

# CASTERTON STRUCTURE PLAN

JANUARY 2018



ETHOS  
URBAN

**PROJECT CONTROL**

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Final Structure Plan	2	KW	JLR	29.01.18

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# STRUCTURE PLAN OVERVIEW

The Casterton Structure Plan project investigates Casterton's land use, movement and development issues, and explores potential opportunities for the future of the town.

This Structure Plan report builds on the Issues and Opportunities Paper and the Emerging Directions Report, and takes into account community and stakeholder feedback received during the My Place consultation in May 2017 and the Public Exhibition period in November 2017.

The Structure Plan provides a vision for Casterton that aims to protect and enhance the town as a major service centre, valued community hub and key tourist destination.

Supporting the key directions for the town are six themes:

- ▶ Land Use
- ▶ Streetscape and Urban Design
- ▶ Housing
- ▶ Recreation and Open Space
- ▶ Movement Network
- ▶ Tourism Infrastructure

Objectives, strategies and actions for each theme acknowledge that Casterton has a strong community-orientated and logistics foundation, and provides guidance on improvements within the town.

The Draft Structure Plan report was made publically available in November 2017, to provide the community and stakeholders the opportunity to review objectives, strategies and outcomes of the document and to provide feedback. This feedback was taken into account when finalising the Structure Plan.

The Strategic Framework Map (on the next page) summarises the outcomes of the Structure Plan. Further detail regarding the strategies and concepts on this map are provided at Chapter 3.

## HOW TO READ THIS REPORT

Chapter 1 of this document outlines the purpose of the Structure Plan, identifies the project study area and provides a context to Casterton.

It discusses the issues and opportunities facing the town and provides a summary of the feedback received through consultation activities.

Chapter 2 presents the Vision for Casterton, based on the feedback received. It summarises the Structure Plan content in a Strategic Framework Plan and identifies the Key Directions for Casterton.

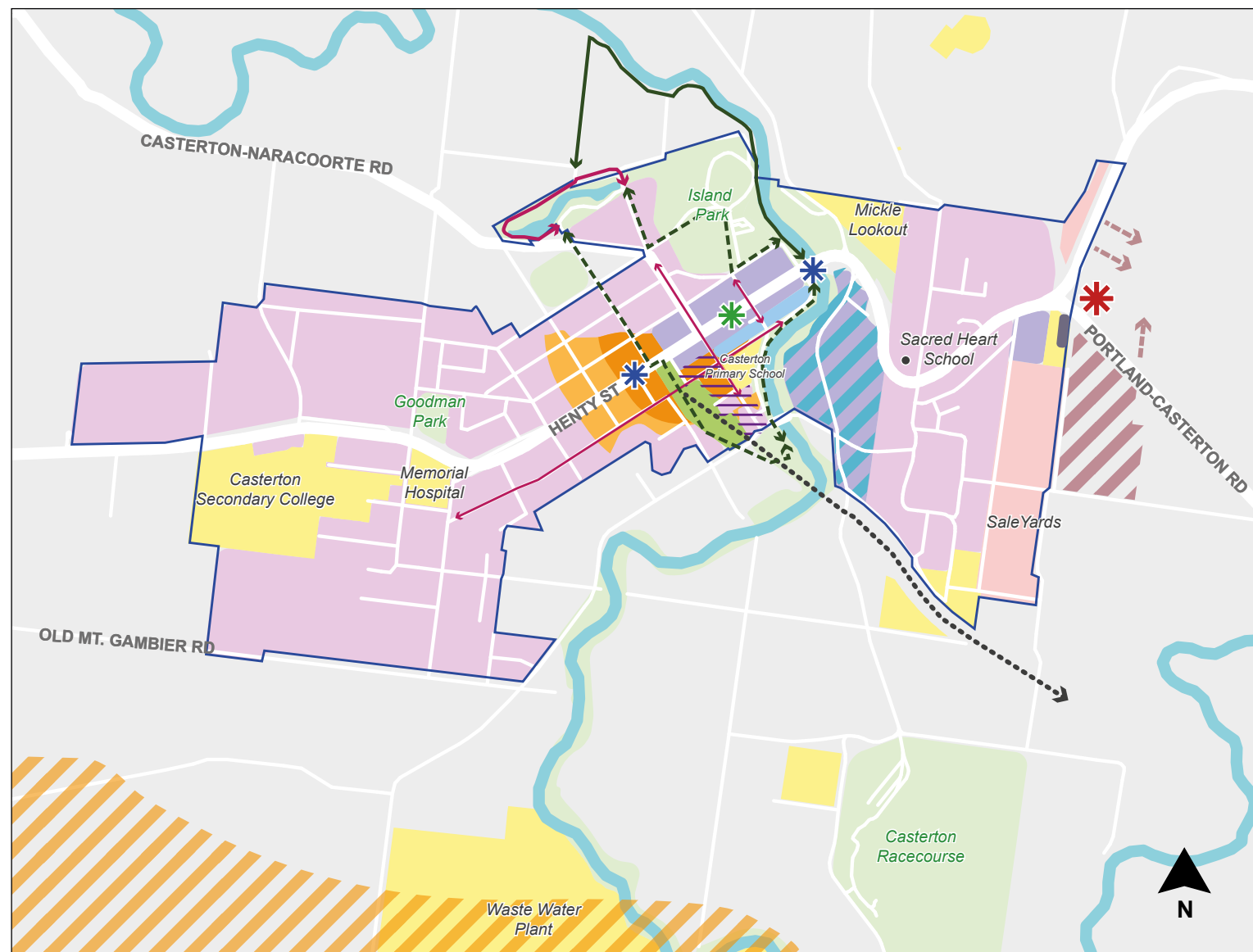
Chapter 3 builds on the Key Directions by detailing the objectives, strategies and actions for each of the six themes.

Concepts and ideas that have been considered for Casterton include:

- ▶ Industrial land expansion and the implementation of a heavy vehicle service centre
- ▶ Urban Design Guidelines for the town centre
- ▶ Creating a 'village square' by enhancing the railway precinct through public realm works
- ▶ Improved pedestrian links and movement networks
- ▶ An enhanced Kelpie Trail experience

Chapter 4 presents an Implementation Plan for the Structure Plan. It provides detailed actions with Councils anticipated role and responsibility for each action. It also recommends Planning Scheme changes and includes pre-conditions for the future zoning of industrial land.

# STRATEGIC FRAMEWORK



## LEGEND

- Water Course
- Waterbody
- Township Boundary
- Public Open Space
- Existing Kelpie Trail
- - - Potential Trail Upgrades
- Commercial Zoned Land
- Residential Zoned Land
- Support Medium Density Housing
- Support Infill Development
- Civic Uses
- Public Use
- Industrial
- ▨ Proposed Mixed Use Zone
- Potential Commercial 2 Zone
- ▨ Future Industrial
- ▨ Potential Urban Floodway Zone
- - - Long Term Industrial Expansion
- ▨ SeaGas Pipeline Buffer (640m)
- Village Square
- ★ Gateway (Signage/Public Art)
- ★ Potential Pedestrian Crossing
- ★ Potential Service Centre
- Key Pedestrian Links



CHAPTER 1

# Project Context



# THE STRUCTURE PLAN PROJECT

## PROJECT OVERVIEW

A Structure Plan is required for Casterton to set out a vision for the future and provide strategic direction for land use, development, environmental management, and the social and economic prosperity of the town.

Once a bustling town, in more recent years Casterton has experienced an aging and decreasing population. However, the town is still thriving as a freight and logistics hub, with immense tourism potential.

This plan seeks to provide the strategic basis for public realm improvements, planning scheme directions (zones and overlays) and other non-statutory objectives and actions, that will support growth and opportunity for Casterton.

## PURPOSE OF THE PLAN

The Casterton Structure Plan provides a clear and rational framework for future development in Casterton to ensure the 'right' types of development occur in the 'right' locations.

The Structure Plan establishes a township boundary and provides direction regarding the location and form of future land uses and building design.

Glenelg Shire Council has recognised the need to guide appropriate and sustainable change in Casterton. Therefore, Council has engaged Ethos Urban (formerly named Planisphere) to assist in the preparation of a Structure Plan for the township.

The Structure Plan coordinates land use, urban design and development planning for the Casterton town centre and surrounding residential and agricultural land.

The objectives of the Casterton Structure Plan are to:

- ▶ Develop a vision for Casterton.
- ▶ Identify existing conditions including physical constraints (flooding and topography), issues and opportunities.
- ▶ Identify where growth and urban change may occur, considering physical infrastructure, social amenity and community services and facilities.
- ▶ Define the boundaries of residential, commercial and industrial areas to accommodate growth and urban change.
- ▶ Identify appropriate locations for future development.

## PROJECT TIMELINE

This project is being undertaken in a five stage process as outlined in the diagram below.

**1. Issues & Opportunities**  
February - March 2017

**2. Vision**  
April 2017

**3. Emerging Directions**  
May 2017

**4. Draft Structure Plan**  
September 2017

**5. Final Structure Plan**  
December 2017



## THE STUDY AREA

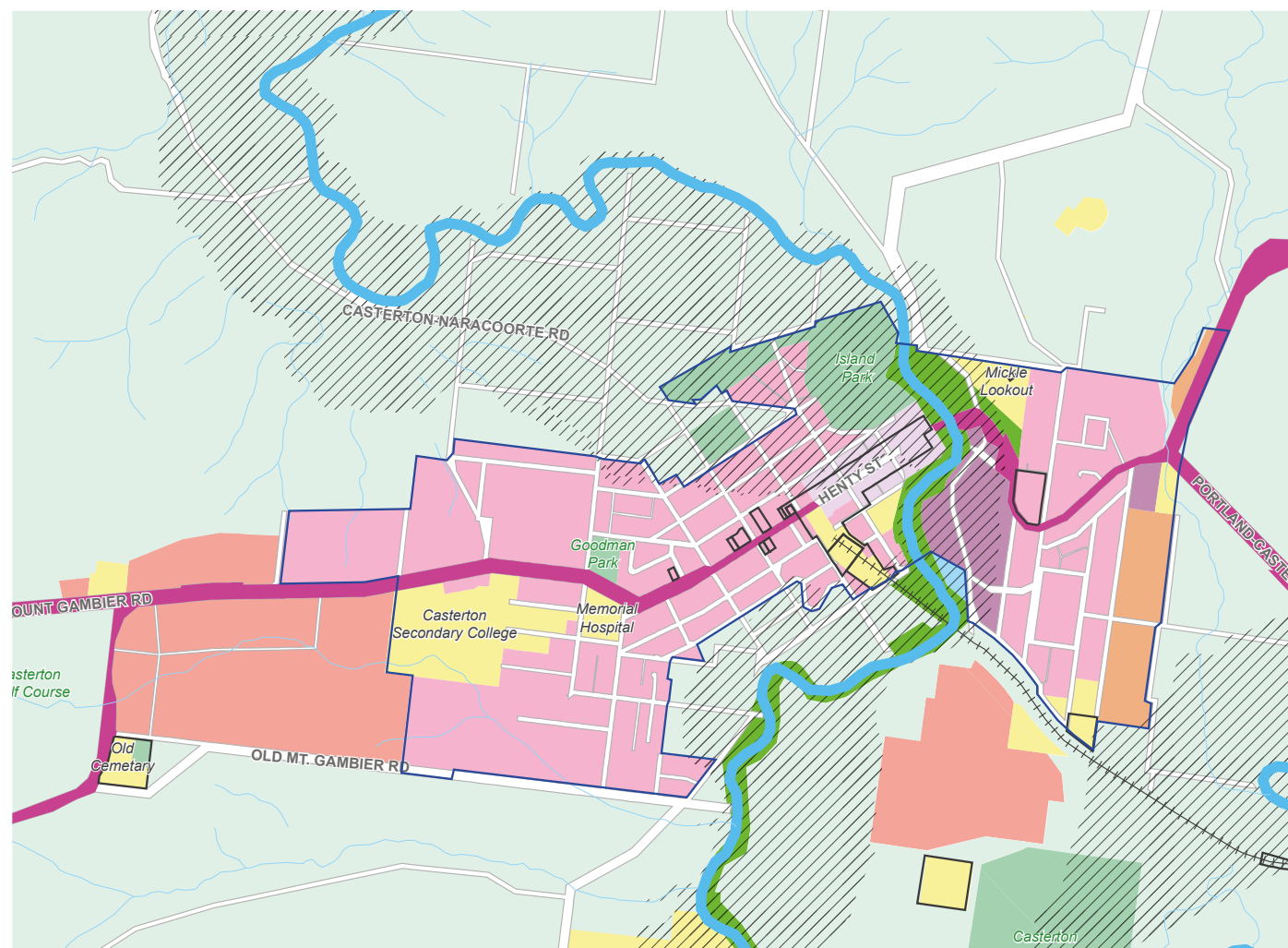
A township boundary has been developed around Casterton as shown on the existing zones map opposite.

The purpose of the township boundary is to contain growth within existing zones, and ensure that any future land use or development occurs within the boundary.

The proposed boundary extends to the edges of existing General Residential Zoned land, including both sides of the Glenelg River.

### LEGEND

- Watercourse
- GRZ
- LDRZ
- C1Z
- C2Z
- IN1Z
- PUZ
- PUZ4
- PPRZ
- PCRZ
- FZ
- RDZ1
- HO
- /// LSIO



## REGIONAL CONTEXT

Glenelg Shire is located in the far southwest of Victoria, approximately 350 kilometres west of Melbourne.

The Shire has a population of approximately 19,726 people (ABS Census 2016). It is a predominantly rural area, with significant residential areas in the townships of Casterton, Dartmoor, Heywood, Nelson and Portland, and the villages of Digby and Merino. Casterton comprises the Shire's second largest inland population base.

The Shire is valued and well recognised for its diverse natural environment and unique offerings. Major features of the Shire include a range of national, state and coastal parks, gardens and rivers. The Glenelg Shire is also made up of vibrant communities that offer a range of sporting, community and cultural occasions for people to participate in.

Environmental values will be respected in planning for any future development to ensure that habitat, natural beauty and amenity values are well protected.





## LOCAL CONTEXT

Nestled in a valley by the Glenelg River, bisected by the picturesque and intact Henty Street and the capital of 'kelpie country', Casterton is one of Glenelg Shire's secondary population settlements (with only a slightly smaller population than Heywood). It is currently home to approximately 1,668 people, with the majority of residents residing in the immediate township area. The town performs an important service and employment function for the surrounding townships, providing a hub for education, health, civic, commercial and emergency sectors.

The township currently supports a range of commercial, industrial and community land uses. It also provides a range of residential environments, from standard residential to large lifestyle lots. Casterton is identified as a 'district township' in the Great South Coast Regional Growth Plan, where sustainable change is promoted for the future.

Casterton is located at the convergence of five roadways, linking the Greater Green Triangle region to Melbourne and Geelong. Recent strategies identify the potential for the development of a road transport terminal, including heavy vehicle parking, repair and maintenance.

It is also recognised that there is immense potential to enhance the tourist offer within the township.

The recent funding for the Australian Kelpie Centre has the potential to provide a catalyst for marketing and new development in the area. Casterton's location on the Glenelg Highway touring route and within an hour's drive of the Grampians National Park, Connawarra wine region and the Budj Bim National Heritage Landscape offers opportunities to capitalise on its tourism potential through improvements to products and services.





# ISSUES AND OPPORTUNITIES

## LAND USE DIVERSITY

Casterton is well serviced by a range of housing, commercial, education, health, agricultural and industrial land uses however there are opportunities to further diversify the offerings of different land use activities.

