

## 8.0 Dartmoor

### 8.1 Introduction

Dartmoor is a small town located where the Glenelg River crosses the Princes Highway within an agricultural area. The township is located approximately 50 kilometres to the east of Mount Gambier and 70 kilometres to the north west of Portland. Services include town water and electricity but no sewerage.

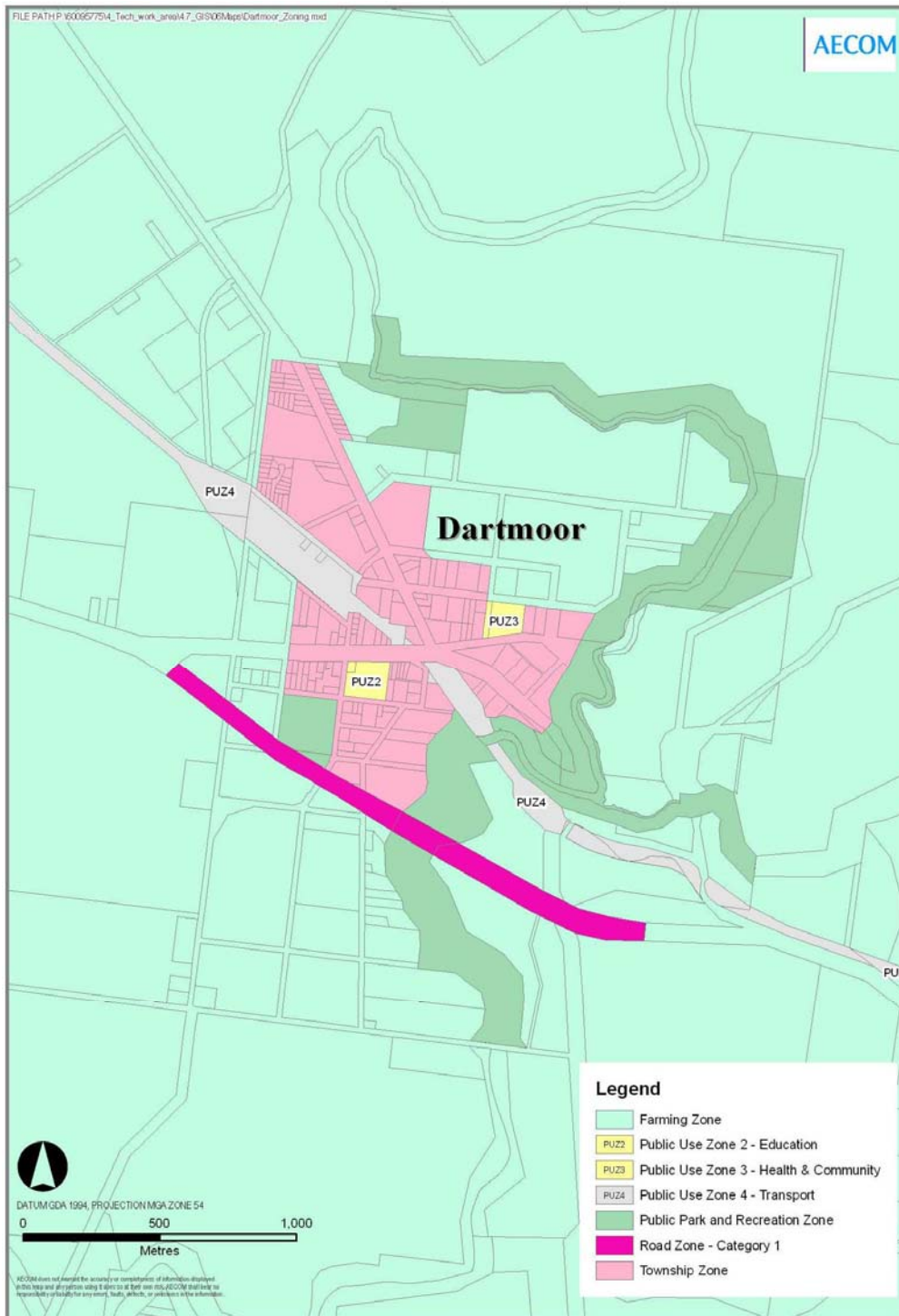
With very little employment offered in the town, it currently faces the prospect as acting as a dormitory settlement for Mount Gambier or for employees working in the timber industry with the upcoming harvesting of the blue gum plantations in the area.



### 8.1.1 Glenelg Planning Scheme

Dartmoor is located within a rural area and is surrounded by Farming zoned land. The town is denoted by the Township Zoning.

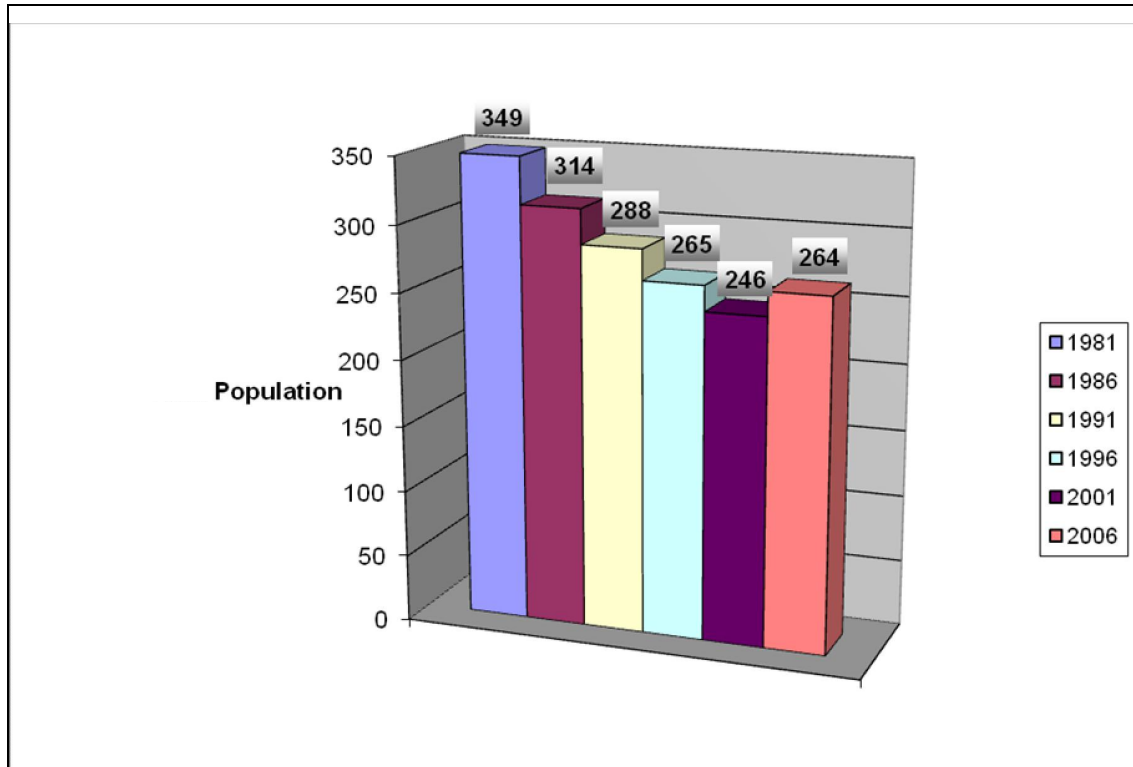
Figure 20: Dartmoor Zoning Map



### 8.1.2 Population

The population of Dartmoor was 264 at the most recent census conducted in 2006. Dartmoor experienced a steady rate of population decline between 1981 and 2001 with a slight increase in population between 2001 and 2006. Figure 21 illustrates population trends in Dartmoor between 1981 and 2006.

Figure 21: Population of Dartmoor 1981 - 2006



Source: Towns in Time 2006, DPCD

### 8.1.3 Land Budget

There are 167 properties (223 parcels) in the township zone in Dartmoor. Given that in 2001 there were 118 dwellings in the town, and that in the Township zone there are 223 parcels, there is the potential for an additional 105 dwellings in the town (a 89% increase in size). There are many small properties and parcels in the town. It is considered unlikely that any further land will need to be rezoned for residential purposes in Dartmoor in the foreseeable future.

A detailed land budget has not been prepared for Dartmoor and is considered unnecessary given that this location is not identified for significant future residential growth.

#### **8.1.4 Dartmoor Urban Design Framework**

The Dartmoor Urban Design Framework (2003) indicates the following priorities for development in the town:

- Developing the community's energy and networking through the school, the Mill and sporting clubs and volunteer groups such as the Progress Association and the Community Capability Building Program
- Planning appropriate residential development in the town to encourage population growth
- Improving the presentation of key facilities and sites, and building on the timber theme to enhance the character of the town
- Link tourist attractions with interpretive signage
- Promotion of the museum as a community and tourist destination asset
- Expand the town's economic base through the Green Triangle Mill operations
- Develop a reticulated water supply.

The UDF will need to be reviewed now that the Mill has ceased operations.

### **8.2 Key Constraints**

Some land within Dartmoor is affected by flooding, however the extent of flood prone land in the township is not reflected in the Glenelg Planning Scheme.

The closure of the mill is a significant constraint having been the major employer at Dartmoor.

