subdivision contributions</i>	At time of subdivision	Council and Developer
LP-02	<i>Local Park north of Johnson Drain, provided via Clause 53.01 subdivision contributions</i>	At time of subdivision	Council and Developer
LP-03	<i>Local Park south of Johnson Drain, provided via Clause 53.01 subdivision contributions</i>	At time of subdivision	Council and Developer
Drainage			
RB-01	<i>Retarding Basin for Catchment area 1</i>	At time of subdivision	Council and Developer
RB-02	<i>Retarding Basin for Catchment area 2</i>	At time of subdivision	Council and Developer
RB-03	<i>Retarding Basin for Catchment area 3</i>	At time of subdivision	Council and Developer

3.3 COMMUNITY CONSULTATION SUMMARY

Community and stakeholder engagement commenced early in the process with two drop-in sessions held in the Longwarry Town Hall on the evening of Thursday 8 April and the morning of Saturday 10 April 2021. Approximately 50 members of the community dropped in to share their thoughts and aspirations for their town during this first phase of the consultation. A survey was also conducted over a period of four weeks.

The main areas of feedback were focussed around:

- Housing
- Saleyards
- Recreation, amenity and facilities
- Retail opportunities
- Walking, cycling and roads
- Rural character of the area
- Drainage

A second phase of consultation to present the draft Longwarry Structure Plan again included two drop-in sessions at the Longwarry Town Hall on the morning of Saturday 5 March and evening of 8 March 2022. The community had the opportunity to provide comments and ask questions on the draft Structure Plan responded to by Echelon Planning and Council officers. An online survey and webpage updates for those who couldn't attend in person were also available for the engagement period of 4 weeks.

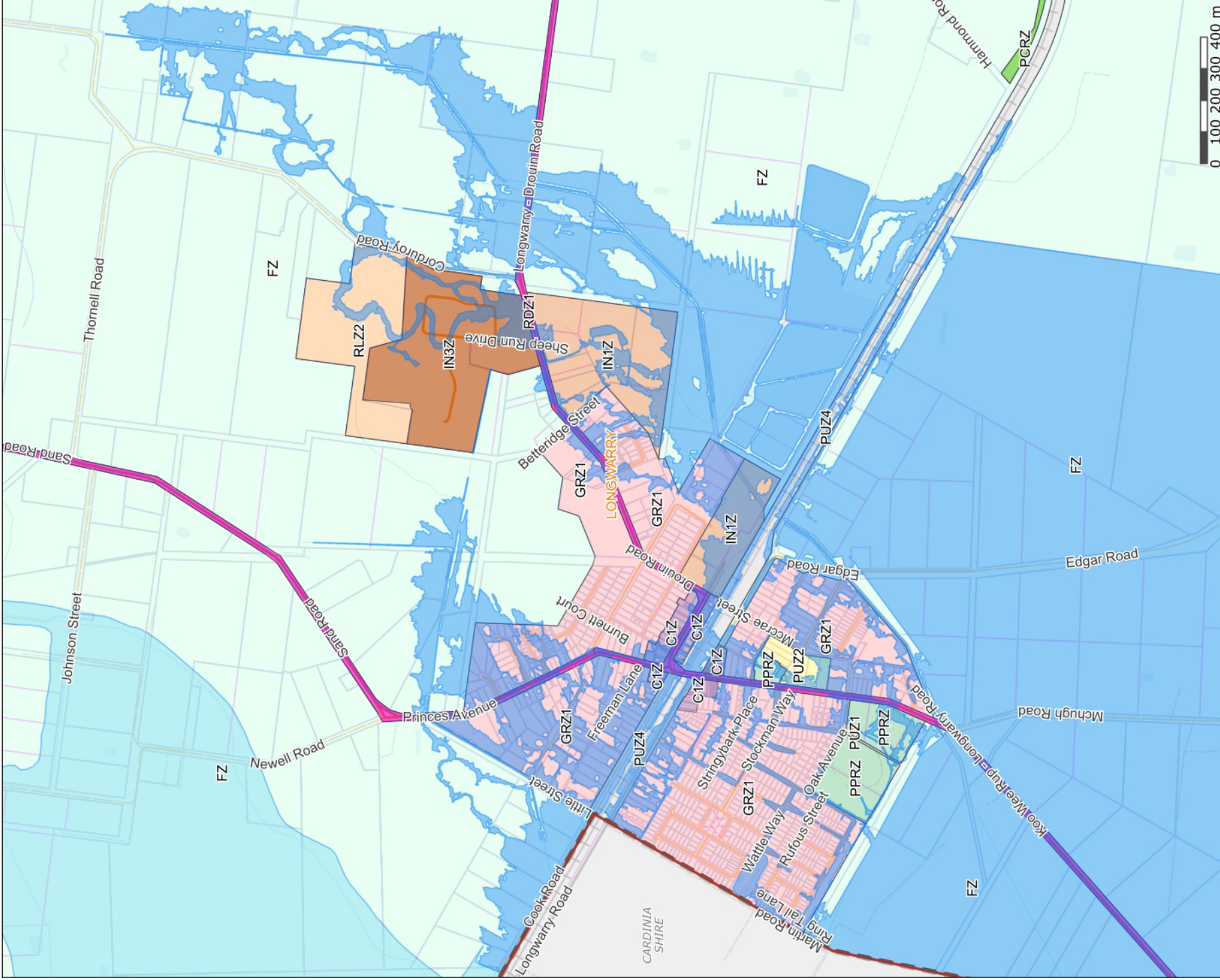
Considerable feedback and comments were received from the community at the drop-in sessions, via the Have Your Say survey and through written submissions. Other interested stakeholders, and relevant statutory authorities and agencies also provided feedback on the draft Structure Plan.

In addition to the main areas of feedback noted during the initial engagement, other areas commented on in the draft Plan related to:

- Employment
- Environment
- Bushfire
- Buffers
- Gateways

Further details of the consultation comments and responses to these can be found in the Longwarry Structure Plan Round 1 Consultation Summary report and the Council Officer Report in the Council meeting agenda for the final Longwarry Structure Plan.

Appendix 1 – Melbourne Water Floodplain Mapping



Longwarry Flood Modelling Data (Provided by Melbourne Water, October 2021)

Legend

- Floodway (active flow path for main stream flooding)
- Area subject to inundation (1% AEP flood event)

Disclaimer Note

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