Feedback from the community expressed a desire for more diverse commercial activities, particularly along Henty Street. As Casterton continues to leverage from its tourism offerings, the provision of more accommodation options for visitors and tourists is also a key opportunity.

The future mixture of land uses should also support the role of Casterton as a major freight and logistics centre.

## TOWN CENTRE

Henty Street is the main commercial spine in Casterton, comprising many of the town's heritage buildings and façades. It also contains many of the town's community destinations including the town hall and library, post office and supermarket.

Feedback from community consultation indicated strong support for the revitalisation of the town centre including upgrades to building façades, refreshing of streetscapes and replanting of garden beds. Cosmetic and aesthetic improvements to the streetscape were

identified as key drivers to attracting more local businesses and promoting a visitor-friendly town centre.

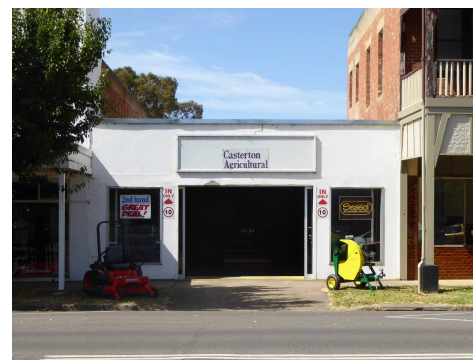
The revitalisation of the railway precinct as a key tourist destination and community hub has also been identified as an opportunity to enhance the town centre. The development of the Australian Kelpie Centre will support the ongoing development of this precinct.

## FUTURE RESIDENTIAL GROWTH

As a significant settlement within Glenelg Shire, second in size only to Heywood, Casterton plays an important role in accommodating future growth within the municipality.

A number of key influences have limited the growth potential of the township, including environmental constraints, economic drivers and social/demographic preferences.

Flooding remains an important consideration for future growth within the town centre, particularly in locations adjacent to the Glenelg River. In some instances, the relocation of certain land uses, such as the bowls club, may be considered in the long term.





## PEDESTRIAN ENVIRONMENT

The pedestrian environment in Casterton is dominated by vehicle and truck movements. In particular, a key challenge identified by the community was facilitating safe pedestrian crossing points.

There are many opportunities to improve the amenity and safety of the pedestrians as well as accommodate for other modes of active transport such as bicycles and scooters. A variety of improvements to the pedestrian environment were noted by the community as follows:

- ▶ Formalise pedestrian crossing outside the Town Hall
- ▶ Improve footpath infrastructure
- ▶ Improve pedestrian safety
- ▶ Encourage awnings, trees and other initiatives to provide shade and increase pedestrian comfort

## UPGRADE STREET FURNITURE AND SIGNAGE GATEWAYS

The eastern and western entrances to Casterton provide strong gateways into the township and reinforce a sense of arrival, with newly installed 'what's on' signs on the highway. Opportunities exist to further articulate these sites as key landmarks and to enhance the entrances into the town centre with entrance signs on Henty Street.

## ACTIVATE FRONTAGES

The continuous built form along Henty Street contributes to the vibrancy and interest of the township. Community feedback identified a desire to enhance the appearance of commercial buildings and in doing so improve the feel of the entire town. This could be achieved by refurbishing the façades of buildings that have become tired or in need of painting.

The activation of frontages was also identified as a key opportunity to increase the vibrancy and activity along Henty Street. This activation must be carefully balanced with the protection of safe pedestrian environments and regard for heritage streetscapes.

## PUBLIC REALM

The beautification of the public realm was identified as an important action to improve streetscape amenity. This included:

- ▶ Street furniture
- ▶ Drinking fountains
- ▶ Signage
- ▶ BBQ facilities
- ▶ Landscaping & flower beds

Community members also expressed a need for a village square and central gathering space for local residents and visitors.



## HOUSING DIVERSITY

The housing stock in Casterton is dominated by single, detached dwellings. There are very limited options for semi-detached or more compact styles of housing.

Community members expressed a need to diversify the housing stock to increase the living and lifestyle choices available for new and existing residents. This includes the provision of more affordable housing, units and rental options.

Casterton is well placed to accommodate a variety of housing needs and preferences with a range of surplus land available for development. There are however some areas where new housing should be discouraged, such as locations prone to flooding or land where there are no services or infrastructure.

## PLANNING FOR AGED CARE

The majority of residents living in Casterton are aged over 50 years (58.5%, ABS 2017).

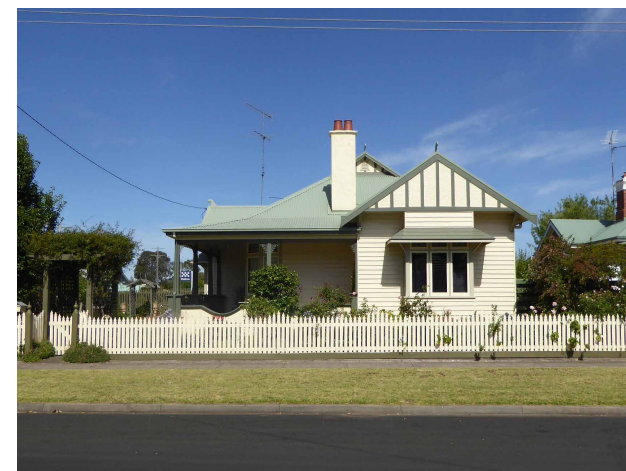
There is a need for more diverse aged-care living options to ensure that residents have a diversity of options to 'age in place' including:

- ▶ More compact housing
- ▶ Independent unit options
- ▶ Accessible housing close to the town centre
- ▶ More retirement village options
- ▶ Age-friendly infrastructure and streetscapes

## HOUSING LOCATION

Development of houses in Casterton has generally been concentrated to the west of the Glenelg River away from the flood prone land. Flooding remains an important constraint for future land uses within the town centre, particularly adjacent to the Glenelg River.

There are currently large areas of low density residential (LDRZ) and general residential (GRZ) zoned land to the west of the town centre which are undeveloped. Undeveloped GRZ land, south of Casterton Secondary College, is located within the township boundary. These areas are generally not within a walkable distance of town and can feel quite segregated.



## STREET FURNITURE

Casterton's parks and open spaces are important assets which are highly valued by the community.

A review of the existing street furniture and signage provision indicates a lack of cohesion and consistency. In many instances, existing street furniture is ageing and does not reflect the local character.

The upgrading of street furniture and signage along Henty Street and throughout key locations within the town centre will improve the accessibility and amenity of Casterton as well as promote the township as a tourist-friendly destination.

## PARKS AND OPEN SPACE

Parks and open spaces in Casterton are important community assets and are highly valued by local residents. Island Park is the major open space that provides for a range of different sporting and recreation pursuits. Other key locations include:

- ▶ Ess Lagoon
- ▶ Railway Reserve
- ▶ Glenelg River environs
- ▶ Goodman Park
- ▶ Casterton Racecourse

At present, the management of Island Park is co-ordinated by different land users.

## UNIVERSAL DESIGN

As Casterton's population continues to age, the need for universal design principles becomes important in considering the various needs of local residents.

Design principles that cater for the needs of all ages and abilities should be incorporated into all future considerations including:

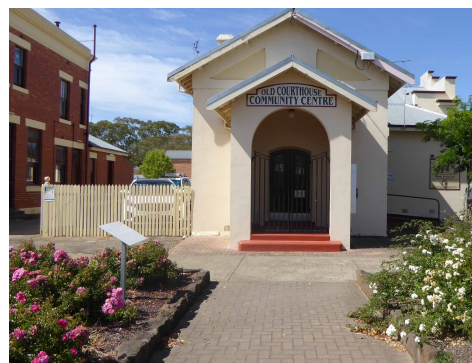
- ▶ Accessible street furniture, such as seats, BBQ facilities and playgrounds
- ▶ Clear wayfinding signage
- ▶ Pathways and access
- ▶ Safety

## FUTURE VILLAGE SQUARE

The need for a formal meeting place for the community to host events or congregate on a regular basis was supported by a number of residents.

The proposed Australian Kelpie Centre adjacent to the railway reserve will be the first step in revitalising the railway precinct.

Community members were supportive of the idea of upgrading the Railway Precinct including playgrounds, picnic facilities and landscaping. Additionally the revitalisation of the existing sheds and heritage buildings was identified as a significant opportunity; along with an opportunity to incorporate a rail trail between Casterton and Merino (via Sandford).





# SUMMARY OF CONSULTATION

## ‘MY PLACE’ CONSULTATION ACTIVITIES

This Structure Plan has been developed with the support of a range of community consultation and stakeholder engagement opportunities.

Consultation activities that have occurred as part of the ‘My Place’ consultation process include:

- ▶ A community bulletin - to update the community on the progress of the project, direct comments and feedback to the Glenelg Your Say website and invite community members to the workshop.
- ▶ A community survey available both online via the Your Say website and in hard copy (attached to the community bulletin).
- ▶ A workshop - to present the issues and opportunities identified and ask the community to provide feedback and further information where necessary.
- ▶ Stakeholder discussions - with relevant Council staff, businesses and/or service providers as necessary to obtain further information and confirm findings.

## COMMUNITY WORKSHOP

Key outcomes from the consultation were:

### HOUSING

- ▶ There are opportunities to improve the diversity and availability of housing in Casterton, particularly in relation to unit developments.

- ▶ There is restricted rental availability and diversity in Casterton leading to limited housing options.
- ▶ Housing diversity should be compatible with the ageing population.
- ▶ Opportunities exist to develop more independent living units and smaller, compact housing closer to town.

### INDUSTRY

- ▶ There are opportunities to provide for more industrial land on the edge of town, however this should be supplemented with the provision of required infrastructure.
- ▶ More industrial land may benefit the timber industry or other allied primary industries located around Casterton.

### TRUCK MOVEMENTS

- ▶ There are mixed views around the relationship of trucks to the township and their physical presence along Henty Street.
- ▶ While respondents indicated that truck traffic was important to the vibrancy of the town, their passage along Henty Street conflicted with perceptions around safety and noise.
- ▶ Some respondents cited difficulties crossing the road due to the presence of heavy vehicle traffic.

### TOURISM

- ▶ Improvement of tourism-related infrastructure was supported by the majority of respondents. Suggestions for signage improvements, enhancement of gateway entrances, provision of parking for RVs and more vibrant commercial areas were cited as future opportunities.
- ▶ The potential tourism uplift associated with the development of the Kelpie Centre was noted by many respondents.

### STREETSCAPES AND PUBLIC REALM

- ▶ Feedback regarding the existing streetscapes was supportive of upgrades to building façades and existing street furniture.
- ▶ A number of respondents raised concerns about the quality of footpaths

### FUTURE VILLAGE SQUARE

- ▶ Opportunities to improve and upgrade the Railway Precinct were supported by many respondents.
- ▶ Upgrades to existing infrastructure including the playground, picnic facilities and landscaping were identified as priorities within the Railway Precinct.
- ▶ Suggestions for improvements and upgrades to the existing sheds and heritage buildings were also made by some respondents.

- ▶ A number of suggestions indicated the nursery on Henty Street would also be an ideal location for a new village square or public open space.

## EXHIBITION OF THE STRUCTURE PLAN

The Draft Casterton Structure Plan was placed on public exhibition for approximately 4 weeks to allow the community and stakeholders the opportunity to provide feedback on the objectives and strategies outlined in the document.

As part of the consultation period, the Draft Structure Plan was made available online and in Council offices. A community drop-in session was also held at the Casterton Town Hall. The exhibition period and the drop-in session was advertised to the community via:

- ▶ Public notice boards
- ▶ Email to past consultation attendees and community groups
- ▶ Letters to property owners affected by potential rezoning and the service centre proposal
- ▶ Advertisement in the Casterton News newspaper
- ▶ A community bulletin with feedback survey

Based on the discussion at the drop-in session and the feedback received, the Draft Structure Plan was well received by the community.

The Draft Structure Plan and consultation feedback was presented to the Councillors on 14th November 2017.

## FEEDBACK ON THE DRAFT STRUCTURE PLAN

Feedback included commending the Council on its initiative to develop a Structure Plan for Casterton and the overall intent of the plan. It recognised the need for a 'truck parking area' and commended the plan on its proposal to further investigate this opportunity.

Attendees at the drop-in session were also pleased to see that feedback given at the first consultation sessions in May 2017 had been translated into the Draft Structure Plan.

Discussion and formal feedback highlighted the importance of rezoning land that is flood prone and inappropriate for development, as identified in the Draft Structure Plan. The need to provide more industrial land was also supported. It suggested that the entire frontage from the intersection north on the eastern side of the Glenelg Highway and the frontage to the Casterton Portland Road on the northern side to Mackwood Lane to be zoned to Commercial Industrial development. Feedback also highlighted that land south of Mackwood Lane is less appropriate for industrial growth due to the marshy grounds.

Discussion also included varied feedback, ranging from support for initiatives outlined in the plan to suggestions for additional wording or projects to be included. Additional feedback included:

- ▶ Considering additional footpath linkages between the skate park and island park.
- ▶ Incorporating a reference in the Vision to Casterton as a 'business hub'.

- ▶ Highlighting the Wannon trestle bridge and considering a staged approach to the proposed 'rail-trail' between Casterton and Merino.
- ▶ Actions to provide additional exercise equipment along the Kelpie trail.
- ▶ Including a tourism strategy to reinforce Casterton as a stop-over destination between Adelaide and Melbourne.
- ▶ Investigating the possibility to redirect the Clark Street drain to reuse storm-water runoff for irrigation of parks and open spaces.
- ▶ Support for the railway precinct proposal, as outlined in the Draft Structure Plan.
- ▶ Support for the community/mixed use precinct around Jackson Street and improving a pedestrian link, suitable for 'gophers', along the Jackson St alignment.





## CHAPTER 2

# The Vision



## THE VISION FOR CASTERTON

Engaging with the Casterton community is an important part in developing a vision for the town and as such, feedback received during the My Place consultation will assist in formulating a vision statement that can be adopted by the community.