### **8.3 Key Opportunities**

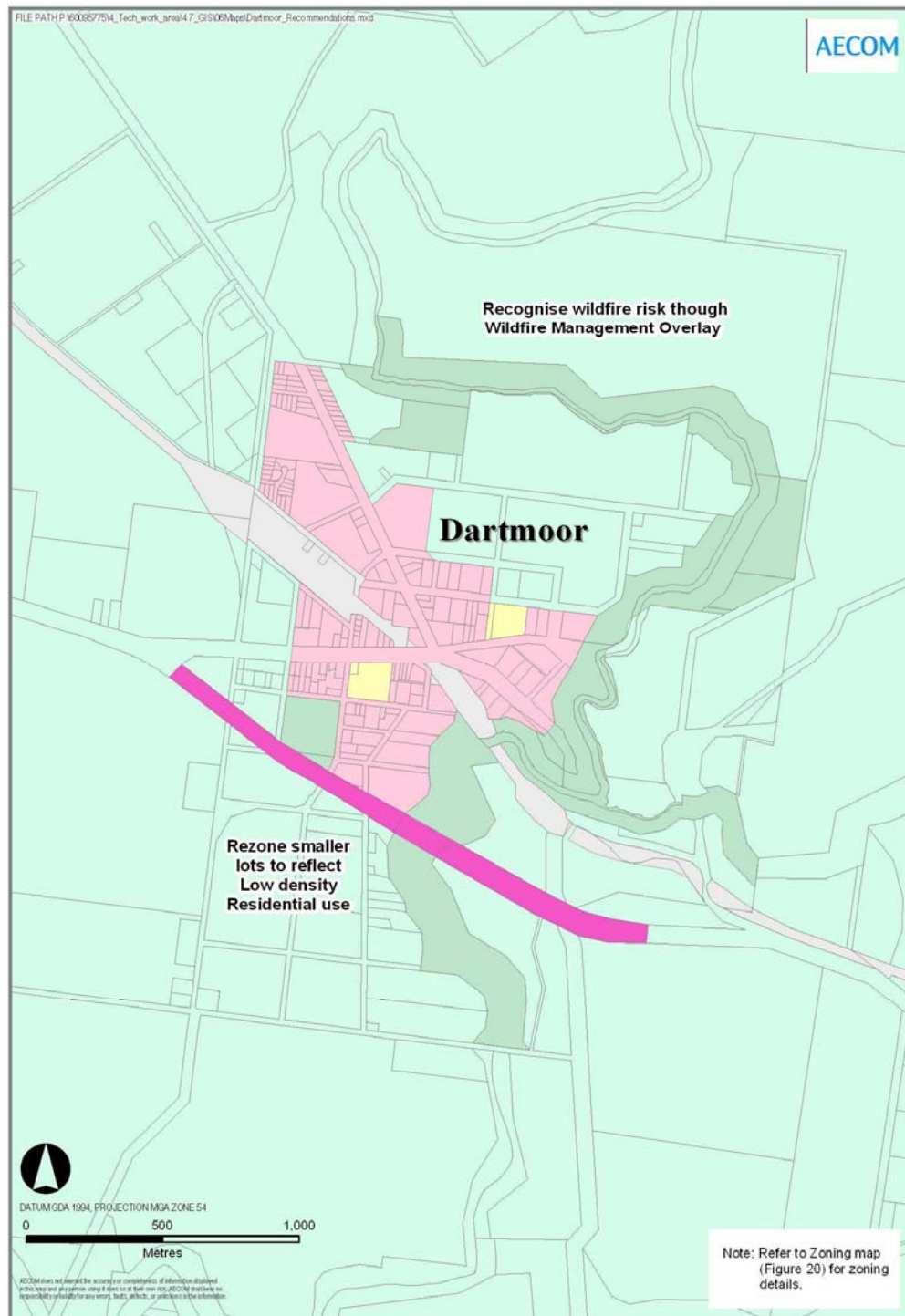
The key opportunities for Dartmoor are those identified in the Dartmoor Urban Design Framework as identified above.

Other opportunities include attracting people to Dartmoor for the country lifestyle and rural setting, with Mount Gambier in commuting distance.

## 8.4 Recommendations

The main recommendation to arise from the GSFP is the need to recognise existing low density residential land uses located on land currently zoned Farming to the south of the Princes Highway as identified in Figure 22..

Figure 22: Dartmoor Recommendations





## 9.0 Digby

### 9.1 Introduction

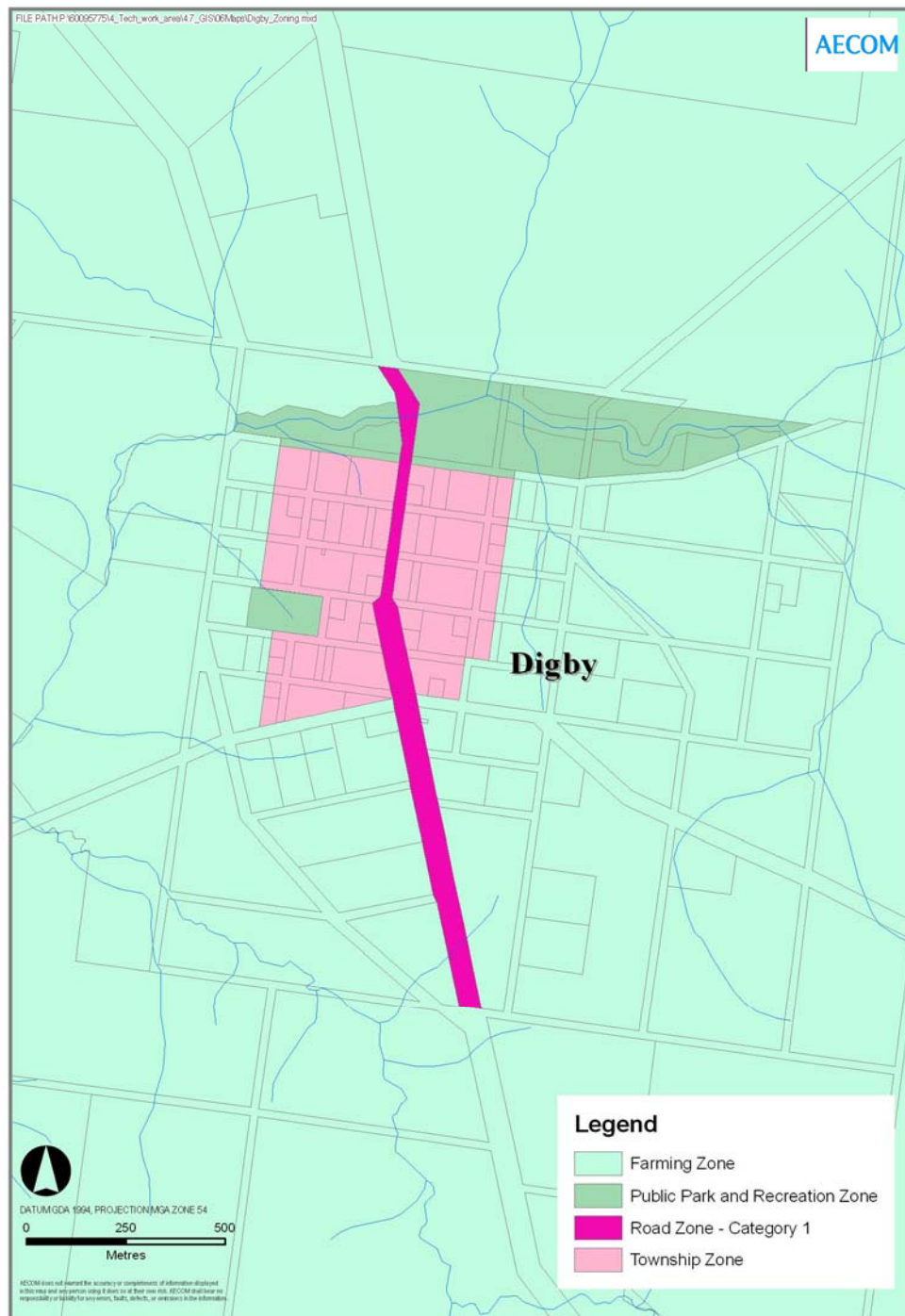
Digby is located due north of Portland at the intersection of the Casterton – Portland and Dartmoor – Hamilton Roads. Digby is a small township located within an agricultural setting. Council has prepared an Urban Design Framework for the town.



### 9.1.1 Glenelg Planning Scheme

Digby is located within a rural area and is surrounded by Farming zoned land. The town is denoted by the Township Zoning. Importantly, the extent of the township zoning does not correlate with the original subdivision of the township, with some areas of small lots included in the Farming Zone to the east and west of the Township zoned area.

**Figure 23: Digby Zoning Map**



### 9.1.2 Population

Census data is not available for Digby however the population is estimated to be approximately 100.

### 9.1.3 Land Budget

A land budget has not been prepared for Digby and is considered unnecessary given that this location is not identified for significant future residential growth.

### 9.1.4 Digby Community Plan

The Digby Community Plan (2008) represents the community's intention to continue to develop Digby as a wonderful place for people to live, work and undertake recreation. It will provide an opportunity to continue to coordinate improvements and to increase the quality of life of people within Digby.

The key priorities for Digby arising from the Community Plan are identified in Table 12.

Table 12: Digby Community Plan Priorities

No.	Priority	Comments
1	Gazebo and Tennis Court Project	repair gazebo near tennis courts
2	Purchase of a Town Mower	to enable public and private lawns to be mown more frequently
3	Hall Improvements	plan upgrade of the Digby Community Hall
4	Access to Health Nurse	ensure that the local community have continued access to rural health services
5	Town Entrances	develop concepts for entrance treatments to the town and seek community input
6	Planning and development in and around Digby	plan future residential development and appropriate locations of blue gum plantations
7	Intersection of the Dartmoor/Hamilton Road and the Casterton/Heywood Road in Digby	planning to improve intersection safety
8	Rejuvenation of the public springs	Improve the maintenance of the public springs

A significant concern raised as part of the community plan process is the close proximity of blue gum plantations to the township and the potential impacts of this in terms of aerial spraying and wildfire risk.

## 9.2 Key Constraints

The township of Digby lacks infrastructure services such as sewer and reticulated water which are considered essential for any significant expansion of residential growth. The township is also located some distance from larger towns.

## 9.3 Key Opportunities

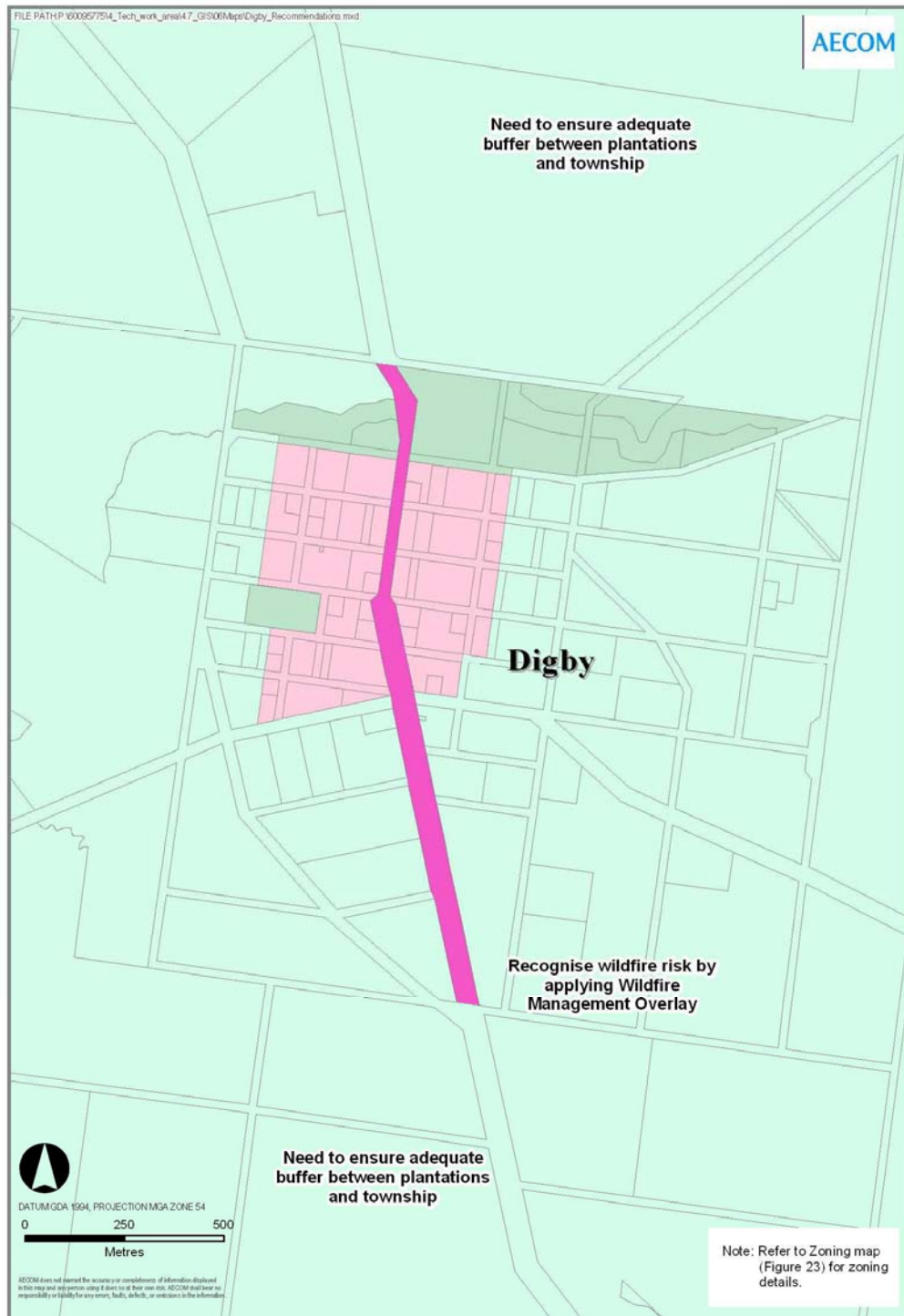
There is considerable potential for infill development at Digby. The township currently comprises approximately 109 land parcels in the township zoned area with many of these lots undeveloped. Digby offers lifestyle opportunities and the ability to commute to larger towns while living in a small settlement.