The vision for Casterton seeks to:

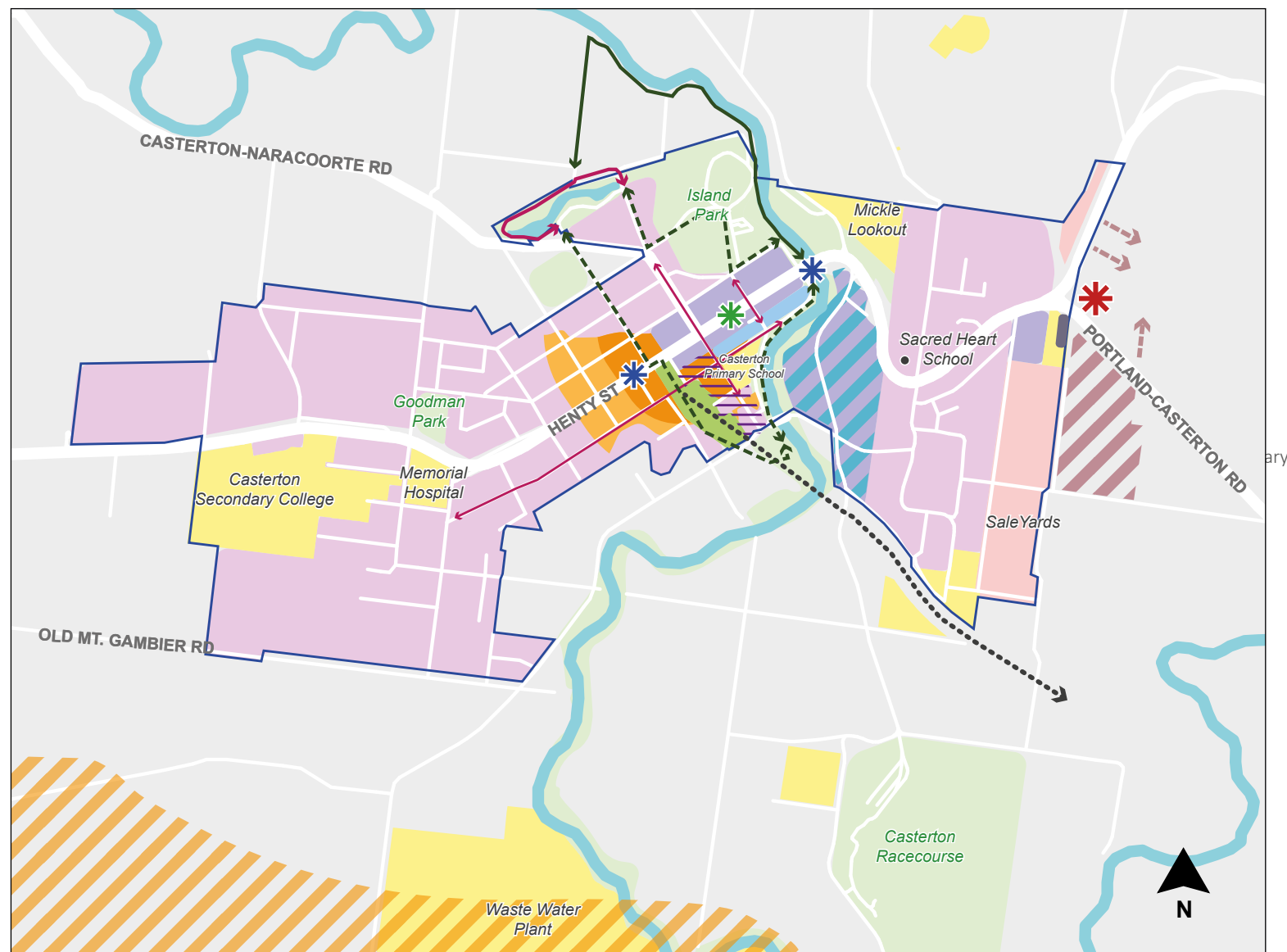
- ▶ Identify Casterton as a thriving township and commercial hub;
- ▶ Acknowledge the friendly, strong sense of community and local pride;
- ▶ Showcase a fresh, lively, pedestrian friendly town;
- ▶ Highlight the town's tourism potential, including roots as the birthplace of the kelpie and as a RV friendly town, but also with other activities that attract visitors;
- ▶ Seek to welcome growth and positive change to support a diverse and age-friendly community;
- ▶ Include a balance between appropriate truck movement and safety through the town;
- ▶ Seek to improve public art opportunities and signage.

*Casterton is the thriving birthplace of the kelpie and a well-connected town nestled within the Glenelg River Valley. The town is supported by a proud, friendly local community, who welcome the growing tourist base to Casterton's many activities and attractions.*

*A gateway between major towns and cities, Casterton is a 'commercial hub' and logistics service centre that offers the ideal place to stop and regroup.*

*The town centre provides vibrant and fresh streetscapes that create the perfect environment for socialising, dining or simply enjoying the historic buildings and public spaces. A community of all ages, Casterton showcases a diversity of opportunities for children and older generations alike to experience safe and connected streets.*

# STRATEGIC FRAMEWORK



## LEGEND

- Water Course
- Waterbody
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- - - → Potential Trail Upgrades
- Commercial Zoned Land
- Residential Zoned Land
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- - - → Long Term Industrial Expansion
- ▨ SeaGas Pipeline Buffer (640m)
- Village Square
- ★ Gateway (Signage/Public Art)
- ★ Potential Pedestrian Crossing
- ★ Potential Service Centre
- Key Pedestrian Links





## KEY DIRECTIONS

### IMPROVE VEHICLE MOVEMENTS

Car-based trips are the dominant mode of transport throughout Casterton.

The heavy reliance on vehicles has resulted in a range of traffic movement and parking issues, particularly along Henty Street.

At present there is no designated parking for RV's or caravan vehicles. Reduced vehicle speeds or traffic calming measures were considered within the town centre during consultation.

### CONNECTIONS, TRAILS & PATHS

Casterton hosts a range of tracks and trails throughout the town, of which the kelpie trail is the most popular.

The kelpie trail is an important recreational track which is frequently used by locals and visitors. Opportunities to improve the connection of the trail to other paths and enhance the signage exist.

Improvements to the path network and existing trails have been identified as a key opportunity.

From a broader perspective, the need for longer trails and connections to surrounding towns such as Merino have also been identified for investigation.

The Structure Plan will further investigate the existing pathway network to determine the gaps that may hinder accessibility and mobility.

### HEAVY VEHICLES

Trucks and heavy vehicles play an important role in the local economy supporting a range of primary and secondary industries.

Managing conflicts between heavy vehicle movements along Henty Street and improving the pedestrian environment remain ongoing challenges.

Investigation with VicRoads into the creation of a formal pedestrian crossing will be undertaken as part of the Structure Plan. There are also other interventions possible to improve the pedestrian safety and enhance the amenity of local residents and visitors.

The investigation of a location for a formal truck stop is also required to encourage vehicles to stop in (or adjacent to) the township.

### OTHER TRANSPORT MODES

Given the ageing population of Casterton, a number of residents supported the need for more accessible pathways that allowed for gophers and scooters.

There is also a lack of formalised on-road bicycle paths.

The Structure Plan will explore options to widen the footpath in key locations.





## KEY DIRECTIONS

### ENHANCE HERITAGE BUILDINGS

Much of Casterton's history is expressed through its significant heritage buildings and façades.

The protection and enhancement of these building will be a key priority of the Structure Plan.

### TOURISM PROGRAMS

Tourism has been identified as a significant driver to enhance the township and support other infrastructure/ built form upgrades.

The central location of Casterton provides a significant opportunity to improve the tourism offering and encourage passers by to stop over.

### KELPIE LINKAGES

The iconic kelpie is an important historical symbol to Casterton, as the birthplace of this iconic Australian breed.

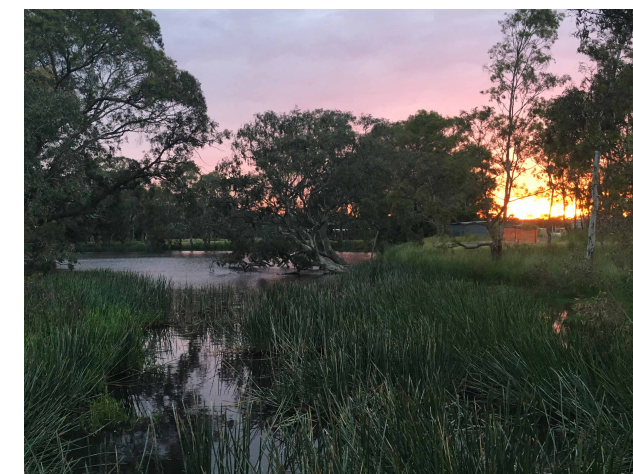
The development of the Australian Kelpie Centre represents an important opportunity to create a core identity for the township, and extend activities relating to the Kelpie festival into the railway reserve precinct.

### CASTERTON AS A DESTINATION

Located along a major touring route, Casterton is well positioned to benefit from a range of tourism opportunities.

These opportunities will need to be supported by:

- ▶ Increased options for accommodation including backpacker, affordable and BnB options
- ▶ Improved public infrastructure and wayfinding
- ▶ Ease-of-access for pedestrians and vehicles









CHAPTER 3

# THE PLAN

# THE PLAN - INTRO

## OBJECTIVES AND STRATEGIES

Based on the feedback and key directions identified in this paper, a number of objectives, strategies and actions have been developed across six themes:

- Land Use
- Streetscape and Urban Design
- Housing
- Recreation and Open Space
- Movement Network
- Tourism Infrastructure







## THEME 1 LAND USE

### OBJECTIVES

- ▶ Strengthen the character of Casterton as a key service centre and destination by supporting uses that complement the role of the town as a freight and logistics centre.
- ▶ Retain and encourage land uses that reflect Casterton's economic heritage, civic and community roles, commercial prosperity and community needs.
- ▶ Encourage land uses that create an active and vibrant town centre with increased pedestrian movement and surveillance.
- ▶ Create opportunities to support economic growth for Casterton and attract business to the town.



## LAND USE STRATEGIES

### COMMERCIAL

Commercial land within Casterton is clustered around Henty Street. No expansion of the retail core is necessary to support the economic growth of the town.

Consistent with the vision, retail and commercial development should continue to provide vital core services to freight workers, as well as provide a vibrant and social town for residents and tourists. This can be achieved through clear urban design guidelines (pg 37) and by focusing new development around McPherson Street towards tourism and hospitality opportunities (along with accommodation options).

The contribution of in-tact heritage buildings is inherent to the 'rural village' character of Casterton. Preservation of the heritage streetscapes will support tourism and marketing options for the town in the future.

Opportunities to enhance activity within the town centre are available by encouraging retail uses that provide kerb-side dining and/or 'spill' into the public spaces.

### CIVIC/ COMMUNITY

A hub of civic and community uses is clustered around Jackson Street, with the Casterton Primary School, Kathleen Milikan Centre, police and fire stations all located within close proximity.

The Casterton Secondary College and Hospital are located to the west of the town, at the edge of the Jackson Street alignment.

Small civic and community uses should be encouraged

co-locate on Jackson Street, to the east of the railway precinct. However, the overall Jackson Street axis should be enhanced as a pedestrian and community orientated spine, providing a safe movement path away from the traffic on Henty Street. This will enhance pedestrian movement between community facilities and encourage active modes of transport.

Public land uses, such as the police and fire stations, could be rezoned to a Public Use zone for consistency.

### INDUSTRIAL

Physically, Casterton provides a sufficient supply of Industrial 1 Zoned land to the east of the township to meet its needs. However, the majority of the vacant land is tied up and unavailable for short-medium term growth, limiting industrial options for the town. It is recommended that additional Industrial land be considered for Industrial growth and economic opportunities within the town. As shown on the map opposite.

This location for industrial growth is considered the most appropriate, as land east of Enscoe Road and South of Saleyards Road, is land subject to inundation. The land east of Enscoe Road and north of Saleyards Rd, which is highlighted in the MSS for future industrial land, is considered favourable due to a flat topography and proximity to essential services (these services would need some extending). Long term industrial growth to the north of Portland-Casterton Road is accessible with favourable topography and frontage to two major transport routes. It is also within close proximity to services.

A formal overnight truck stop/heavy vehicle service centre

should also be considered to support the freight and logistics function of the town. This is explored further on page 50.

### TOURISM AND OPEN SPACE

The Kelpie Trail is generally located on public land, along the Glenelg River, within the PPRZ or PUZ and along road reserves. However, a portion of the trail is located on private land and is operating under an informal agreement with property owners.

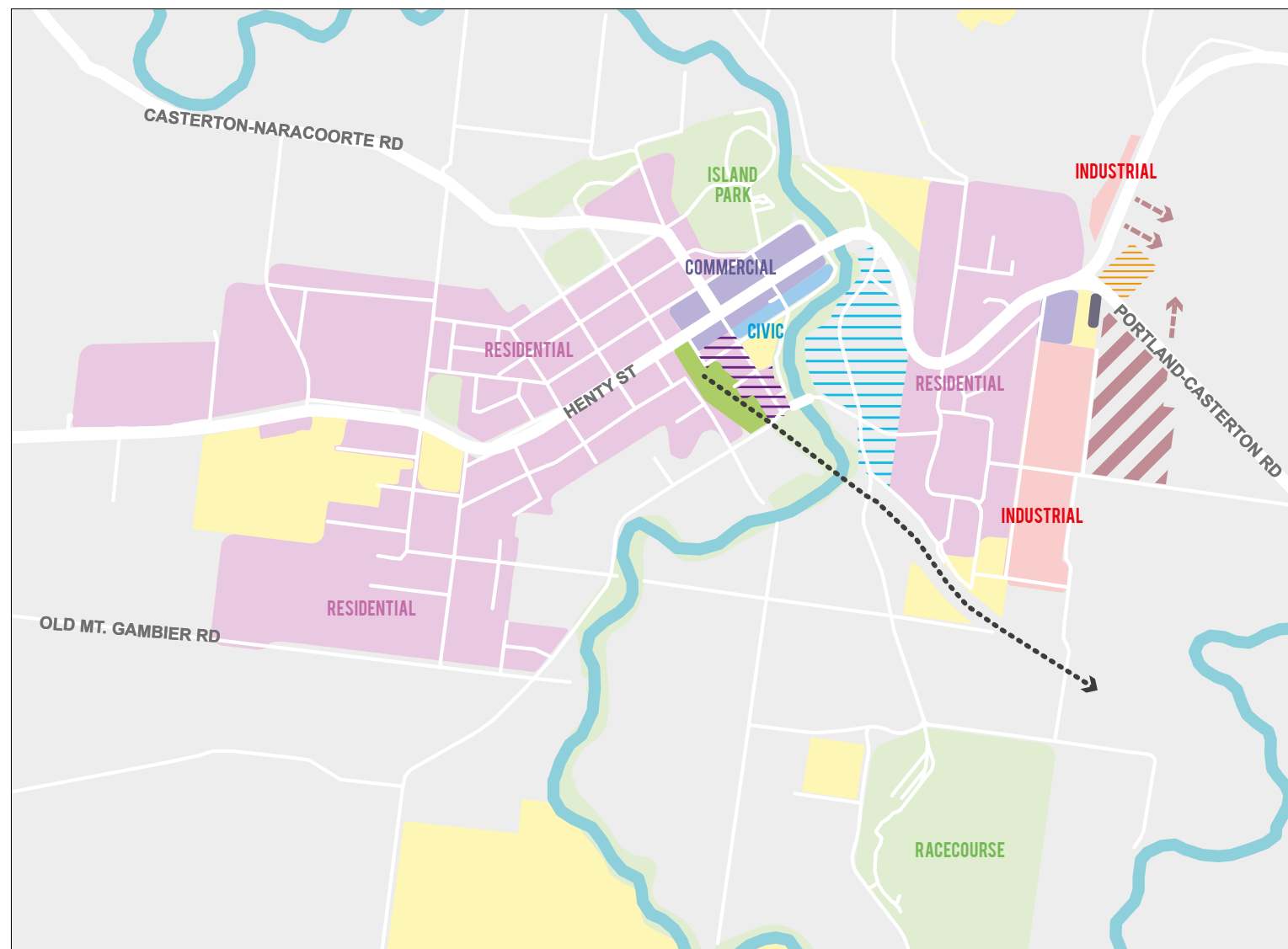
The Kelpie Trail is of critical importance as it underpins other tourism opportunities in Casterton and therefore this land should be formally acknowledged as a public land use. This would require negotiation between Council and land owners to purchase/acquire the land. Alternatively, an alternate Kelpie Trail route could be explored (this is a less desirable option).

Negotiation with VicTrack to formally use the railway precinct land for community and open space use should be initiated. Concepts for the development of this land are explored further on page 44.

### RESIDENTIAL

Housing and land affordability is a key competitive advantage for Casterton. This presents a significant opportunity to attract new residents to the town that might work in areas such as Mount Gambier or Hamilton. By attracting new residents to the area, Casterton will increase the size of its local economy and local

# LAND USE STRATEGIES MAP



## LEGEND

- Water Course
- Waterbody
- Public Open Space
- Village Square
- .-> Rail Trail
- ▨ Potential Service Centre
- Commercial Land
- Existing Residential
- Low Density Residential Zone
- Civic Uses
- ▨ Mixed Use Opportunities
- Industrial
- ▨ Potential Future Industrial
- .-> Long Term Industrial Expansion
- Public Use
- ▨ Proposed Urban Floodway Zone
- Potential Commercial 2 Zone





## LAND USE ACTIONS

expenditure to support growth in retail and related industries in the town.

There is currently more than a sufficient supply of residential land and low density residential land available for growth. The balance of existing (and vacant) GRZ and LDRZ was considered, however it is determined that there is no need to rezone any general residential land within the proposed township boundary.

### FLOOD PRONE

Large parcels of land east of the Glenelg River is zoned Commercial and while the site is occupied partially by commercial uses, the land is very low and subject to regular flooding.

It is considered that this land is unsuitable for any kind of commercial growth or development and therefore is inappropriately zoned.

This land should be considered for an Urban Floodway Zone (UFZ) to appropriately manage and store floodwater.

The UFZ should be considered in discussion with the Glenelg Hopkins CMA to appropriately meet the criteria for applying the boundaries to the zone.

- ▶ Investigate the long term need to extend reticulated sewerage provision to allow for potential future population growth.
- ▶ Investigate opportunities to encourage appropriate industrial-related growth around Rhodes Street and between Saleyards Rd and Portland Casterton Road that are complementary to the surrounding sensitive commercial and residential interfaces.
- ▶ Create long-term expansion opportunities for industrial land from the eastern side of Enscoe Street by rezoning this land from FZ to IN1Z.
- ▶ Rezone Commercial land to the east of the Glenelg River to a Flood Zone, to more appropriately manage this land subject to inundation and avoid growth/development.
- ▶ Continue to investigate the long-term re-location of the bowls club at Island Park to an area not prone to flooding.
- ▶ Negotiate with landowners to formalise the public ownership of the Kelpie Trail.
- ▶ Support and encourage new retail and commercial opportunities within the town centre to 'spill' onto the street and offer kerb-side dining, or other treatments that activate the street frontage, at the planning application stages.
- ▶ Replace the existing Casterton objectives and strategies in the MSS (Clause 21.02) with the new Casterton objectives and strategies as outlined in this report.
- ▶ Rezone the land (Lot 26a) at the corner of Enscoe Street and Portland-Casterton Road to an Industrial 1 Zone to better reflect existing uses and the proposed surrounding land uses. Currently this lot is inaccurately zoned PUZ6.



## THEME 2

# STREETSCAPES & URBAN DESIGN

## OBJECTIVES

- ▶ Promote the image of Casterton as a key destination.
- ▶ Ensure that new buildings within the town centre are of high quality, enhance local character and contribute to strengthening the image of Casterton.
- ▶ Reflect Casterton's history, heritage and relationship to the Glenelg River through building upgrades, art and landscaping.



# URBAN DESIGN GUIDELINES

## INTRODUCTION

The Urban Design Guidelines in this section support the Casterton Structure Plan to provide greater, more specific guidance about the built form and public realm outcomes to be achieved along Henty Street, in the Casterton town centre.

The guidelines could be implemented by applying a new, specific DDO for the town centre.

## DESIGN ELEMENTS

The guidelines outlined in this section support objectives for the following design elements:

- Image and gateways
- Built Form
- Landscaping
- Land Uses
- Lighting and Safety
- Access and Movement

They build on the Key Directions for Casterton outlined in Section 2.

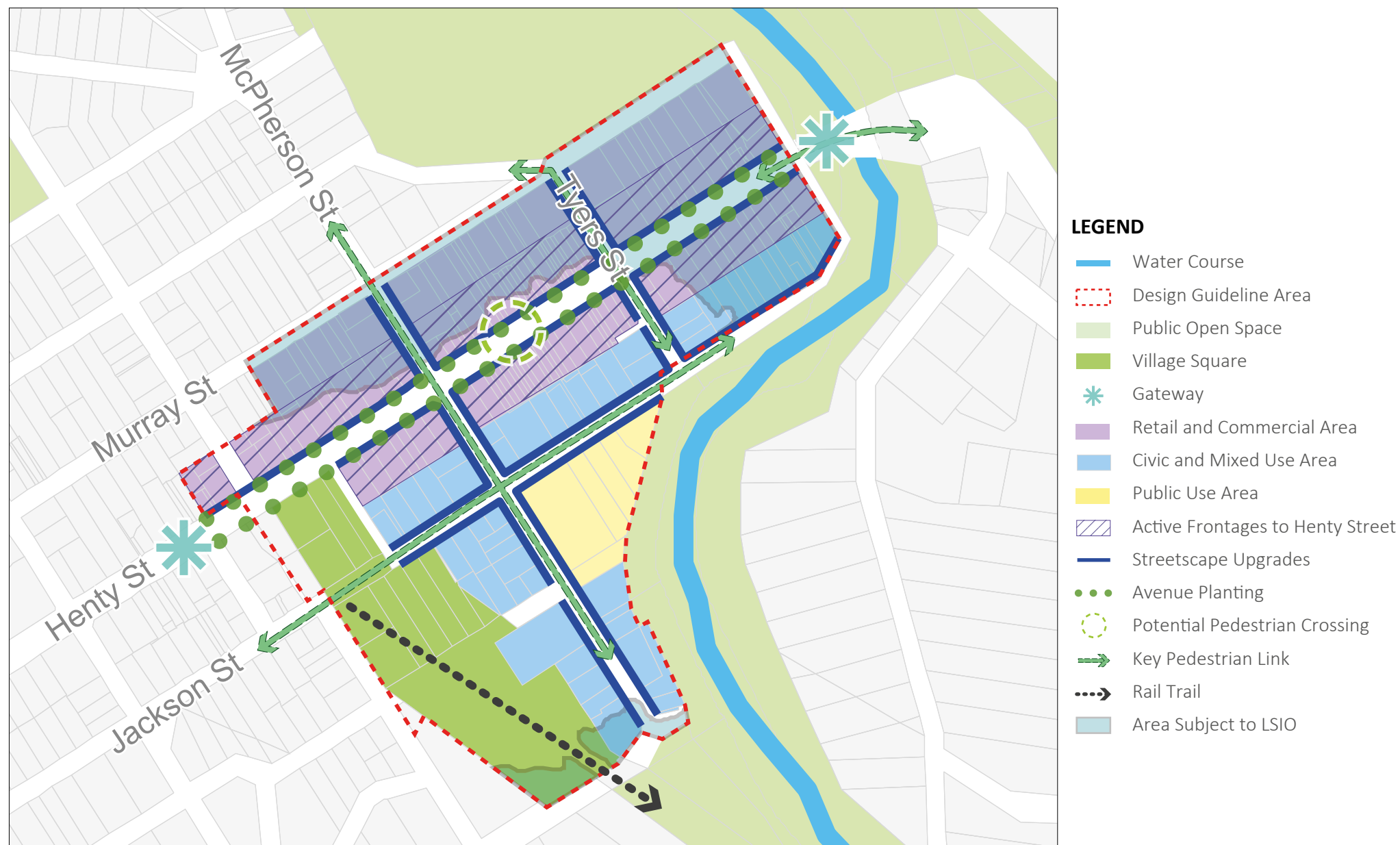
## EXTENT OF GUIDELINES

The urban design guidelines apply to the Casterton town centre only, as shown on the map opposite. Specifically:

- Commercial 1 Zoned land;
- Heritage Overlays 163 and 134; and
- The residential and public use land fronting Jackson Street and McPherson Street, between the Railway Reserve and Glenelg River.



# URBAN DESIGN GUIDELINES



# IMAGE AND GATEWAYS

## PUBLIC REALM IMPROVEMENTS

Provide regular maintenance of public spaces and vegetation within the road reserves to continue to present a high quality image for the town.

Plant large shade trees as an 'avenue' along Henty St, to enhance the native bush character of the river environs along Henty and Jackson Streets and to provide comfortable pedestrian spaces.

Retain planter boxes/garden beds and landscaping that can be used to showcase locally significant vegetation and beautify the streetscapes.

Upgrade and enhance footpath treatments so that they are consistent, present a high quality image of the town and are safe and accessible for all pedestrians (incl. prams, gophers etc). Pavers contribute to a welcoming and attractive public space in much of the town. This could be extended to other parts of the town, especially in front of heritage buildings, such as the post office and old court house, as maintenance works are required

Ensure consistent public realm treatments are applied from the Railway Precinct to river environs to increase visual connectivity between the two ends of the town centre and encourage greater tourist movement between the two attractions, through the town.

Implement the Glenelg Shire Council Furniture Guidelines to enhance the quality and image of the public realm.

## GATEWAYS

Create two gateway statements to highlight the entrance into the Casterton town centre.

The large Casterton gateway signs on the eastern and western routes into town, provide a memorable entrance to the town. However, smaller, more informative gateways could be introduced to promote the town centre as a key destination. Two gateway signs and art opportunities could be introduced, in conjunction with the Australian Kelpie Centre (Railway Precinct) and at the Tyers St intersection.

Town gateway signs should:

- Promote the dining and retail opportunities within the town;
- Encourage travellers/tourists to stop and visit the local attractions;
- Be uncluttered and provide a clear, simple message
- Avoid duplication of information presented in recently installed 'what's on' event signage.

## A KEY DESTINATION

Provide signage on all main gateway roads into Casterton to highlight facilities, eateries and attractions and to promote the town as a destination.

Upgrade signage along Henty Street to be clear, simple and present a consistent and attractive image for Casterton. Tired and outdated signs should be refreshed/replaced. Provide directional signage that is informative, without being overly cluttered.



# BUILT FORM

## HEIGHT AND SETBACKS

Maintain a human scale (up to 2 storeys or 7.5 metres) for buildings fronting Henty Street.

Recess upper levels of commercial and mixed use buildings adjacent to sensitive land uses (i.e residential or historic buildings).

Require new development and building upgrades to be built to the front and side boundaries, orientated towards the street.

Where a front/side setback exists, require the setback to be well landscaped with a mix of tree and plant species.

Avoid car parking and grade separations within any front setback.

## BUILDING DESIGN

Orientate buildings to front Henty Street and incorporate elements of glazing and articulation to activate the frontage and provide visual interest.

Incorporate windows and balconies at upper levels to maximise 'eyes on the street'.

Ensure that walls facing a side street or public open space are well articulated and include windows.

Avoid blank walls and large areas of concrete render or masonry by activating street frontages with windows, verandahs and balconies. Where blank walls cannot be

avoided, incorporate art forms and/or kerb side dining to activate the space.

Encourage shop fronts to be refreshed and maintained in order to contribute to a high quality image of Casterton. The inclusion of verandahs (or other shade structures) on all new buildings/upgrades (not including heritage facades) is encouraged to assist in creating a more comfortable environment for pedestrians.

Incorporate a colours and materials palette that reflects the character of Casterton and creates consistency in building design and quality. Colours should be earthy to reflect the natural surrounds and compliment the existing historic built forms (e.g. creams, ocre and warm grey tones).

Building materials should be of high quality, durable and sustainable. This includes predominantly timber and brick with some render elements.

Incorporate eaves and verandahs to all new buildings to provide weather protection and to be consistent with the existing streetscape character.

Incorporate principles of Ecologically Sustainable Design (ESD) and Crime Prevention Through Environment Design (CPTED).

Minimise driveways and vehicle access from Henty Street and provide car and loading access to building from the rear of the site wherever possible.

The design and construction of buildings within the Land Subject to Inundation Overlay should consider as appropriate the Glenelg Shire Flood plain Development Plan, August 2013 (Incorporated Plan).





# LANDSCAPING

## PLANTING

Highlight Henty Street and enhance the 'feel' and pedestrian usability by planting an avenue of shade trees with wide canopies from Mckinlay Street to Tyers Street. Where pavement width and overhead powerlines constrain the opportunity for large trees within the road reserve, especially on the north side of Henty Street, canopy trees could be planted in island breaks between car parks.

Protect and retain existing large canopy trees, wherever possible.

Incorporate drought tolerant and low maintenance plant species wherever possible.

Program regular maintenance of trees and plants to ensure high quality public spaces are provided for on a continuous basis in the town centre.

Investigate opportunities along Henty Street, Jackson Street and on vacant sites to incorporate both temporary and permanent edible community gardens. Such community gardens can assist in enhancing social connectivity in the community and create gathering spaces for local residents.

## SUSTAINABILITY

Utilise water sensitive urban design measures wherever possible to reduce reliance on watering systems.

Maximise shade opportunities within the streetscape by incorporating shade structures and canopy trees in public spaces.

## STREETSCAPE AMENITY

Provide landscape breaks along Henty Street (both off-road and on-road) and wherever there is car parking to enhance shade opportunities and create more attractive spaces.

Improve community infrastructure so that it is consistent throughout the township by implementing the Glenelg Shire Furniture Guidelines (2017), including:

- Seating: located close to canopy trees or other shade structures. Cluster seating to create meeting places.
- Directional signage: at a pedestrian level to guide visitors to basic amenities.
- Lighting: at a pedestrian scale to be incorporated in the pavement, in seating and/or as part of bollards.

## SITE SPECIFIC

Highlight the railway reserve precinct, enhancing viewlines into and within the reserve by maintaining high quality landscape treatments along Henty Street between Wathen and Mckinlay Streets and at Jackson Street. Landscaping and public realm treatments in these locations should direct and welcome pedestrians and tourists to use the precinct in a safe and friendly environment.

Provide shade trees within the railway reserve to enhance user comfort. Ensure landscaping within the reserve promotes safety and amenity and includes well lit, safe spaces.

Improve pedestrian spaces along Jackson Street with the inclusion of shade trees and well maintained, wide footpaths to encourage this street as the civic/ community hub of Casterton and to link the railway reserve back to the Glenelg River.

Consider additional lighting and seating along Jackson Street to further promote this as a major pedestrian thoroughfare away from the heavy vehicle traffic on Henty Street.

# LAND USES

## COMMERCIAL ZONED LAND

Encourage the clustering of retail, food and entertainment-based land uses within the town centre.

Facilitate street activation by encouraging dining and retail displays on the footpath, while maintaining safe access paths for people of all abilities.

Support a pedestrian friendly environment that attracts people for activity, uses and atmosphere.

Provide for commercial uses that interact with the street (e.g. ensure that frontages have extensive areas of glass).

Enhance the public realm (as per guidelines on page 38) to encourage greater use of the road reserve for kerb-side dining and retail activity.

Discourage large format retail uses and any commercial uses that require significant setbacks.

Require any major new development to be located outside the land subject to inundation areas. Existing land uses within the LSIO should be encouraged to be retained, however any new buildings and works should be consistent with the Floodplain Development Plan (August 2013).

Encourage new and varied tourism accommodation options within the town centre to assist in the promotion and offering of tourism in Casterton, as a key destination.

Discourage the establishment of any new service industrial uses within the town centre, instead directing such uses to the Industrial Zone.

Encourage 'shop-top' housing or small apartments to be located above commercial uses.

Encourage varied shop sizes to improve function and flexibility of land uses.

## OTHER LAND

Community and residential uses should be encouraged along Jackson Street, further promoting this area as a civic and community precinct.