## 9.4 Recommendations

The main recommendation arising from the GSFP is the need to ensure that there are adequate distances between plantations and the township and to recognise the wildfire risk as identified in Figure 24..

Figure 24: Digby Recommendations



## 10.0 Merino

### 10.1 Introduction

Merino is a small township approximately 340 kilometres west of Melbourne, between Casterton and Heywood. The township is nestled in a valley of Merino Creek and Palmers Creek and surrounded by low undulating hills. Services include town water (piped from Casterton) and electricity but no sewerage.



### 10.1.1 Glenelg Planning Scheme

Merino is located within a rural area and is surrounded by Farming zoned land. The town is denoted by the Township Zoning.

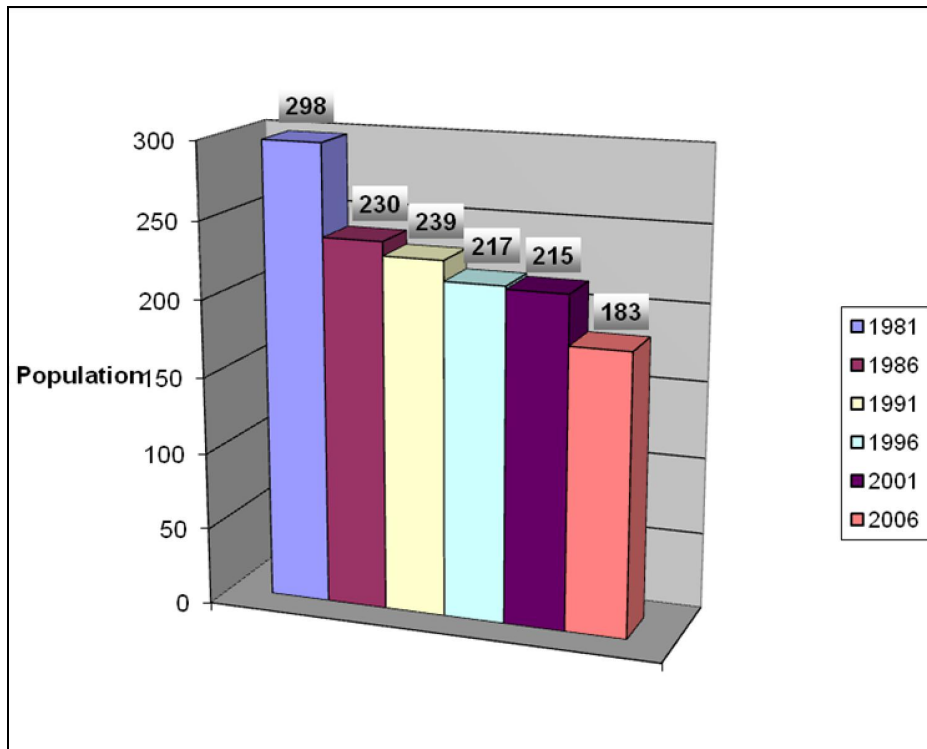
Figure 25: Merino Zoning Map



### 10.1.2 Population

The population of Merino was 183 at the most recent census conducted in 2006. Merino experienced a steady and significant rate of population decline between 1981 and 2006. Figure 26 illustrates population trends in Merino between 1981 and 2006.

Figure 26: Population of Merino 1981 - 2006



Source: Towns in Time 2006, DPCD

### 10.1.3 Land Budget

In 2001 there were 108 dwellings in Merino, 30 of which were vacant. The vacancy rate of 28% is high (Portland's is 11% and the overall Victoria figure is 10.4%). Analysis of aerial photography reveals a number of vacant parcels, so there is some potential for additional dwellings in Merino. Considering the high vacancy rate, it is unlikely that there will be demand for further land to be rezoned for residential development in the short term.

A detailed land budget has not been prepared for Merino and is considered unnecessary given that this location is not identified for significant future residential growth.

### 10.1.4 Urban Design Framework

The development vision for Merino is set out in the 2004 Urban Design Framework. It includes the following key directions:

- To provide the community with initiatives that are achievable and are primarily community capacity building exercises that can be undertaken by residents of Merino to create a stronger sense of community spirit and morale
- To build upon the township's attractive setting and documented history to promote the town and its development
- To improve the presentation of the township in terms of the appearance of vacant land

- To encourage community activities and over time investment in business to facilitate occupation of some of the vacant shops
- Focus on upgrading the community infrastructure currently available to local residents
- Strengthen community development initiatives to ensure community infrastructure is used well, and improves community spirit and sense of place and
- Explore event based strategies, such as conducting the local league football finals carnival at the local Merino Football ground, as a means of generating greater interest in the town and improving its economic viability.

## **10.2 Key Constraints**

The township of Merino has experienced long term population decline which impacts on the long term vitality of the town. The township is located a considerable distance from larger towns.

## **10.3 Key Opportunities**

The township of Merino has historical significance as an early Victorian inland settlement which experienced considerable growth in the 1850s and 1860s. The ability to attract tourists to the township is a key opportunity available.



## 10.4 Recommendations

The GSFP identifies the need to review the small lots currently zoned for Farming to the east of the township as part of the rural zones review as identified in Figure 27..

Figure 27: Merino Recommendations



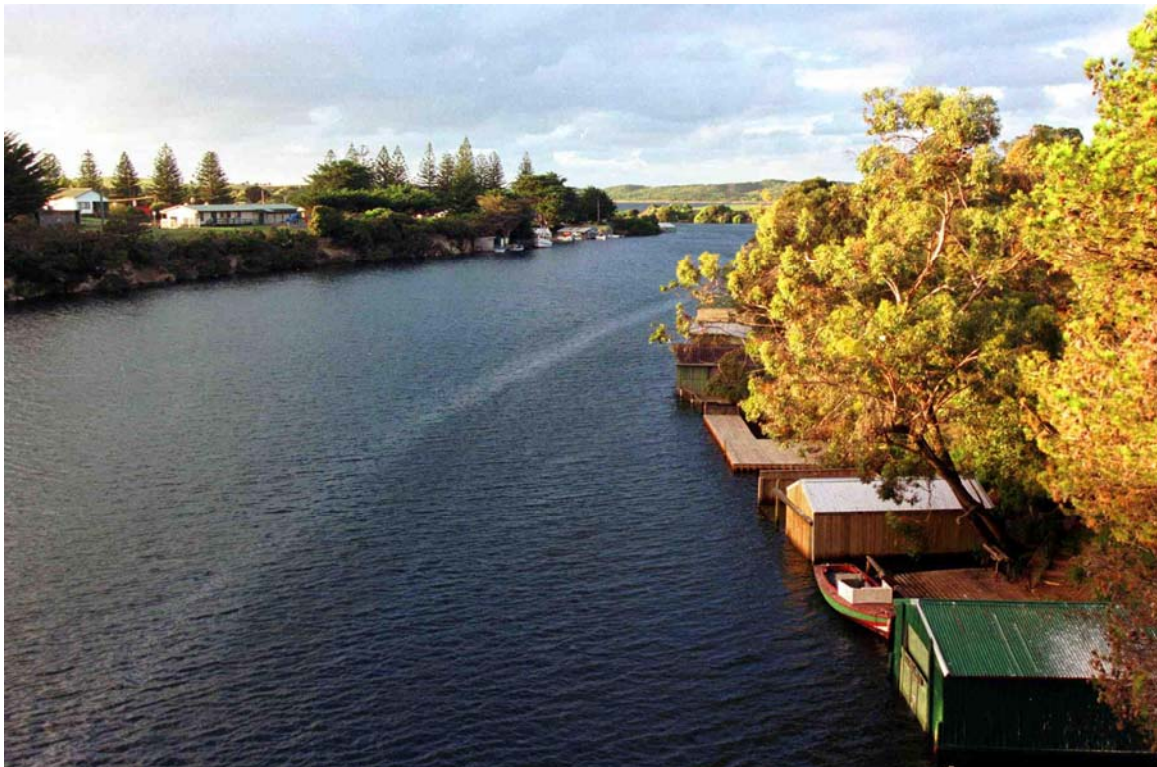
## 11.0 Nelson

### 11.1 Introduction

Nelson is a small town located on the Glenelg River near the South Australia border approximately 60 kilometres west of Portland. Nelson is approximately halfway between Melbourne and Adelaide.

Services include electricity but no reticulated water, sewerage or gas.

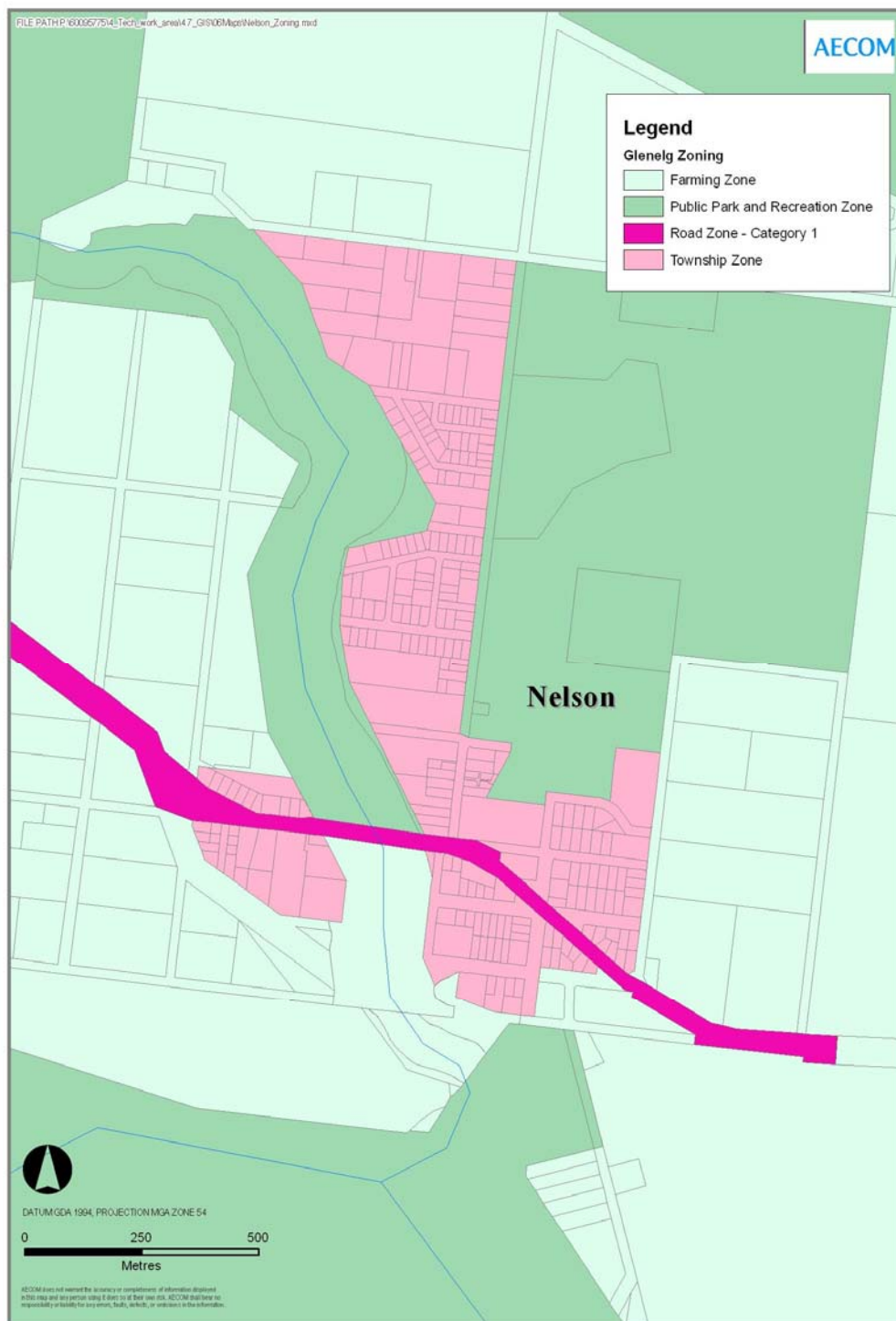
Nelson is popular as a holiday retreat which offers river, ocean and national park based activities. The Great South West Walk passes through the lower Glenelg National Park which is popular with campers and walkers.



### 11.1.1 Glenelg Planning Scheme

The township of Nelson is denoted by the Township zoning under the Glenelg Planning Scheme. Public landholdings to the north, east and south of the township are identified on the zoning map as Public Park and Recreation Zone. The surrounding privately owned land is zoned Farming.

Figure 28: Nelson Zoning Map



### 11.1.2 Population

Census data is not available for Nelson however the permanent population is estimated to be approximately 200 with a significant increase during peak holiday periods.

### 11.1.3 Land Budget

A land budget has not been prepared for Nelson and is considered unnecessary given that this location is not identified for significant future residential growth.

### 11.1.4 Nelson Community Plan

The Nelson community aims to achieve more participation by local people and groups in community decisions and actions, resulting in a better quality of life for local residents. The Nelson Community Plan 2008 aims to continue to develop the Nelson community as a wonderful place for people to live, work and undertake recreation.

The following priorities represent the range of project ideas that were reconfirmed in June 2008:

**Table 13: Nelson Community Plan Priorities**

No.	Priority
1a	Community Centre/Hub (scope and plan a bigger, more user friendly community centre)
1b	Community Activities (consider the community activities that will be undertaken within the yet to be built larger community centre)
2	Zoning Issues (review and clarify residential and rural zoning regulations, and undertake planning scheme amendments if necessary, and also clarify why areas of land in Nelson and surrounding areas are deemed to be included in National Parks when there is no identifiable habitat value)
3	Hydrological Study to Maintain Estuary Flow (CMA and Deakin Uni to keep community updated on progress)
4	Foreshore Re-Development (Support the Foreshore Committee of Management plan to redevelop the foreshore in Nelson)
5	Road safety issues: Border to Portland including Nelson (related to concerns about the increased number of heavy vehicles using key roads)
6	Walking/Cycling Trail from Beach Road to Estuary (develop consistent and well-signed walking trail to increase safety and provide a scenic off-road route for tourists)
7	Town Entrances/Signage (design and develop new town entrance signage or treatments that are uniform and consistent with the beauty of the town).

## 11.2 Key Constraints

The key constraint to further development at Nelson is the lack of infrastructure such as sewer and water. The town has been identified in the Victorian Coastal Strategy as having low growth capacity with further growth to be contained within existing zoned areas.

## 11.3 Key Opportunities

Nelson is experiencing development pressures due to the lack of available vacant allotments within existing subdivisions. This poses a threat in the future because of the Township's high scenic quality, surrounding coastal bushland and visual prominence of areas due to the undulating terrain. Planning controls should guide future subdivisions to ensure the high quality visual amenity of the township and immediate surrounds remain an asset for future generations.

In terms of protecting liveability (amenity) and the sensitive estuarine environment, it is considered from a planning perspective that installing a reticulated sewerage system for the town would be of significant benefit.



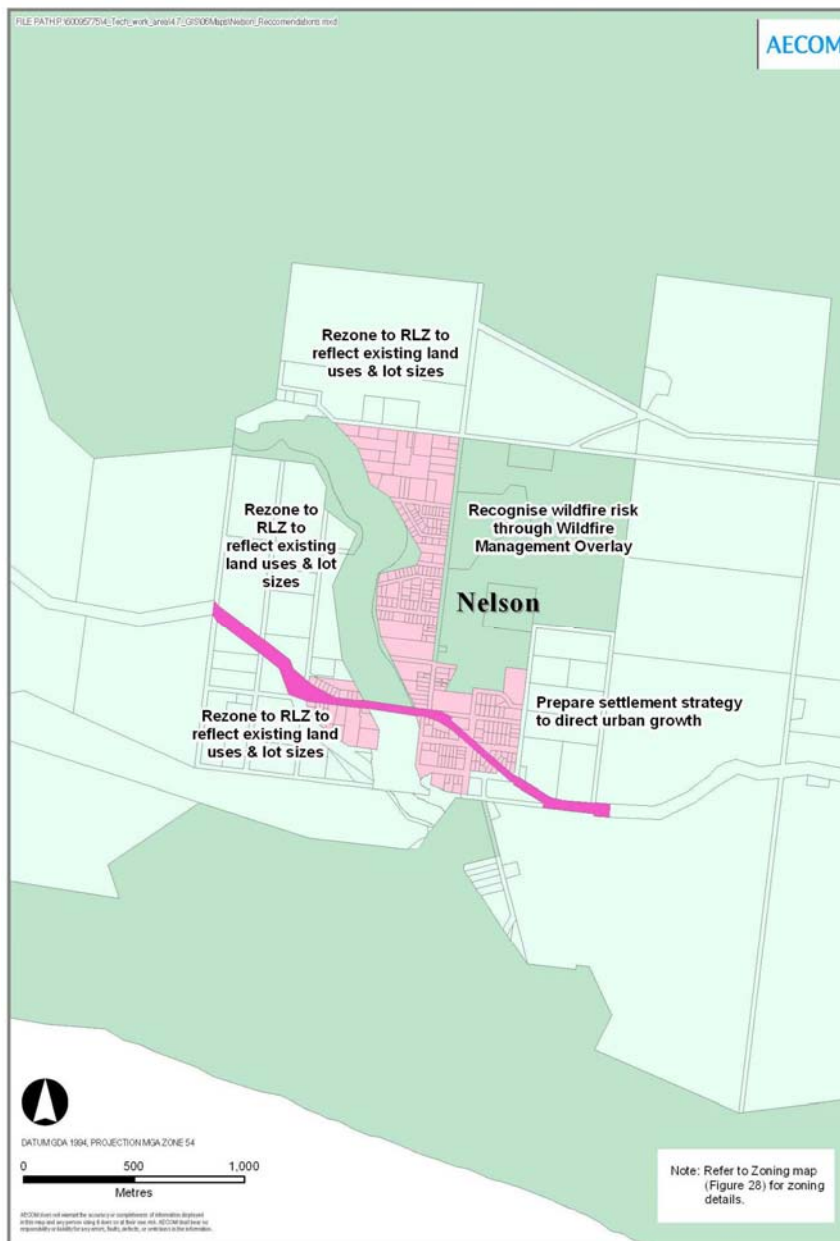
## 11.4 Recommendations

Key recommendations of the Nelson Urban Design Framework (UDF) were aimed at retaining and protecting the township's built form and character by doing such things as:

- Protecting long range views and ensure new development is sympathetically sited and of appropriate scale
- Retaining the compact residential to rural edge;
- Retaining the compact core township services.

These recommendations are identified in Figure 29.

Figure 29: Nelson Recommendations



## 12.0 Cape Bridgewater

### 12.1 Introduction

Cape Bridgewater is situated nineteen kilometres south-west of Portland. The Cape is a National Trust Classified Landscape, which is surrounded by rugged volcanic land, sweeping bays, great beaches and serene lakes.

Cape Bridgewater is a tourist destination and dormitory settlement for Portland. Its scenic local environment offers much for tourists and residents.