Encourage medium density housing in the residential zones surrounding the town centre. Unit and dual occupancy developments should:

- Present as a single frontage to the street
- Be no more than 2 storeys or 7.5metres in height
- Contribute to the character of the town centre by utilising brick and timber materials in muted colours
- Provide space within the front setback for the planting of at least one large canopy tree.



# LIGHTING & SAFETY

## LIGHTING

Provide consistent lighting of pedestrian paths and spaces throughout the public realm. Lighting along Jackson Street should especially be enhanced to promote this street as a key pedestrian route into town.

Encourage building designs and land uses that create light spillage at the ground floor to enhance the safety of the pedestrian environment.

## SAFETY

Improve pedestrian paths to accommodate people of all abilities by removing tripping hazards, ensuring sufficient dimensions for mobility vehicles, reducing gradients, and increasing visual contrasts at edges.

Create direct lines of sight for pedestrians and vehicles by maintaining low shrubs and trees at corners and intersections.

Encourage building designs and land uses that enhance visual surveillance ('eyes on the street').

Advocate to VicRoads for opportunities for a defined pedestrian crossing point on Henty Street in the town centre, e.g. in front of the Town Hall.

Avoid blank walls and areas of concealment.





# ACCESS & MOVEMENT

## PEDESTRIANS AND CYCLISTS

Prioritise safe pedestrian movement throughout the town, including advocating to VicRoads for a permanent, formal pedestrian crossing on Henty Street.

Encourage residents and visitors to use active modes of transport and walk around town by:

- Improving the signage to car parks off Henty Street
- Improving pedestrian environments to be safer, more attractive and user friendly
- Encouraging the planting of canopy trees within car parks and along streets to shade these environments and create more attractive places
- Continuing to advocate to VicRoads to investigate options to slow down heavy vehicle movement
- Implementing a truck stop/service centre to avoid the large trucks stopping in town/residential streets

Improve cyclist movement along Henty Street by incorporating signage and line markings where appropriate to indicate that it is a shared road space.

## VEHICLE MOVEMENT

Incorporate gateway signage promoting the dining and retail activity in Casterton, to encourage passing motorists to stop in the town centre.

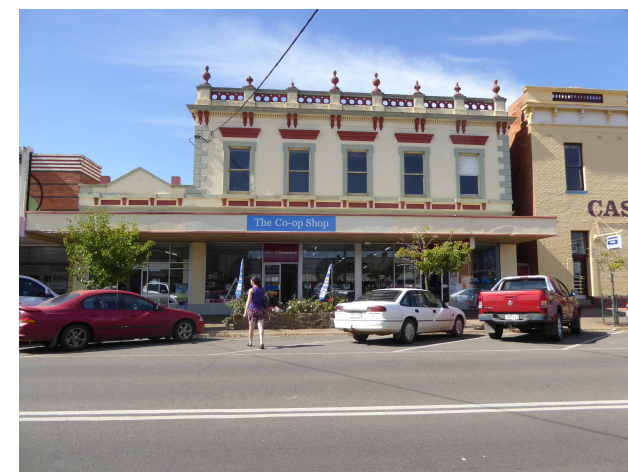
Continue to encourage rear access to all land uses along Henty Street, where possible.

Investigate lowered traffic speeds within the town centre to improve safety for pedestrians and cyclists. Alternatively, negotiate with VicRoads to introduce other traffic calming measures appropriate to heavy vehicle movement.

Allow for grouping of parallel car parks to provide opportunities appropriate for trailers, caravans and long vehicles to park in side streets within the town centre. Ensure appropriate signage is implemented to advise motorists of parking opportunities.

Provide long vehicle car spaces adjacent to the Australian Kelpie Centre, to encourage tourists to investigate the tourism opportunities.

Further detail regarding access and movement throughout Casterton is provided on pages 53-56.





## STREETSCAPE & URBAN DESIGN ACTIONS

- ▶ Implement a Design and Development Overlay to incorporate built form design guidelines.
- ▶ Develop a gateway and signage plan to:
  - ▶ Enhance the town centre's entrances with gateway signage on Henty Street and/or public realm improvements to create an improved welcoming first impression for visitors and residents. (Note that this is in addition to the large Keplie signs and event gateway signs positioned at four locations on the approach into Casterton)
  - ▶ Improve wayfinding and directional signage throughout the town.
- ▶ Ensure the protection and enhancement of buildings with heritage value or other local significance through good design outcomes and a high quality public realm.
- ▶ Develop a Landscape Action Plan to:
  - ▶ Increase the provision of large canopy trees along paths and in public spaces to increase shade and usability.
  - ▶ Incorporate plant and tree species that showcase the activities of the local agricultural pursuits and industry and to enhance the public realm within the town centre.
  - ▶ Incorporate low maintenance and drought-resistant landscaping along Henty St to assist in retaining a high quality public realm all year.
  - ▶ Identify and enhance the Avenue of Honour (Elm trees) along the Glenelg Highway approach into Casterton.
- ▶ Advocate to VicRoads for a formalised pedestrian crossing along Henty Street.
- ▶ Develop a consistent suite of footpath and streetscape treatments to be implemented over time and in conjunction with the Glenelg Shire Furniture Guidelines (2017), providing a clear image and cohesive feel to the town centre.
- ▶ Develop a materials/colours palette to create consistency in built form design outcomes.



Canopy planting, wheelchair access and planter boxes - Liebig Street, Warrnambool



Public realm enhancements with paving, canopy trees and seating - Main St, Monbulk



Kerb-side dining and shade structure adjacent to heritage facade - Deakin Ave, Mildura

## THEME 3 HOUSING

### OBJECTIVES

- ▶ Encourage a diversity of housing types that cater for the needs of existing and future residents.
- ▶ Provide new housing in locations that are accessible and are not within flood-prone areas.
- ▶ Provide housing that accommodates the needs of the ageing population.
- ▶ Create infill development opportunities that respond to the unique heritage setting of Casterton's town centre.







## HOUSING STRATEGIES

### HOUSING CHANGE

Casterton's housing stock is currently dominated by detached houses, with a limited number dual occupancies. The demographic profile of Casterton is forecast to experience very little growth in the future, with an ageing population already being experienced in the town.

Diversification of the local housing stock is necessary to support the changing needs of the local population and to provide housing options that may attract a new resident population.

Although there is currently a significant supply of residential land, there are also constraints due to land prone to inundation.

#### **AREAS NOT AFFECTED BY THE LSIO -**

Housing change and diversity should be encouraged and supported within 200metres of the Casterton town centre. This could be in the form of townhouses, units and dual occupancy's.

Housing change outside this catchment will comprise dual occupancies and detached houses.

All new residential development in Casterton should maintain the spacious setting of the existing residential character.

#### **AREAS AFFECTED BY THE LSIO -**

A large portion of Casterton's residential zoned land is affected by the Land Subject to Inundation Overlay (LSIO). These areas should not experience more than minimal housing change due to the significant development constraints.

Residential typologies in these areas should continue to remain as low density detached housing.

### DIVERSITY AND DENSITY

The provision of a diverse housing stock assists in achieving broad strategic objectives including housing choice, affordability and adaptability and support the concept of ageing in place. Housing diversity relates to the following dwelling components and characteristics:

- ▶ Dwelling type (e.g. detached, townhouse, unit)
- ▶ Dwelling size (e.g. floor area, number of bedrooms)
- ▶ Lot size (low density residential, medium density)
- ▶ Tenure
- ▶ Price point (e.g. purchase cost, rental cost)
- ▶ Location

Glenelg Shire does not have a Housing Strategy, however existing State policy encourages medium density housing close to Activity Centres, which includes 200m from the retail centres of District and Small Towns.

The Casterton Structure Plan encourages a greater diversity and density of housing types in order to respond to demographic change and improving housing choice for all residents, while maximising efficient use of existing infrastructure and land.

Development of vacant and underutilised land close to the town centre for the purposes of compact housing typologies, along with other opportunities for new infill development close to town, is encouraged.

### AGEING IN PLACE

The continuing importance of medical and aged care facilities within Casterton is demonstrated through the recent expansion of Edgarley Homes from a 43 bed to a 60 bed facility and further proposals to extend independent living options and provide a community hub.

These existing facilities and proposals should be further supported through opportunities to provide smaller housing sizes and infill developments on flat, accessible land, within close walking distance to community facilities, especially within the town centre.

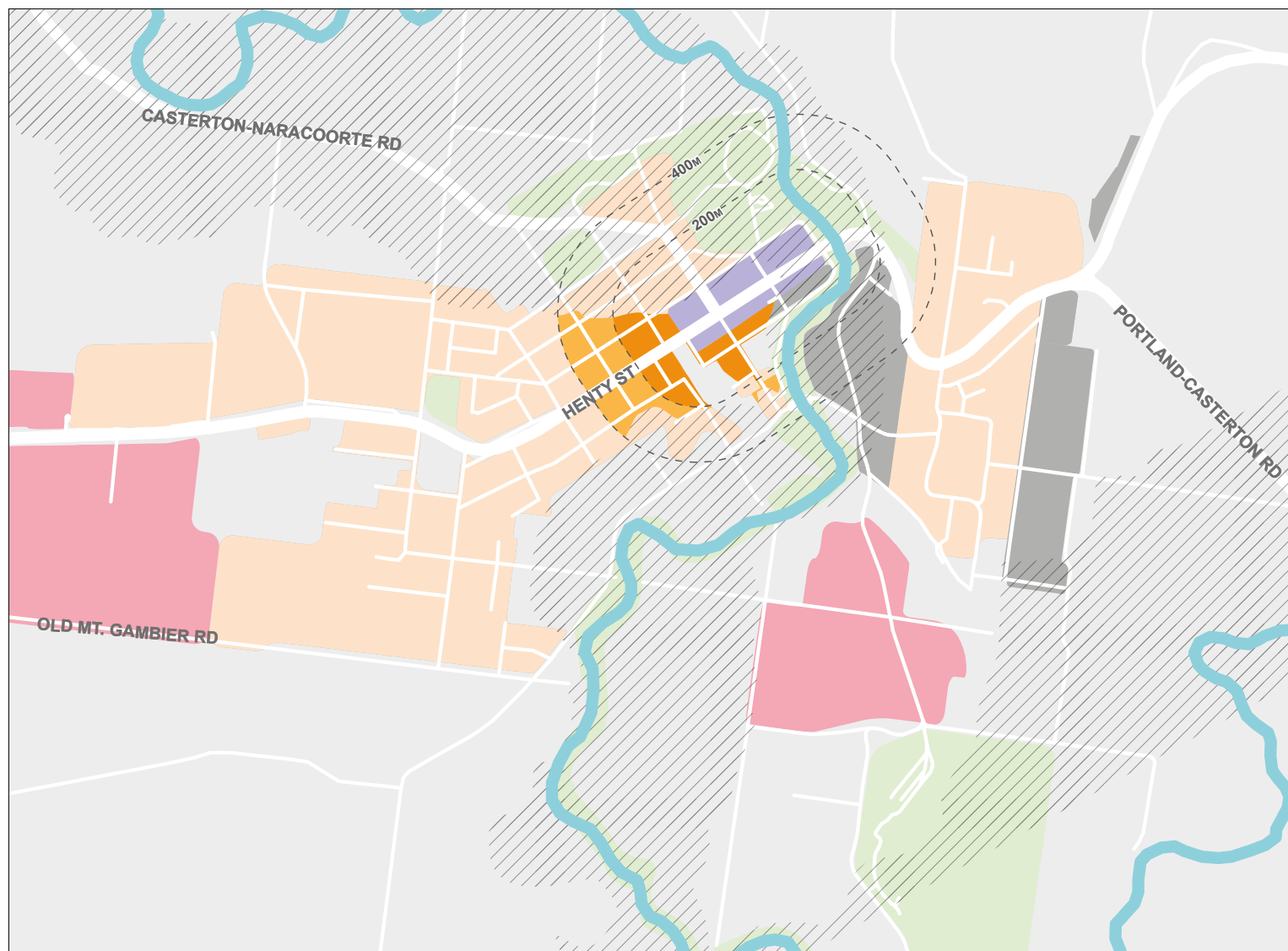
### QUALITY DESIGN

Infill housing and redevelopment will play an increasingly important role in the future, given constraints and costs associated with the expansion of new infrastructure and reduced opportunities for continued urban expansion due to natural and built constraints.

Without introducing any new permit triggers or development barriers, it is important that new housing provides an appropriate interface with heritage buildings in Casterton.

New housing should contribute to creating a unique sense of place, respond to its surrounding context and character, represent quality building design and provide high levels of amenity for current and new residents.

# HOUSING STRATEGY MAP



## LEGEND

- Water Course
- Public Open Space
- Existing Residential
- Support Medium Density Housing
- Support Infill Development
- Low Density Residential Zone (Outside Boundary)
- Town Centre
- Catchment to Town Centre
- Land Subject to Inundation Overlay
- Other Land within Township Boundary



## HOUSING ACTIONS

- ▶ Avoid infill development in areas susceptible to flooding.
- ▶ Investigate upgrading reticulated sewerage in the town to create the opportunity for additional houses and smaller lot sizes to be located close to the town centre.
- ▶ Encourage low density residential growth to the west of Casterton, away from flooding.
- ▶ Insert a new 'Housing' Clause in the Municipal Strategic Statement consistent with the directions in this Structure Plan, including:
  - ▶ Guidance for infill development (e.g. diversity and density)
  - ▶ Appropriate interface and transition in built form with heritage buildings
  - ▶ Staging and timing of greenfield development.
- ▶ Ensure new residential development in Greenfield areas provides for diversity of lot sizes and housing types through the inclusion of urban design guidelines for any new large subdivision within the GRZ1. The existing DPO3 should be retained to all vacant residential land to ensure the orderly staging of development in these areas.
- ▶ Work with Edgarley Homes and other housing providers to increase the supply of supported housing types in appropriate locations, close to the town centre.



Example of heritage dual occupancy development typology



Example of dual occupancy development typology





#### THEME 4

# RECREATION & OPEN SPACE

## OBJECTIVES

- ▶ Enhance the image of the Casterton town centre through high quality, well maintained gardens and landscaping in the public realm.
- ▶ Create a central community 'village square' adjacent to the Australian Kelpie Centre in the railway reserve.
- ▶ Improve linkages to existing open spaces.





## OPEN SPACE STRATEGIES

### OPEN SPACE NETWORKS

Support community and sports programs that celebrate Casterton's open spaces and promote community engagement.

Continue to maintain the open space networks to a high standard to promote use of the spaces for not only organised groups, but also for informal and passive recreation.

Investigate using stormwater runoff (including from the Clarke St drain) to enhance nearby open spaces and landscapes. Construction of landscaped detention ponds in the 'Glenelg River- Henty St' area, would improve the aesthetic value of the area, while also providing natural filtration to the town's stormwater runoff.

Ensure open spaces are well lit and encourage monitoring at night through passive surveillance to discourage vandalism and provide safe spaces for pedestrian movement.

Improve and extend the Kelpie Trail around the Ess Lagoon and through the rail corridor, to provide the tourist attraction with a clear and logical start/end point at the Australian Kelpie Centre. The Kelpie Trail should be formalised to allow greater opportunity for maintenance and community infrastructure. Design concepts for the Kelpie Trail are further detailed on page 60 (Tourism).

Encouraging stronger visual and landscaped links between the Ess Lagoon, Glenelg River and Railway Precinct will strengthen the relationship of these key open spaces and encourage greater usage by tourists. This can be achieved by plantings, signage and through the design of the Kelpie Trail.

### AMENITY

Improve and revitalise local parks and pedestrian links/trails by incorporating community infrastructure, such as public barbecues, seating, lighting and drinking fountains. The design and location of community infrastructure should be consistent with the Glenelg Shire Furniture Guidelines, 2017.

Investigate providing an improved 'regional' level playground at the Railway Reserve. A large all-ages/all-abilities playground will help to revitalise this space as a destination for both residents and tourists (adjacent to the Australian Kelpie Centre).

### RAILWAY RESERVE PRECINCT

Support development of the Australian Kelpie Centre and consider it's relationship with the Railway corridor for outdoor community events.

The Railway Precinct Reserve provides an ideal opportunity to create a community/village 'square' and gathering space for informal recreation and events. The precinct, as shown on the map opposite, is well located adjacent to the proposed Australian Kelpie Centre and close to the centre of town.

The cut-out of the reserve lends itself to opportunities for an amphitheatre, safe space for young children to play and to incorporate creative landscaping.

Investigate the following concepts for the development of the Railway Reserve as an informal community space:

- ▶ An amphitheatre using the 'cut-out' in the north-western portion of the site. This could be used for community events, productions and in association with the Kelpie displays.
- ▶ A regional level, all-ages playground to meet the needs of residents and to attract tourists and families visiting the region.
- ▶ Improved community infrastructure, including seating, lighting, bbq facilities and drinking fountains, with shade/shelter.
- ▶ Improvements to the landscaping surrounding the Casterton Museum to promote this space and celebrate the historic train station.
- ▶ Re-use of the old, mostly unoccupied train sheds to the south. Encourage farmers markets, craft markets and other seasonal community events and activities.
- ▶ A formal rail-trail from the reserve along the old railway reserve to Merino. An attractive recreational trail could attract a greater number of tourists to the region by linking Casterton, Sandford and Merino for walkers and cyclists.
- ▶ A formal start and end point for the Kelpie Trail, with a map and sign posts promoting the town walk.
- ▶ A commercial cafe in the long term to further attract residents and visitors to the precinct and the Australian Kelpie Centre.












The Railway Reserve ideas and concepts are shown on the concept plan opposite.



# RAILWAY PRECINCT CONCEPT PLAN



## LEGEND

-  Formalise Kelpie Trail
-  Future Casterton to Merino Rail Trail
-  Jackson Street Pedestrian Link
-  Plant Vegetation & Canopy Trees
-  Future Kelpie Interpretative Centre
-  Improve Carparking
-  Public Ampitheatre
-  Regional Playground
-  Support Casterton Museum
-  Reuse VicTrack Sheds for Community Events
-  Kelpie Interpretative Trail





## OPEN SPACE ACTIONS

- ▶ Investigate medium-long term opportunities to relocate parts of the sporting precinct away from the flood areas as appropriate, especially the bowls club.
- ▶ Develop a detailed masterplan for the Railway Reserve precinct, as per the concept plan in this report.
- ▶ Investigate options/feasibility for a regional level playground in the railway reserve.
- ▶ Upgrade the Kelpie Trail and formalise its public land ownership.
- ▶ Incorporate water sensitive urban design solutions where possible. This may include investigating the opportunity to install detention ponds in the vicinity of the Glenelg River and Island Park to reuse stormwater run-off for 'greening' the open spaces.
- ▶ Explore the integration of educational facilities and community schemes throughout the Public Park and Recreation Zone (PPRZ) and Public Conservation and Resource Zone (PCRZ) to promote a greater sense of community ownership of these spaces and to further utilise Casterton's valued natural environments.
- ▶ Install upgraded community infrastructure in-line with the Glenelg Furniture Guidelines, to ensure a consistent image is presented to the public and high quality public open spaces are provided.



## THEME 5

# MOVEMENT NETWORK

## OBJECTIVES

- ▶ Provide safe and direct movement throughout the township for all modes of transport.
- ▶ Provide safe pedestrian movement within and around the town centre
- ▶ Encourage and promote active forms of transport
- ▶ Improve parking arrangements for vehicles, trucks and recreational vehicles within the town centre
- ▶ Provide formal overnight truck parking facilities



## MOVEMENT STRATEGIES

### VEHICLE MOVEMENT

The primary role of Casterton is its freight and logistics service town function. Therefore, ensuring that the road network continues to provide for smooth vehicle movement is a priority.

Generally, from a planning perspective, vehicle movement throughout the town is well catered for and there is not any immediate need to improve road conditions. However, ongoing maintenance of the roads and ensuring vehicle movement is well catered for, is important to the success of the town.

In the long term, there is an opportunity to upgrade Henty Street, through negotiations with VicRoads, to create a more pedestrian and cycle friendly town. Strategies could include: introducing a centre median strip with planting and lighting, which would allow for a break for pedestrians crossing, and creating designated cycle lanes. The wide nature of this road reserve lends itself to a number of opportunities.

Heavy vehicle traffic throughout Casterton is not considered an issue from a vehicle standpoint, however negotiation with VicRoads to create safer spaces for pedestrians, by introducing traffic calming measures, may be required. Currently, Henty Street has lowered speeds through the town, however these speed limits are often not observed by heavy vehicles.

### CAR PARKING

Car parking within the town centre for regular sized vehicles is not considered an issue, as Henty Street is lined on both sides with sufficient angled parking and most side streets provide informal parallel parking.

The provision of adequate car parking to ensure ease of access for shoppers and town centre visitors should be continued. The need for longer parking spaces for caravans, trailers and trucks should be considered along Henty Street (just outside of the town centre) and within the side streets. Formalising and sign posting these locations will assist visitors and tourists in being able to stop and enjoy the town.

Consider the provision of disabled car parking spaces along Henty Street, with direct access to community services, the town hall and supermarket.

### PEDESTRIAN LINKS AND CROSSINGS

Create a well connected, cohesive pedestrian and cycle network that extends beyond Henty Street to key destinations.

Continue to maintain pedestrian paths within the town centre and in residential streets to ensure they are safe and accessible for all users.

In line with the Kelpie Trail concepts outlined on pages 60-61, construct a pedestrian path along Mckinlay Street, between Henty Street and Ess Lagoon, to formalise the trail and provide greater access for residents and visitors to the Ess Lagoon.

Similarly, construct a pedestrian path between the skate park on Clarke Street and the Casterton Swimming Pool to improve links around Island Park.

### JACKSON STREET PEDESTRIAN LINK

Create a clear pedestrian link along the length of Jackson Street to the hospital, to ensure a safe and separate pedestrian thoroughfare (from the Highway) is provided for the community. This route will provide a direct link between

the hospital, Edgarley Homes, the railway precinct and the community uses in the town centre.

Upgrade the pedestrian link across the railway reserve, between the two ends of the Jackson Street alignment, to meet DDA requirements. The path should be a wide-shared path, allowing sufficient space for the use of gophers, bikes and pedestrians.

### HENTY STREET CROSSING

Investigate options and advocate to VicRoads for a formal pedestrian crossing on Henty Street. This would create a safer and more user friendly public realm for pedestrians, especially in an ageing community.

Initial discussions with VicRoads indicate that it could be possible, subject to further detailed traffic analysis.

### CASTERTON TO MERINO RAIL TRAIL

Investigate the feasibility of a rail trail from Casterton to Merino, via Sandford to link and promote tourism amongst the three towns and improve pedestrian and cyclist connectivity. This is further discussed on page 56).

### SAFETY AND LIGHTING

Maintain public realm vegetation, especially at intersections and major pedestrian crossings to ensure clear sightlines and maximum visibility for safety.

Introduce clear wayfinding for the community, especially around Island Park, the hospital and along the Jackson Street pedestrian link. This will be particularly beneficial to the aging community.

Enhance disability access, including the provision of public seating along major routes (e.g. along the Jackson Street pedestrian link).



# MOVEMENT STRATEGIES MAP



## LEGEND

- Main Throughfare
- Road
- Glenelg River
- Existing Pathway Network
- Existing Kelpie Trail
- - - → Kelpie Trail Upgrade
- ... → Future Casterton to Merino Rail Trail
- ✱ Potential Pedestrian Crossing
- - - → Key Pedestrian Link
- ✱ Service Centre Options (see next page)

# HEAVY VEHICLE SERVICE CENTRE

## SERVICE CENTRE CONCEPT

Feedback from the community, Council and other stakeholders has indicated the need for a formal truck stop and overnight car park. At present, large logging trucks or similar, are forced to park in residential streets overnight, causing noise issues (and parking congestion) early in the mornings close to homes.

Trucks passing through Casterton, often stop at the Top Shop Casterton milkbar, west of Carmichael Street. This does not pose any issues for quick stops, however it does provide an ideal location for overnight parking, as it is unsafe at the side of the highway, and is unlikely to cater for more than a couple of vehicles at a time.

There are no heavy vehicle service centres with overnight parking opportunities located within close proximity to Casterton. A truck parking bay is available approximately 10km east of Casterton on the Glenelg Hwy, however this does not provide any amenities. In fact, the closest truck service centre (according to the VicRoads rest areas mapping tool) is 170km away in Ararat.

A formal truck service centre is therefore proposed to cater for this market in Casterton, as one of the major service centres in western Victoria.

A heavy vehicle service centre could be developed to provide only for overnight carparking, or it could also include basic amenities, such as: toilets, rubbish bins and water.

A retail component with a petrol station could be considered. This would be subject to a feasibility study.

## LOCATION

Two preliminary locations were investigated for the overnight parking bays, including:

- ▶ At the corner of the Glenelg Highway and Portland-Casterton Road.
- ▶ Off Saleyards Road, north of Enscoe Road.

The corner of the Glenelg Highway and Portland-Casterton Road is in an ideal location to capture most of the major traffic movement and is able to have multiple access points, with easy direct access. Saleyards Road is slightly more complex, as the location is not as evident and is closer to land subject to flood inundation. However, this site sits within the future industrial land flagged by the MSS.

The preferred concept option, on the corner of the Glenelg Highway/Portland Casterton Road, is shown on the page opposite.

Land further east along the Glenelg Highway could also be considered, as there are a number of large parcels of land with relatively flat topography and good access. However, these sites would not be as evident from traffic using Portland-Casterton Road.

Feedback from the Casterton CFA is that in general all of the above locations could be considered appropriate from a land suitability perspective, however sites further south of Mackwood Lane on Portland-Casterton Road, where the ground is soft and marshy, would be less suitable.

## CONSIDERATIONS

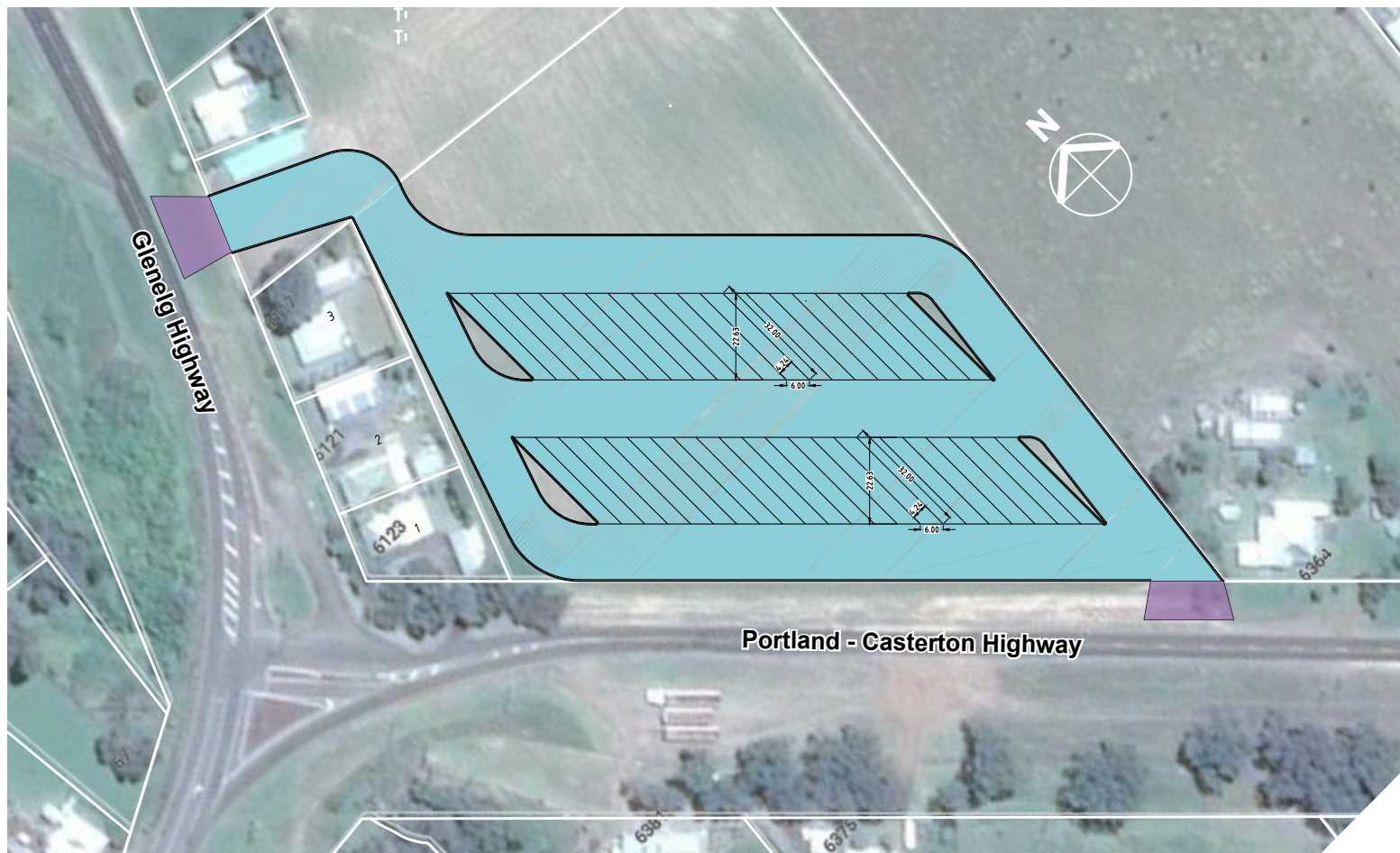
The following considerations may influence the design and location of a heavy vehicle service centre:

- ▶ Would the service centre provide amenities?
- ▶ Would a retail/service station component be a future consideration and therefore land required to be 'saved' for this purpose?
- ▶ How many trucks should be catered for? The concepts opposite allow for 38 and 44 truck car parks, which is likely to be excessive.

A feasibility study should be undertaken to determine the exact requirements needed for the service centre concept, to determine maintenance costs, level of amenity provided and size.

## SERVICE CENTRE CONCEPT OPTION

**CORNER OF THE GLENELG HIGHWAY AND PORTLAND-CASTERTON ROAD**







## MOVEMENT ACTIONS

- ▶ Advocate to VicRoads the prioritising of pedestrians at a key crossing point within the town core of Henty St (e.g. the informal pedestrian marked crossing at the town hall).
- ▶ Explore the possibility of introducing traffic-calming measures with VicRoads, to further slow down traffic along Henty Street, to enhance pedestrian safety.
- ▶ Investigate locations for prioritising the construction of footpaths. Due to the flat land surrounding the town centre, there is an opportunity to construct new footpaths, especially on major routes or where the elderly population is more likely to need them.
- ▶ Upgrade and construct a shared-path along Jacksons Street and through the railway reserve, linking the two ends of Jackson Street.
- ▶ Construct a pedestrian path along Mckinlay Street from Henty Street to the Ess Lagoon, as part of the upgraded Kelpie Trail.
- ▶ Improve community comfort and safety along major pedestrian routes (eg. the Kelpie Trail and Jacksons Street) by providing community infrastructure in line with the Glenelg Furniture Guidelines, 2017.
- ▶ Investigate the opportunity to provide on-road gopher and/or shared bicycle lanes in priority locations.
- ▶ Investigate the heavy vehicle service centre concept further by undertaking a feasibility study for the infrastructure.