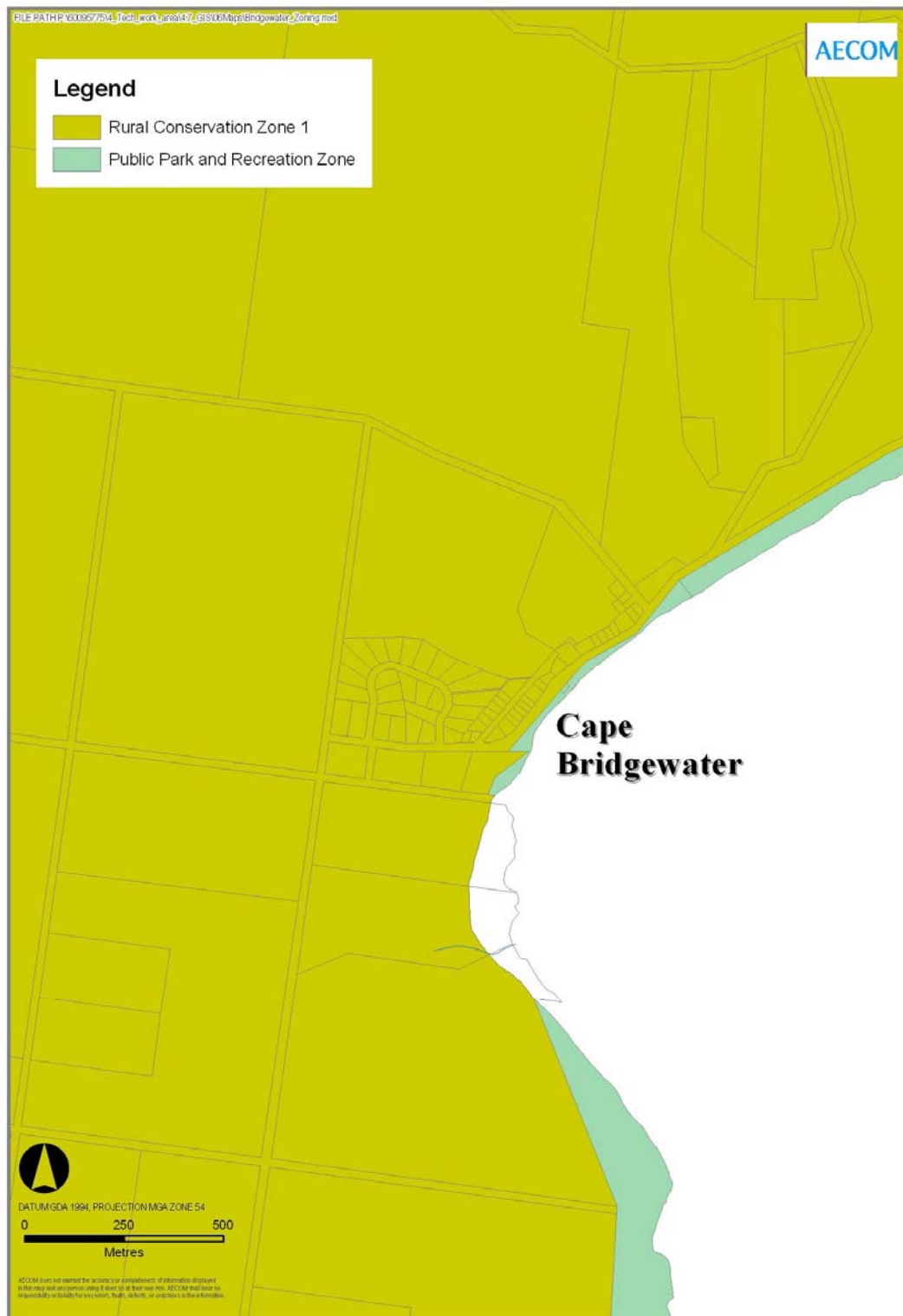
The community has no reticulated water, sewerage or gas. Potable water is obtained through the use of rainwater tanks.

Traditionally a holiday destination, there are now a number of permanent residents, leading to concerns regarding management of sewerage, access and development pressures.



### 12.1.1 Glenelg Planning Scheme

Figure 30: Cape Bridgewater Zoning Map



Cape Bridgewater is in a Rural Conservation Zone. The area features three distinct subdivision patterns. The Panoramic Drive area features residential blocks over 2,000 m<sup>2</sup> in area, while lots fronting onto Flinders Street typically contains lots of approximately 600m<sup>2</sup>. The surrounding area features considerably larger rural lots.

#### **12.1.2 Population**

Census data is not available for Cape Bridgewater however an analysis of aerial photography indicates that there are 42 dwellings and 25 undeveloped land parcels in the town in 2008.

#### **12.1.3 Land budget**

A land budget has not been prepared for Cape Bridgewater and is considered unnecessary given that this location is not identified for significant future residential growth.

#### **12.1.4 Community Plan**

A community plan has not been prepared for Cape Bridgewater.

### **12.2 Key Constraints**

#### **12.2.1 Wastewater management**

Wastewater management is a serious concern in Cape Bridgewater, due to the potential impact on groundwater quality. Many of the smaller lots within Cape Bridgewater are considered unable to appropriately dispose of effluent on site due to the highly permeable soils. The Wastewater Management Plan recommends that consideration be given to the construction of a Common Effluent Drainage system to ensure appropriate disposal of effluent from some of the smaller lots fronting the foreshore / Flinders Street area and that trench systems in Panoramic Drive use dosing pumps.

#### **12.2.2 Access**

There is only one road access into and out of Cape Bridgewater which is of concern given wildfire risk or in the case of a high tide impacting upon the main access road.

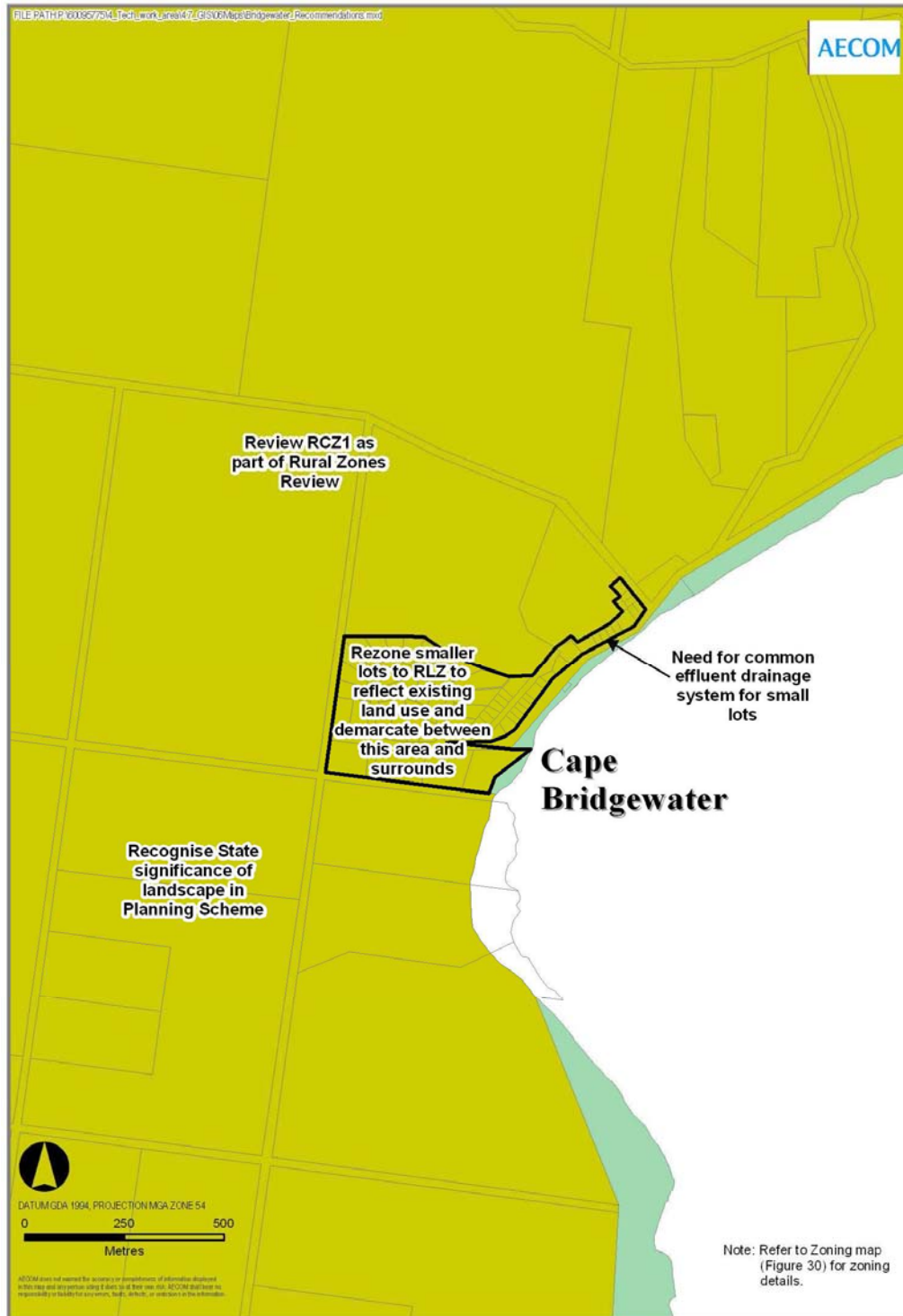
### **12.3 Key Opportunities**

The Victorian Coastal Strategy does not recognise Cape Bridgewater as a settlement; therefore it is considered that there is no opportunity for further residential development beyond that on small lots already created for this purpose (Panoramic Drive, Flinders Street). Any development occurring in this location needs to be responsive to the environmental issues of the area, such as the need to protect the landscape and potential vulnerability to climate change.

## 12.4 Recommendations

A key issue for the GSFP is to provide clear demarcation between the smaller residential lots at Cape Bridgewater and the larger rural lots in the surrounding area. The recommendations for Bridgewater are identified in Figure 31.