## THEME 6 TOURISM INFRASTRUCTURE

### OBJECTIVES

- ▶ Enhance the image of the Casterton town centre through high quality, well maintained gardens and landscaping in the public realm.
- ▶ Develop the Railway Reserve to create a central community 'village square' adjacent to the Australian Kelpie Centre
- ▶ Improve linkages to existing open spaces through an upgraded and enhanced Kelpie Trail



## TOURISM STRATEGIES

### VISIT CASTERTON

Create a key destination at the Railway Reserve precinct (as outlined on pages 50-51), in conjunction with the Australian Kelpie Centre, which could include upgraded play facilities, an amphitheatre, barbecue and community facilities and a stronger connection with the museum.

Celebrate and promote Casterton's unique tourist attractions by further developing the Kelpie Muster, in conjunction with new facilities and spaces at the Railway Reserve and through enhanced Kelpie Trail and Rail Trail pedestrian experiences.

Promote Casterton as the northern gateway to the Glenelg Shire and as a major stopover between Adelaide and Melbourne, with improved truck services and public realm infrastructure to encourage tourists to travel via the town.

Promote the Ess Lagoon as a major Recreational Vehicle destination by supporting the recent Ess Lagoon upgrades with improved signage from the Glenelg Highway to direct visitors to the park.

Enhance the streetscapes, planting and overall public image of Casterton to encourage greater visitation and passers-by to stop and stay. This will be undertaken in conjunction with town centre urban design guidelines, Glenelg Shire Furniture Guidelines and other strategies as outlined in this Structure Plan

### RAIL TRAIL

Investigate a feasibility study to implement a pedestrian and cycle 'rail trail' from Casterton to Merino. A rail trail in this location would allow the towns of Casterton and Merino to feed off each other's tourism opportunities

and would offer another type of tourist activity to attract visitors.

A rail trail between Casterton and Sandford, would also offer tourists a relaxed and scenic walk between the two closer towns, providing visitors with an alternative mode of transport when camping in Sandford for the Kelpie Muster and showcasing the historic Wannon trestle bridge.

### KELPIE TRAIL

The Kelpie Walking Trail is a gentle and unique town walk that showcases the best of Casterton, linking 5 unique sculptures that tell the story of the Kelpie.

It is promoted as one of Casterton's major tourist experiences and offers a couple of different routes, including:

- ▶ Along the Glenelg River
- ▶ Through Island Park
- ▶ Around the Ess Lagoon

### LOCATION

The location of the Kelpie Trail is shown on the map opposite.

The beginning/end of the walking trail should be promoted and enhanced through signage adjacent to the Australian Kelpie Centre, within the 'village square'. This offers the ideal location for visitors to explore the Kelpie Centre and experience the railway reserve or town centre, before venturing along the walking trail.

Maintain and restore links throughout the Kelpie Trail by negotiating with landowners to the south/south east of the railway reserve to formalise public land ownership of the trail.

### THEMES AND DESIGN

Enhance the Kelpie Trail experience by creating 5 design themes along the trail that tie in with the 5 pieces of artwork/sculptures, to celebrate the history and environmental values of Casterton and to create a more visual experience for pedestrians.

The five themed sections include:

- ▶ Lagoon
- ▶ Town
- ▶ Railway
- ▶ River
- ▶ Island Park

For each section, a different materials, planting and colours palette will be used to celebrate the features of the land uses and surrounding environment. The palette of design materials, furniture and planting is shown on page 59.

The 5 Kelpie artworks are detailed on page 58.

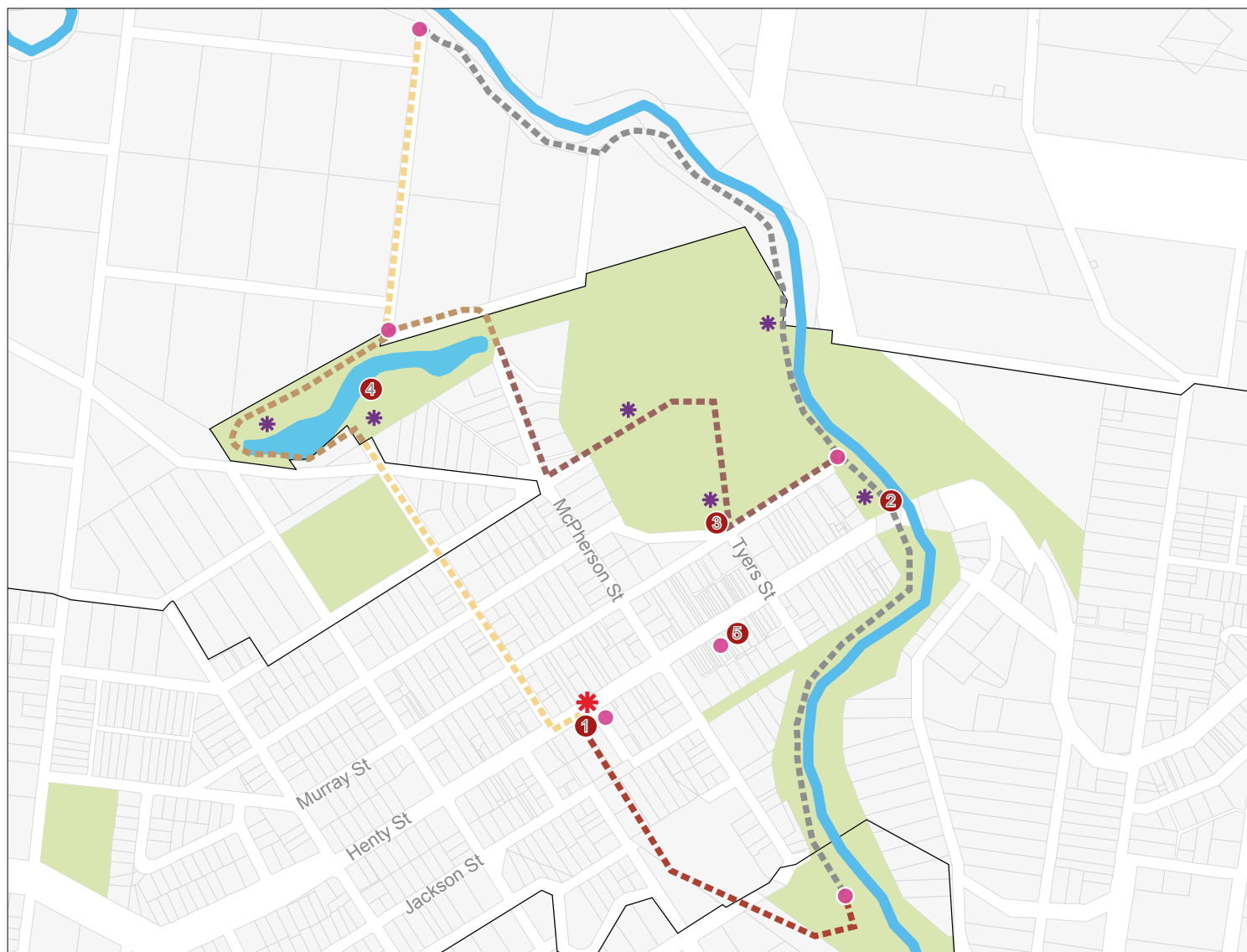
### PROMOTION AND SIGNAGE

Promote the enhanced Kelpie Trail through improved directional signage in the town and through consistent use of the Kelpie Trail bollards and materials outlined on the following pages.

An updated brochure could be distributed to support, promote and explain the themes and artworks along the trail.



# KELPIE TRAIL CONCEPTS PLAN



## LEGEND

- 5 Artwork and accompanying information
- Directional signage location
- ✱ Start/Finish of Kelpie Trail
- ✱ Indicative picnic facilities location
- Lagoon Section
- Town Section
- Railway Reserve Section
- River Section
- Island Park Section



## KELPIE WALKING TRAIL ART

The Kelpie Walking Trail links five unique sculptures revealing the fascinating life and times of the Kelpie. The statues feature interpretive signage and the walker can choose from three routes.

### 1) 'ON THE SHEEP'S BACK'



Artist: Annette Taylor. Australia '...rides on the sheep's back'.

### 2) 'JACK GLEESON'



Artist: Barb Dobson. The exchange of the first kelpie for a horse.

### 3 'AUSTRALIAN KELPIE MUSTER'



Artist: Annette Taylor. Large Scale reproduction of George Haddon's artwork in the RACV Royal Auto Magazine article on the Australian Kelpie Muster

### 4. 'MAN'S BEST FRIEND'



Artist: John Dixon, Lyons. Depicts the loyalty and reliability of the Kelpie breed.

### 5) 'KELPIE'



Artist: Peter Corlett. Celebrates Casterton's Claim to Fame as the birthplace of the Kelpie



# KELPIE TRAIL PRECINCT CHARACTER & COLOUR PALETTE

FEATURE MATERIAL / PATH MATERIAL  
PATH EDGING

PLANTING CHARACTER

TRAIL MARKERS

INFORMATION BOARD /  
DIRECTIONAL SIGNAGE

DRINKING STATION

DOG WASTE DISPENSER

TABLES & BENCHES

SEATING / BIKE RACKS

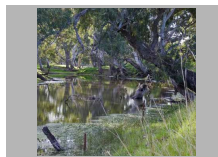
## RIVER SECTION



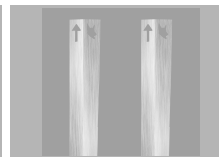
Steel



Granitic sand path



Native informal plantings



Steel trail markers



Custom information board  
and/or directional signage



Drinking fountain



Dog waste bags dispenser

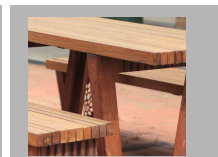


Table & benches -  
Timber/Corten steel



Seating and bike racks  
along trail

## ISLAND PARK SECTION



Natural red gum timber



Granitic sand path



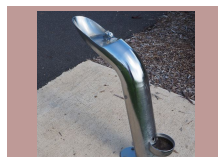
Regular large canopy tree  
plantings (river red gum)



Red Gum trail markers



Custom information board  
and/or directional signage



Drinking fountain



Dog waste bags dispenser

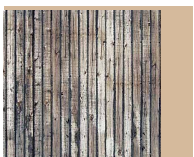


Table & benches -  
Timber/Corten steel



Seating and bike racks  
along trail

## ESS LAGOON SECTION



Weathered timber



Granitic sand path



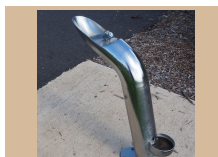
Native informal plantings



Weathered timber trail  
markers



Custom information board  
and/or directional signage



Drinking fountain



Dog waste bags dispenser



Table & benches -  
Timber/Corten steel



Seating and bike racks  
along trail

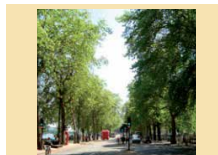
## TOWN SECTION



Red recycled brick



Granitic sand path



Formal street tree planting



Red recycled brick trail  
markers



Custom information board  
and/or directional signage



Drinking fountain



Dog waste bags dispenser

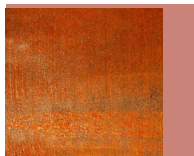


Table & benches -  
Timber/Corten steel



Bike racks along trail

## RAILWAY RESERVE SECTION



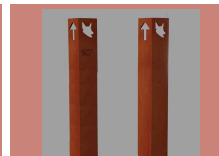
Corten steel



Granitic sand path



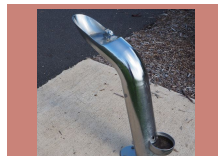
Informal planting of native  
shrubs and small trees



Corten steel trail markers



Custom information board  
and/or directional signage



Drinking fountain



Dog waste bags dispenser



Table & benches -  
Timber/Corten steel



Seating and bike racks  
along trail





## TOURISM ACTIONS

- ▶ Develop a tourism strategy that aims to assist in event planning and encouraging greater visitation rates.
- ▶ Upgrade the Kelpie Trail with improved signage, design themes, public furniture, maps and formalised pedestrian links.
- ▶ Extend the implementation of the exercise equipment at the Ess Lagoon, to create a circuit of equipment around the Kelpie Trail.
- ▶ Undertake a feasibility study to implement a pedestrian and cycle 'rail trail' from Casterton to Merino.
- ▶ Develop a range of programs to be on offer at the Australian Kelpie Centre.
- ▶ Investigate opportunities to encourage 'grey nomads' to Casterton, including enhancing the caravan park/ Ess Lagoon for this specific user group.
- ▶ Implement the proposed town centre DDO to enhance the streetscapes, planting and overall public image of Casterton to encourage greater visitation and passers-by to stop and stay.

## CHAPTER 4

# Implementation



# ACTION PLAN

The Implementation Plan builds on the strategies and recommendations discussed throughout the Casterton Structure Plan. It presents a consolidated Action Plan (as provided in this section) to realise the vision and objectives for Casterton.

The Action Plan will be used as a guide to identify Council's role, responsibilities and priority for each recommended action. It relates to the key themes used in this report: land use, streetscape and urban design, housing, open space, movement and tourism; as well as general actions to implement the Structure Plan into the Glenelg Planning Scheme.

## COUNCIL'S ROLE

Glenelg Shire Council will play different roles in the implementation of the Structure Plan. These will vary between the roles of Planner, Provider, Advocate, Partner/Facilitator, Educator and Regulator. A description of these various roles is provided below.

- ▶ **Planner** – in developing detailed plans and drawings for construction, and in relation to its urban and social planning responsibilities
- ▶ **Advocate** – representing community needs and interests to Federal and State Governments and the private sector
- ▶ **Partner / Facilitator** – working closely with developers, landowners, residents and businesses
- ▶ **Educator** – providing information to businesses, residents and interest groups
- ▶ **Regulator** – ensuring that built form, infrastructure and other elements of the environment meet town planning, building, transport and public health regulations and expectations.

## ACTION PLAN

The table below presents an example of the consolidated action plan that will be completed to implement the Casterton Structure Plan, incorporating the objectives and actions discussed in the preceding chapters.

The following order applies to the priorities:

- ▶ High
- ▶ Medium
- ▶ Low
- ▶ Ongoing: continual/ as need arises



ACTION		COUNCIL ROLE	PRIORITY
General			
1	Prepare a Planning Scheme Amendment to rezone land and incorporate the Casterton Structure Plan, in line with the recommended strategies and actions, as outlined in this report.	Planner	High
2	Incorporate the Casterton vision and key strategic directions in the Glenelg MSS by amending Clause 21.02.	Planner	High
3	Reference the Casterton Structure Plan in the Glenelg MSS at Clause 21.02.	Planner	High
Land Use			
4	Investigate the need to extend reticulated sewerage provision to allow for potential future population growth.	Planner/ Partner	Low
5	Rezone land around Rhodes Street and between Saleyards Rd and Portland Casterton Road from FZ to IN1Z, as per the Casterton Structure Plan and considering the Industrial Pre-Conditions on pg 71.	Planner	High
6	Rezone Commercial land to the east of the Glenelg River to an Urban Floodway Zone, to more appropriately manage this land subject to inundation and avoid growth/development. This action is based on meeting the criteria for applying the UFZ and it's appropriate boundaries, which requires liaising with the CMA.	Planner	High
7	Continue to investigate the long-term re-location of the bowls club at Island Park to an area not prone to flooding.	Partner/ Regulator	Medium
8	Negotiate with landowners to formalise the public ownership of the Kelpie Trail.	Facilitator	High
9	Support and encourage new retail and commercial opportunities within the town centre to 'spill' onto the street and offer kerb-side dining, or other treatments that activate the street frontage, at the planning application stages.	Planner/ Partner/ Regulator	Ongoing
Streetscape and Urban Design			
10	Implement a new Design and Development Overlay to incorporate built form design guidelines.	Planner	High/ Medium
11	Develop a gateway and signage plan to enhance the town centre's entrances on Henty Street, create an improved welcoming first impression, and improve wayfinding and directional signage throughout the town.	Planner	Medium
12	Develop a Landscape Plan to increase large canopy trees, showcase agricultural pursuits, assist in year-round quality and maintenance, and enhance the Avenue of Honour.	Planner/ Partner	Medium

13	Liaise with VicRoads to provide a formalised pedestrian crossing on Henty Street, in the town centre.	Advocate	High
14	Develop a colours/materials palette for streetscape treatments (e.g. pavement materials) consistent with the Glenelg Furniture Guidelines.	Planner/ Regulator	Medium
15	Develop a colours/materials palette for building design outcomes (e.g. brick, render etc) to enhance consistency in quality of built form.	Planner/ Regulator	Medium
Housing			
16	Further investigate the need to upgrade reticulated sewerage in the town to create the opportunity for additional houses and smaller lot sizes close to the town centre.	Planner/ Regulator	High
17	Insert a new Housing Clause in the MSS at Clause 21.02 consistent with the directions in the Casterton Structure Plan	Planner	High
18	Ensure new residential development in Greenfield areas provides for diversity of lot sizes and housing types through the inclusion of urban design guidelines for any proposed 'estates' or residential subdivisions (more than 20 new lots).	Planner	Ongoing
19	Work with Edgarly Homes and other housing providers to increase the supply of supported housing types in appropriate locations, close to the town centre.	Partner	Ongoing
Open Space			
20	Investigate opportunities to relocate parts of the sporting precinct at Island Park away from flood prone areas (e.g the Bowls Club).	Planner/ Regulator	Medium/ Low
21	Develop a detailed Masterplan for the Railway Reserve precinct, as per the concept plan in the Casterton Structure Plan.	Planner	High
22	Prepare a feasibility study for a regional level playground in the railway reserve.	Planner	Medium
23	Upgrade the Kelpie Trail and formalise it's public land ownership.	Planner/ Regulator	High
24	Incorporate WSUD wherever possible within the town centre, including detention ponds to reuse storm water runoff.	Planner/ Regulator	Medium
25	Explore the integration of educational facilities and community schemes in the PPRZ/ PCRZ.	Partner/ Educator	Ongoing

26	Install upgraded community infrastructure in-line with the Glenelg Furniture Guidelines, to ensure a consistent image and quality to open spaces is provided.	Regulator	Ongoing
Movement			
27	Liaise with VicRoads to improve pedestrian priority and access within the town centre.	Advocate	High
28	Investigate traffic calming measures alongside VicRoads to prioritise safety on Henty Street.	Advocate/ Planner	High
29	Identify locations for prioritising footpath construction/upgrades on major routes, especially the proposed shared-path along Jackson Street (via the Railway Reserve).	Planner/ Regulator	High
30	Upgrade the Kelpie Trail by constructing a footpath along Mckinlay Street, from Henty Street to the Ess Lagoon.	Planner/ Regulator	Medium
31	Improve community comfort and safety along major pedestrian routes (eg. Kelpie Trail and Jacksons Street) by providing community infrastructure in line with the Glenelg Furniture Guidelines	Planner/ Regulator	Medium
32	Investigate the opportunity to provide on-road gopher and/or share bicycle lanes in priority locations.	Planner/ Regulator	Medium
33	Prepare a feasibility study to further investigate the heavy vehicle service centre proposal.	Planner	High
Tourism			
34	Prepare a Tourism Strategy that aims to assist in event planning and encouraging greater visitation rates.	Planner/ Partner	High
35	Upgrade the Kelpie Trail with improved signage, design themes, public furniture, maps and formalised pedestrian links.	Planner/ Regulator	High
36	Extend the implementation of the exercise equipment at the Ess Lagoon, to create a circuit of equipment around the Kelpie Trail.	Regulator	Low
37	Prepare a feasibility study to implement the pedestrian and cycle 'rail trail' from Casterton to Merino, with the potential to stage implementation (e.g. Stage 1- Casterton to Sandford)	Planner	High
38	Develop a range of programs to be on offer at the Australian Kelpie Centre.	Regulator/ Partner	Ongoing
39	Investigate opportunities to encourage 'grey nomads' to Casterton, including enhancing the caravan park/ Ess Lagoon for this specific user group.	Planner	Medium/ Low



# PLANNING SCHEME

## INTRODUCTION

This section identifies the recommended planning scheme controls to implement the Structure Plan as outlined in this report.

It recommends:

- ▶ Changes to the Municipal Strategic Statement
- ▶ Zone changes and possible zone schedule inclusions
- ▶ Overlay provisions, for example; in order to give effect to the urban design guidelines.

The zone selection will be based on flooding risks, opportunities to preserve the rural and landscape character of Casterton, the need for greater industrial land and increased housing diversity, and other factors identified in the further investigation processes.

## PLANNING SCHEME AMENDMENT PROCESS

To enable Council to implement the Structure Plan through a Planning Scheme Amendment Process with the State government, the Structure Plan document must be able to respond to the following strategic justification questions (from *Planning Practice Note 48: Strategic Assessment Guidelines for Preparing and Evaluating Planning Scheme Amendments*, May 2017):

- ▶ Why is the amendment required?
- ▶ Does the amendment implement the objectives of planning and address environmental, social and economic effects?

- ▶ Does the amendment address relevant bushfire risk?
- ▶ Does the amendment support or implement the State Planning Policy Framework (SPPF)?
- ▶ How does the amendment support or implement the Local Planning Policy Framework (LPPF) and, specifically, the Municipal Strategic Statement (MSS)?
- ▶ Does the amendment make proper use of the Victoria Planning Provisions?
- ▶ How does the amendment address the views of relevant agencies?
- ▶ Does the amendment address the requirements of the Transport Integration Act 2010?
- ▶ What impact will the new planning provisions have on the costs of the responsible authority?

Any proposed zones and changes to the planning scheme will be publicly exhibited for comment.



## LOCAL PLANNING POLICY FRAMEWORK

### MUNICIPAL STRATEGIC STATEMENT (MSS)

The Glenelg MSS provides the vision and objectives for the whole municipality and specifically mentions Casterton as an 'important regional service centre' (Clause 21.02). The policy highlights:

- ▶ The importance of Henty Street as a civic and commercial boulevard.
- ▶ Support for industrial land uses and growth.
- ▶ The need to consolidate residential growth within the existing residential zoned land.
- ▶ Improvement works to open spaces, paths and trails.
- ▶ The potential for a truck-bypass.

The MSS does not include detailed recommendations or a vision for future development or growth in Casterton, or strategies to address public realm and tourism improvement that have been considered as part of this project.

The potential for a truck-bypass is also considered unnecessary and possibly detrimental to the future of the town.

It is recommended that changes be made to the MSS to update the relevant provisions to reflect the Structure Plan project, as follows:

- ▶ Update Clause 21.01 to reflect the updated Census 2016 data in relation to Casterton.
- ▶ At Clause 21.02-119, update the Strategies and Objectives to incorporate the Casterton Vision and key directions, as outlined in the Structure Plan and include reference to introducing the Casterton Town Centre DDO schedule to the mixed use and commercial areas around Henty Street.

- ▶ Insert the Casterton Strategic Framework Plan into Clause 21.02-119.

In addition, it is recommended that the MSS be generally updated to include reference to revised Census data, the need for increased industrial land in Casterton (Clause 21.02.119) as raised within this report and long term aims to create 'smart towns' within Glenelg.

### LOCAL POLICY

No changes to the local policies at Clause 22 are required.



## ZONES

Changes to the Zones will be implemented based on the Structure Plan and the need to appropriately accommodate growth and improvements to the town.

The following zone changes are recommended:

- ▶ Rezone the C2Z land east of the Glenelg River, to UFZ, to appropriately manage land uses within an area that is at a high risk of flood.
- ▶ Rezone the GRZ1 land south of Henty Street and bound by the PUZ6, PUZ2 and Glenelg River, to MUZ to encourage a greater mix of community uses and medium density housing.
- ▶ Rezone the land at Lot 26A, on the corner of Enscoe Street and Portland- Casterton Road to IN1Z to align with future strategic direction for Industrial growth.

### URBAN FLOODWAY ZONE (UFZ)

The purpose of the Urban Floodway Zone (UFZ) is to:

- ▶ Implement the State Planning Policy Framework and the Local Planning Policy Framework
- ▶ Identify waterways, major floodpaths, drainage depressions and high hazard areas within urban areas which have the greatest risk and frequency of being affected by flood.

- ▶ Ensure that any development maintains the free passage and temporary storage of floodwater, minimises flood damage and is compatible with flood hazard, local drainage conditions and the minimisation of soil erosion, sedimentation and silting.
- ▶ Reflect any declarations under Division 4 of Part 10 of the Water Act, 1989.
- ▶ Protect water quality and waterways as natural resources in accordance with the provisions of relevant State Environment Protection Policies, and particularly in accordance with Clauses 33 and 35 of the State Environment Protection Policy (Waters of Victoria)

The C2Z land east of the Glenelg River, would be more appropriately managed within the UFZ, as it is at a high risk of flood, being one of the lowest areas within the Glenelg River floodplains in Casterton.

The land is mostly used for farming purposes, with the exception of a truck depot, the old tourist centre (moving in 2018) and other minor uses. The land should be promoted for any further development.

### INDUSTRIAL 1 ZONE (IN1Z)

The purpose of the Industrial 1 Zone (IN1Z) is to:

- ▶ Implement the State Planning Policy Framework and the Local Planning Policy Framework
- ▶ Provide for manufacturing industry, the storage and distribution of goods and associated uses in a manner which does not affect the safety and amenity of local communities.

#### Short-term Industrial Rezoning

Lot 26a on the corner of Portland-Casterton Road and Enscoe Street is currently zoned PUZ6 for Local Government uses. Whilst the adjacent Lot 26b is Crown Land with a watercourse running through it, Lot 26a is not publicly owned and therefore the existing zoning is an anomaly in the planning scheme.

The most appropriate zone for this land based on its location adjacent to proposed future IN1Z land and access to Portland-Casterton Road is the Industrial 1 Zone.

Whilst this site should be rezoned immediately, remaining land identified for IN1Z along the east side of Enscoe Street should be rezoned as per market demand and once preconditions have been met (detailed below).

#### Long-term Industrial Rezoning

Casterton is a major freight town that requires more industrial land to provide for growth and employment opportunities. The Casterton Structure Plan therefore identifies land to be rezoned to IN1Z adjacent to the





existing IN1Z and also identifies where future long-term industrial growth should be considered.

This identified land provides the ideal opportunity to expand the IN1Z in the medium term as it is located at the junction of two major trucking routes, with ideal access and minimal land constraints. As discussed in this report, future IN1Z should avoid areas prone to flood.

Prior to rezoning any land to IN1Z, the preconditions on page 71 must be met.

## MIXED USE ZONE (MUZ)

The purpose of the Mixed Use Zone is to:

- ▶ Implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- ▶ Provide for a range of residential, commercial, industrial and other uses which complement the mixed-use function of the locality.
- ▶ Provide for housing at higher densities.
- ▶ Encourage development that responds to the existing or preferred neighbourhood character of the area.
- ▶ Facilitate the use, development and redevelopment of land in accordance with the objectives specified in a schedule to this zone.

The GRZ1 land to the south of McPherson Street in

Casterton, is generally bound by the Commercial 1 Zone to the north, the PUZ (2 and 6) to the east and west and the Urban Floodway Zone to the south.

This precinct currently provides for a variety of residential and community mixed uses, including housing, the CFA, small old industrial buildings proposed for commercial use and other small services/business.

With its proximity to the town centre, school, other community buildings and the railway precinct, this area has been identified as having opportunity to encourage more mixed uses and greater medium density housing designs.

## OVERLAYS

### DESIGN & DEVELOPMENT OVERLAY

It is recommended that a Design and Development Overlay (DDO) be applied to the land within the town centre, along Henty Street and south towards the Glenelg River, as shown on the map on page 33.

The DDO is considered to be the most appropriate tool from the suite of Victoria Planning Provisions (VPPs) to manage built form outcomes. It provides the mechanism to include the key elements of the design guidelines (see pages 32-39) that relate to private land in the scheme.

The DDO should contain all information from the design guidelines relevant to development on private land, including building height, setback and materials requirements. The schedule will be tailored to provide objectives, strategies and decision guidelines for Council that have been crafted specifically for Casterton.

Alternatives to using the overlay could be:

- ▶ Zones schedules; however the Commercial 1 Zone (C1Z), General Residential Zone (GRZ) and Mixed Use Zone (MUZ) do not contain sufficient design detail levers to implement all recommendations from the design guidelines.
- ▶ Development Plan Overlay (DPO); however, this is an unwieldy tool that requires additional work in the preparation of Development plans and direct land owner involvement. The DPO exempts a

proposal from third party appeal rights for proposals that comply with the development plan once it is approved.

The DDO schedule would contain:

- ▶ Policy basis that cites the Casterton Structure Plan design guidelines, the importance of the central commercial area to Casterton and its implementation of the MSS.
- ▶ Design objectives derived from each section of the guidelines.
- ▶ General design guidelines.
- ▶ A section for each aspect of development on private land that will outline design guidelines for:
  - Built form (e.g. height and setbacks)
  - Landscape
  - Land use (development on commercial/ industrial lots)
  - Lighting and safety
  - Access and movement.



# INDUSTRIAL PRECONDITIONS

Casterton is a major freight and logistics town with the potential to utilise this as an opportunity to further provide for industrial uses and services.

Additionally, to promote growth and a thriving town, there is a need to provide increased employment opportunities. Considering existing industrial zoned (IN1Z) land is unavailable for development, it is necessary to plan for the expansion of IN1Z in appropriate locations.

The Casterton Structure Plan identifies land to be rezoned to IN1Z adjacent to the existing IN1Z and also identifies where future long-term industrial growth should be considered.

Prior to rezoning any land to IN1Z, the following preconditions must be met:

- ▶ A detailed supply and demand analysis is undertaken to demonstrate strategic justification for the additional industrial land.
  - ▶ Demonstration that waste water can be appropriately treated and disposed of.
  - ▶ Agreement that the land will be developed for industrial purposes in the short-term, demonstrating that the land won't be tied up by existing uses.
  - ▶ Direct access to a major truck-route, being either Portland-Casterton Road or the Glenelg Highway.
  - ▶ Agreement with VicRoads that access can be provided in the proposed locations.
- ▶ Demonstration of a development proposal that incorporates a subdivision and development design that:
    - Has regard to the land form and flood prone areas (where applicable);
    - Proposed lot sizes/development outcomes that are in accordance with waste water requirements and manage bushfire risks;
    - Delivers low scale and sensitive built form, where adjacent residential and other sensitive land uses exist;
    - Appropriately stages development from the existing IN1Z land with access to a VicRoads road.





# ETHOS URBAN