Figure 31: Cape Bridgewater Recommendations





## 13.0 Tyrendarra

### 13.1 Introduction

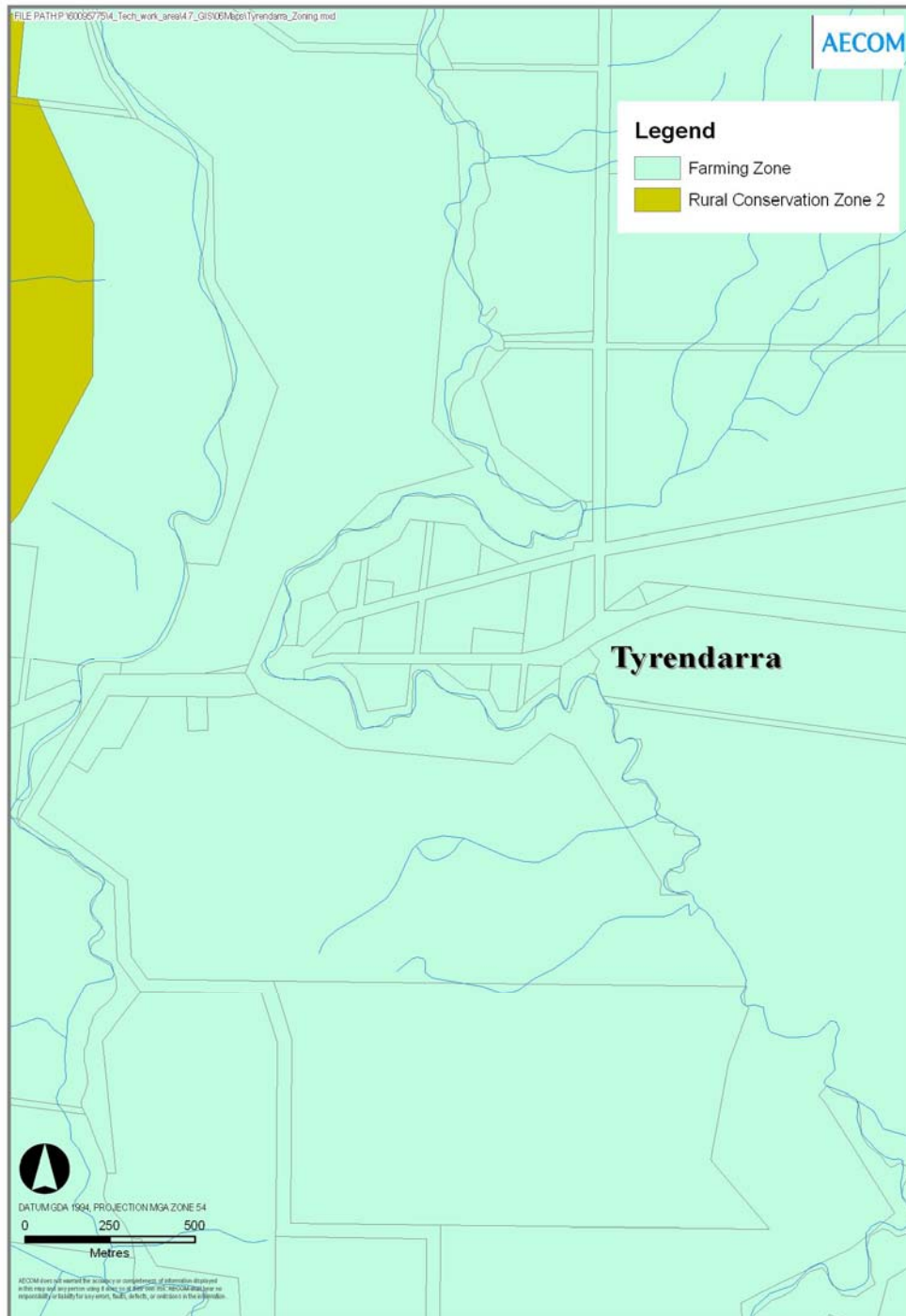
Tyrendarra is a small community south of Heywood, on the Fitzroy River. It consists of approximately 40 small lots, occupied by about 10 dwellings. There are 26 vacant small lots. Overall, including nearby farm lots, there are approximately 20 dwellings.



### 13.1.1 Glenelg Planning Scheme

Tyrendarra is currently covered by a Farming Zone under the Glenelg Planning Scheme. Submissions have been made to include it in an urban zoning.

Figure 32: Tyrendarra Zoning Map



### **13.1.2 Population**

There is no population data available for Tyrendarra. An analysis of aerial photography indicates that there are approximately 10 dwellings located on the smaller lots.

### **13.1.3 Land Budget**

A land budget has not been prepared for Tyrendarra and is considered unnecessary given that this location is not identified for significant future residential growth.

### **13.1.4 Community Plan**

A community plan has not been prepared for Tyrendarra.

## **13.2 Key Constraints**

A number of significant constraints apply to land in Tyrendarra, including the following:

- The township is in the middle of the National Heritage listed Tyrendarra Lava flow, one of the most significant Aboriginal Cultural Heritage sites in Australia
- Biodiversity issues related to the special ecology of the lava flow
- Tyrendarra is not identified as a settlement in the Victorian Coastal Strategy, indicating that there is no significant growth identified for this location.
- The land around the township is subject to flooding on three sides and accurate flood boundaries are yet to be determined.
- The need to consider the application of a suite of overlays (e.g. Environmental Significance Overlays, Significant Landscape Overlays, Wildfire Management Overlays, Heritage Overlays and Flooding Overlays).

For the reasons outlined above it may be more appropriate to apply the Rural Living Zone to the small lots at Tyrendarra as opposed to a residential zoning such as the Township Zone.

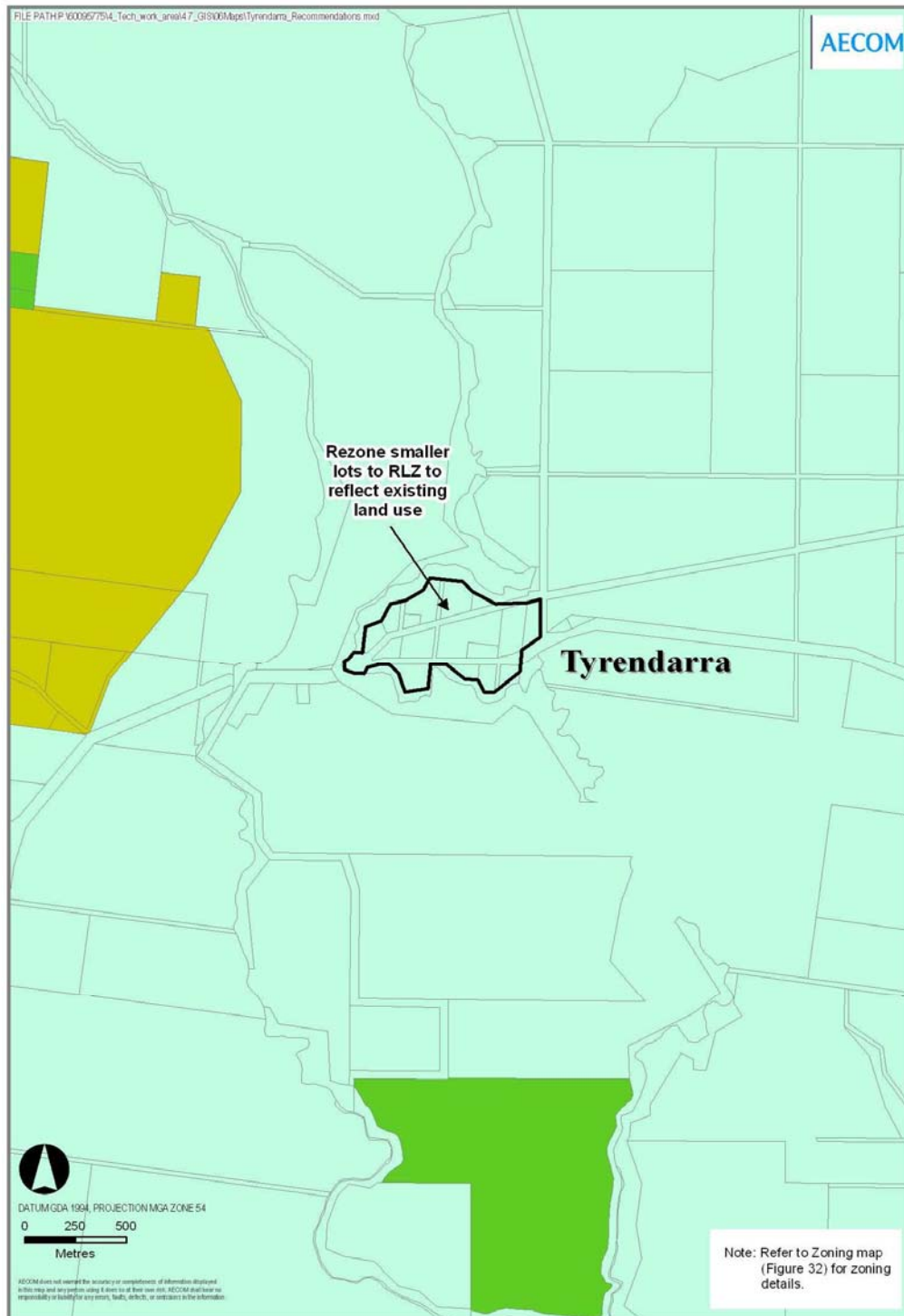
## **13.3 Key Opportunities**

It is considered that there is little opportunity for residential growth at Tyrendarra however, there is some merit in recognising the small lots at Tyrendarra in the Glenelg Planning Scheme through a zoning other than Farming Zone which is not reflective of their use.

## 13.4 Recommendations

Figure 33 identifies the recommendation for Tyrendarra arising from the GSFP.

**Figure 33: Tyrendarra Recommendations**



## 14.0 Narrawong

### 14.1 Introduction

Narrawong is a coastal settlement situated on the mouth of the Surrey River. It is approximately 18 kilometres east of Portland. The community mostly consists of retirees and holiday homeowners. Narrawong is located in an area of very high landscape significance, and the State Coastal Spaces Landscape Assessment recommends protection of the area through a significant landscape overlay (SLO).

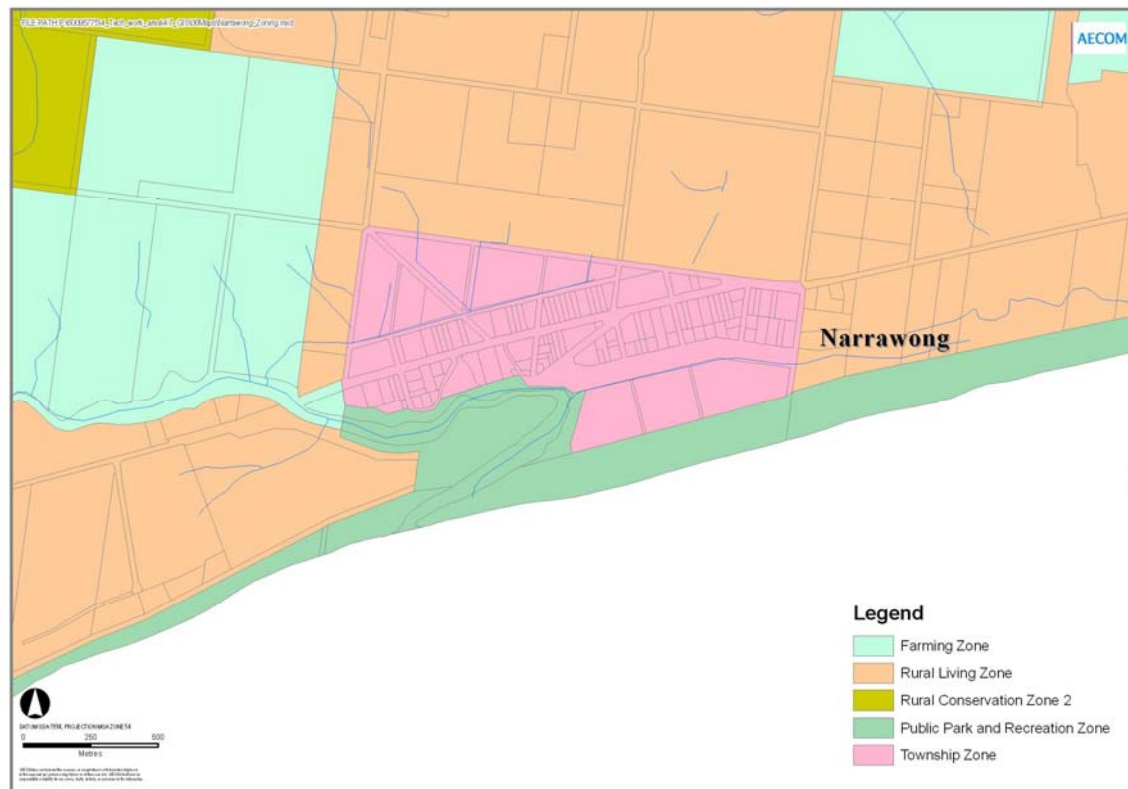




#### 14.1.1 Glenelg Planning Scheme

The township of Narrawong is bisected by the Princes Hwy and the small lots within the town are zoned Township. The primary dunes and foreshore area to the south of the township are included in the Public Park and Recreation Zone. Rural areas immediately surrounding the town to the north, east and west are predominantly zoned Rural Living with some Farming zoned land and Rural Conservation Zone.

Figure 34: Narrawong Zoning Map



#### 14.1.2 Population

The population of Narrawong was 179 at the most recent census conducted in 2006. Long term population trends are not available for Narrawong with census data only available for 2001 and 2006. The population has remained stable between 2001 when it was 175 and 2006.

#### 14.1.3 Land Budget

A land budget has not been prepared for Narrawong and is considered unnecessary given that this location is not identified for significant future residential growth.

#### 14.1.4 Community Plan

A community plan has not been prepared for Narrawong.

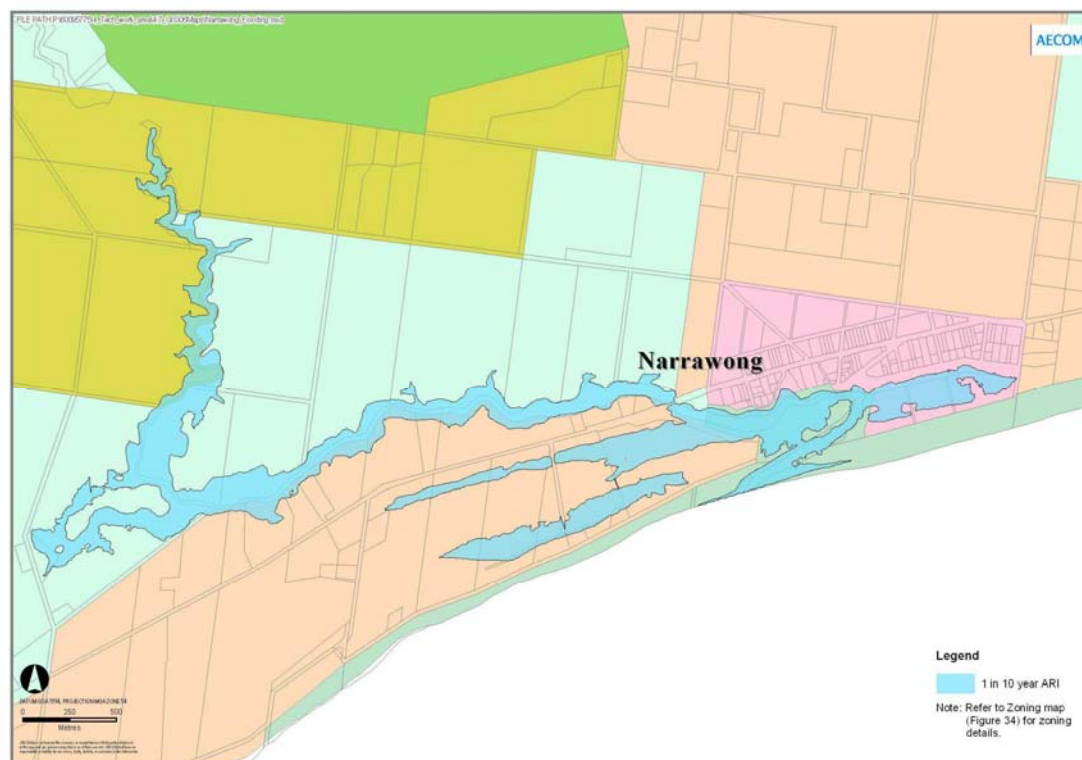
## 14.2 Key Constraints

The settlement is within the area specified by the Victorian Coastal Strategy as potentially being at risk from changed coastal processes. This means that any potential planning scheme amendment must be based on long term risk management, taking into account sea level rise of at least 0.8m by 2100.

Constraints to development in Narrawong include:

- Location in a flood plain and the risk of inundation during flooding events (Refer Figure 35)
- Groundwater quality, particularly issues of salinity
- Effluent disposal, with septic tank trench systems deemed to be unsustainable in the long term due to highly permeable soils
- The need to protect landscape values, which will require restrictions on development location and type.

Figure 35: Modelling of a 1 in 10 year flood event in Narrawong



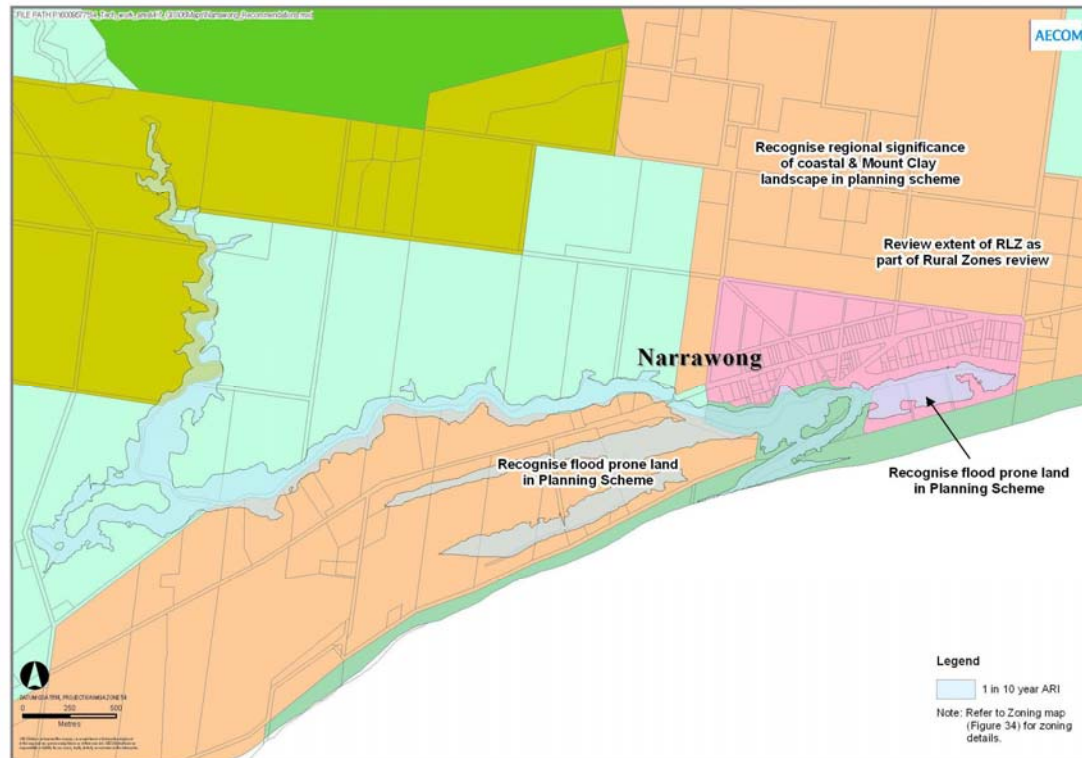
## 14.3 Key Opportunities

The coastal location of Narrawong and its location on the Princes Highway provide considerable exposure to Narrawong to enable it to attract a considerable number of tourists.

## 14.4 Recommendations

Figure 36 identifies the key recommendations for Narrawong arising from the GSFP.

Figure 36: Narrawong Recommendations



## 15.0 Rural Areas

### 15.1 Introduction

There a significant number of issues and matters that need to be addressed in relation to rural land use and development within the Shire. These include:

- The need for a Strategic Framework within the Planning Scheme to address loss of productive agricultural land to rural residential/living style developments
- The inappropriate application of a 2 hectare minimum lot size to the Rural Conservation 2 Zone, thereby creating a de facto rural living zone
- Uncertainty in regards to the Shire's role and enforcement of the Code of Practice of Timber Production
- Increased use of land for timber production versus traditional food and fibre production
- The capability of rural land within the Shire to cater for a variety of agricultural land uses and also its location
- Possible implementation of requirements for whole farm plans to be submitted to Council for consideration
- Utilisation of water supplies for irrigation purposes
- The impact of climate change on the way rural land will be used and developed in the future.

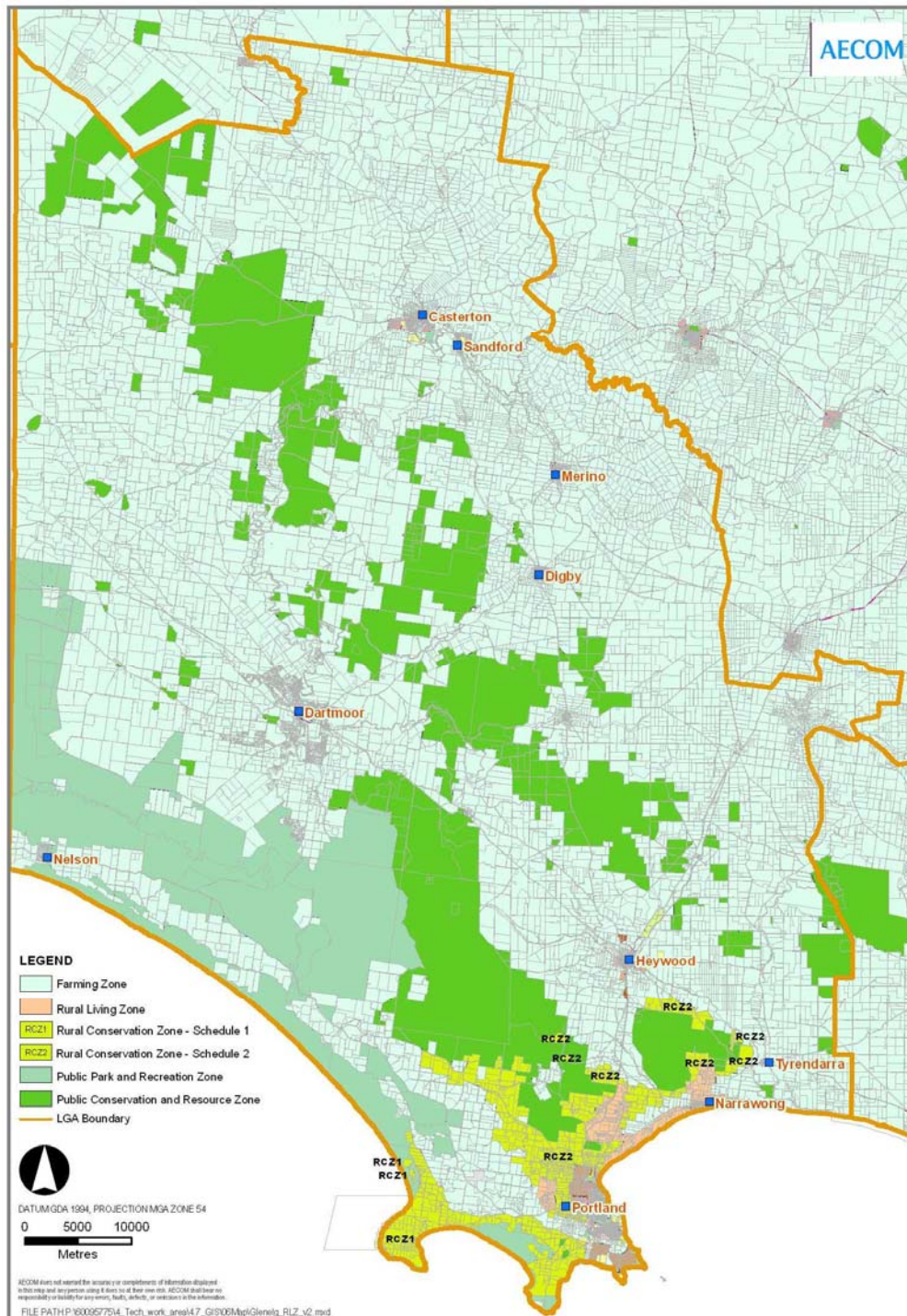




### 15.1.1 Glenelg Planning Scheme

The majority of the rural areas of the Shire are zoned Farming with considerable tracts of public land zoned Public Conservation and Resource Zone (State Forests) and Public Park and Recreation Zone (National Parks). Significant areas of land are also zoned Rural Conservation in the south of the Shire and Rural Living on the periphery of Portland and Narrawong as indicated in Figure 35.

Figure 37: Rural Areas Zoning Map

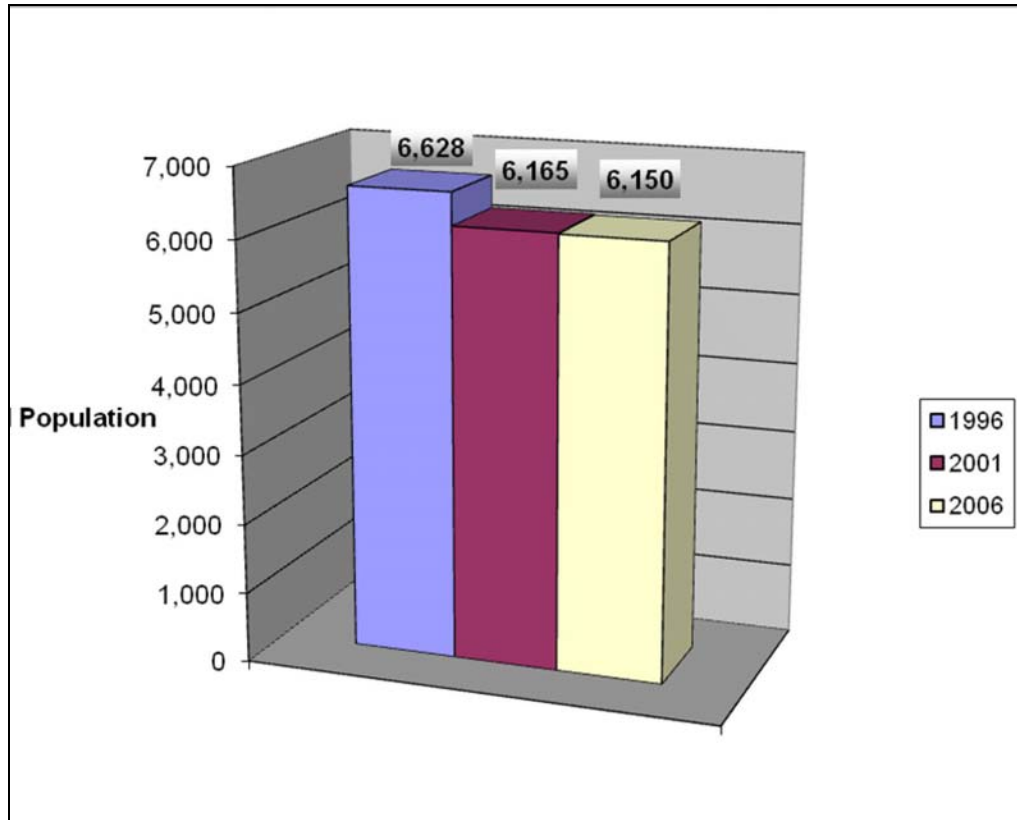




### 15.1.2 Population

A significant decline was experienced in the population of the rural areas of the Shire between 1998 and 2001, the population between 2001 and 2006 is relatively steady. This is illustrated in Figure 36.

Figure 38: Rural Areas Population



Source: Towns in Time 2006, DPCD

## 15.2 Key constraints

Agricultural land uses are the predominant land uses in the rural areas of the Shire. The productivity of the rural areas of the Shire is impacted upon by climate conditions, with climate change a considerable issue that needs to be factored into future rural planning.

## 15.3 Key Opportunities

Opportunities for the rural areas of the Shire including the upcoming commencement of harvesting of blue gum plantations in the Shire which will generate employment including associated with transport and any processing of the plantation timber that occurs within the Shire.

Climate change is also considered to be an opportunity for the Shire as changed climatic conditions may be of benefit to some agricultural practices, particularly given that the region is likely to be less impacted upon than other regions in Victoria.

## 15.4 Recommendations

The GSFP identifies the need to review the current Local Planning Policy Framework including a restructure and format of the MSS and introducing new local planning policies into the framework in relation to:

- Agricultural Production, focussing on rural land use, rural subdivision and housing
- Excision of dwellings in the Farming Zone
- Encouraging the preparation of Whole Farm Plans
- Adaptation to climate change
- The appropriateness of the Rural Conservation 2 Zone in some areas

## 16.0 Opportunities to enhance liveability in the Shire

There are many opportunities to plan to improve the way of life for the community of the Shire. Responding to demographic change, climate change and economic development will require a wide range of responses by Council. Key issues to enhance liveability in the Shire are identified in this section of the GSFP.

### 16.1 Develop Portland's profile as a retirement destination

There is considerable potential to develop Portland's profile as an attractive retirement and semi-retirement destination given the coastal setting and range of services available. This would have numerous benefits for both existing and new residents including:

- increasing the catchment for health services
- increased economic activity associated with dwelling and retirement village construction
- more customers for retailers
- improved services and a better quality of life for retirees able to take advantage of lower housing prices
- the community may have a wider pool of skilled retirees and part-time workers to draw on for skilled labour and volunteer activity.

### 16.2 Develop more accommodation

An opportunity exists to develop more short-term accommodation, both for tourists and to accommodate short term residents employed on major projects. Being able to house workers during construction periods or major maintenance activities will enhance the attractiveness of Glenelg for various types of developments (for example, renewable energy projects), and will reduce disruptions for local residents.

In the not too distant future it is possible that there will be several major projects such as the expansion of the blue gum chip handling facilities at the Port of Portland (\$50M dollar project), construction of the Origin Energy Mortlake gas fired power station and the Santos Orford gas fired power stations (approximately \$2BN).

There are also opportunities to develop permanent accommodation in various towns around the Shire to accommodate the blue gum harvest workforce. Housing demand from these workers may provide the catalyst for many of the township improvements discussed in the various Community Plans.

### 16.3 Education sector opportunities

Potential exists to partner with tertiary education providers to improve the availability of post-secondary education and training in the Shire. Tertiary institutions may be encouraged to link with current and emerging areas of specialty within the local economy (e.g. maritime industry, timber processing and renewable energy research and development). Training for the retail and tourism sectors to support the expansion of eco-tourism and cultural tourism related to the ecological, scientific and cultural assets of the region is another opportunity. There may be further opportunities to develop educational opportunities associated with the development of the Council operated airport.

An integrated strategy that covers all levels of education from early childhood to tertiary studies should be developed. This should be undertaken on a co-operative basis utilising all available resources across the community. Council could take leadership on this issue by initiating development of a Shire Education Strategy.

#### **16.4 Community development activities**

The Community Planning process that has been undertaken for many of the towns in the Shire has identified numerous opportunities for various community development activities at the local and Shire-wide scale. The desire to increase social and cultural activities and enhance the attractiveness of the various settlements for residents and visitors is common to all of the Community Plans.

#### **16.5 Develop tourism opportunities**

The designation of Kanawinka Global Geopark and Budj Bim National Heritage Landscapes create a unique opportunity to develop an individual and unique tourism offering based on the region's natural and cultural heritage. This could enhance both the tourism sector and the local community's understanding of the value of their location. Investment in improving accessibility at key tourism sites for both visitors and residents, and increasing the number of events throughout the year to attract visitors, will build the tourism industry and attract new residents to the Shire.

#### **16.6 Leveraging existing industries**

The opportunity exists to leverage off existing industries and the development of the rail link and airport to broaden the employment base in the Shire. This may have a snowball effect, increasing diversity and hence economic resilience.

The further development of the airport may provide opportunities to broaden the uses of this facility, for example for increased tourism use.

Existing industries where opportunities may exist to create further employment include the timber industry, renewable energy industry and the fishing industry.

#### **16.7 Implement Urban Design Frameworks**

Urban design frameworks have been prepared for a number of towns in the Shire, however not for the Portland CBD and Casterton. It is recommended that urban design frameworks should be prepared for the Portland CBD and Casterton, particularly given the heritage values of these locations. The recommendations of the urban design frameworks need to be implemented for all of the townships in the municipality to improve urban design treatments, particularly in historic precincts.

#### **16.8 Provide direction and clarity through planning scheme**

A key role of the GSFP is to provide clear direction regarding future land use and development within the Shire to provide certainty for investment. The implementation of the recommendations of the GSFP in the Glenelg Planning Scheme will take some time, however in the interim the GSFP will provide clarity regarding the direction in which Council is heading. The GSFP will lead to the development of improved planning policies and the application of appropriate zones and overlays to reflect these policies.

## 17.0 Conclusions

The GSFP provides a framework for future land use and development in the Shire and identifies opportunities and constraints affecting the Shire. The GSFP brings together the findings of numerous studies undertaken over the last five years. These studies provide Council with a thorough understanding of many of the issues affecting the Shire. However there are still gaps in knowledge such as those relating to the issue of active coastal erosion and climate change.

The recommendations of the GSFP have taken into account feedback received from the local community regarding what the document should address and also advice provided by relevant stakeholders including servicing authorities.

The GSFP will provide the basis for significant amendments to the Glenelg Planning Scheme which will result in a considerably improved planning scheme that will provide the basis for sound decision making. Other Council policies will need to take into account the recommendations of the GSFP to ensure consistency is achieved.

Importantly, the GSFP is designed to provide clear direction regarding future land use and development within the Shire to provide certainty for investment. The implementation of the recommendations of the GSFP in the Glenelg Planning Scheme will take some time, however in the interim the GSFP will provide clarity regarding the direction in which Council is heading.