

21.04 OBJECTIVES, STRATEGIES, IMPLEMENTATION

14/12/2017
C64

The following key directions for the Rural City of Horsham have been developed by Council, in conjunction with the Community. The directions have arisen from the issues and influences identified and the vision proposed.

21.04-1 Role of Horsham

14/12/2017
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Horsham is the capital of the Wimmera. Horsham has a role to play in the provision of various facilities and services to the local and Wimmera wide population. The regional centre is continuing to grow and hence the need for planned residential areas and a variety of housing types. Horsham is an important commercial and industrial hub with an advantageous location. Health care provision is an important function and employer in the regional centre.

Objective

To promote and enhance the role of Horsham as the key population centre and provider of retail, business, industrial, health and government services, to the local population and the wider Wimmera region of Western Victoria.

Strategies

- Provide for new residential growth areas that maintain the compact urban form of the regional centre and ensure economical and efficient provision of infrastructure and minimal impact on quality agricultural land. Residential development is to be confined within the Urban Growth Boundary shown in the map to this strategy. The use, development or subdivision of the identified Long Term Residential Areas which may otherwise prejudice the conversion of the land for residential development is to be avoided.
- Prevent the designation of new residential, industrial or commercial areas within areas known to be affected by the floodplains of the Wimmera River and Burnt Creek, and to appropriately manage existing areas which are subject to inundation.
- Direct residential growth away from productive, quality agricultural land.
- Encourage the continued development of an open space network along the Wimmera River to provide recreational opportunities and to enhance the appearance and liveability of the regional centre, as well as providing habitat for indigenous flora and fauna.
- Facilitate the provision of a wide range of housing types and opportunities, including medium density housing in areas within close proximity of the Central Activities District.
- Protect sites of identified heritage significance.
- Reinforce the strong and vibrant Central Activities District of the Horsham regional centre, by encouraging the development of new commercial premises within the existing CAD.
- Facilitate the beautification and enhancement of the Central Activities District.
- Encourage the progressive restructuring and consolidation of land uses so that more efficient and effective use of core land is achieved and safe, convenient, pedestrian linkages between the various components of the CAD are created.
- Support limited commercial development in designated highway locations in the regional centre, where that development is not appropriate to be accommodated within the Central Activities District.
- Ensure all new commercial and industrial development achieves a high standard of presentation.

- Ensure the main entrances to Horsham are attractively presented.
- Consider the development of an ‘Entertainment Precinct’ within the Central Activities District in the vicinity of existing premises.
- Encourage industrial development within the regional centre in established industrial zones serviced by infrastructure including good road access.
- Encourage light industrial activity north of Plumpton Road, ensuring an adequate buffer to the proposed Wimmera River South of residential area.
- Encourage small scale service and light industrial activity to the south of the Central Activities District, generally in the area bounded by O’Callaghans Parade and McPherson Street, which is advantaged by close proximity to the Central Activities District.
- Facilitate the establishment of a cluster of industrial activities around the new saleyards located south east of the regional centre to ensure development occurs in a way which minimises potential impacts from inundation from the nearby Burnt Creek.
- Encourage hospital and associated medical facilities to establish in the vicinity of the existing Horsham Base Hospital.
- Recognize and enhance the role of Horsham as a provider of regional recreation and entertainment facilities.
- Maintain the safe and efficient operation of the Horsham Airfield by restricting the height of structures within defined buffer distances around the facility, facilitating development on adjoining industrial zoned land for industry and business that is ancillary to the airfields operation, and protect future expansion opportunities by preventing residential development in the surrounding area.
- Support the Horsham Bypass and ensure it is appropriately located so as not to undermine the role of Horsham.
- Support the development of tourist accommodation facilities near the golf course.

Implementation

The above strategies will be implemented by;

Applying the General Residential Zone to the existing residential areas of the regional centre and a sufficient supply of undeveloped land.

Applying the Development Plan Overlay – Wimmera River South Development Plan to land on the south side of the Wimmera River to ensure residential development is not located on the floodplain, does not compromise the buffer to the waste water treatment facility, is appropriately drained and contributes to open space and public access along the waterway.

Applying the Floodplain Management Policy, the Floodway Overlay, the Land Subject to Inundation Overlay and Schedule 9 to the Design and Development Overlay to areas known to form part of the floodplains of the Wimmera River and Burnt Creek. The Schedule to the Overlays provides exemption from permit requirements for certain developments.

Applying the Design and Development Overlay – Flood Fringe Development to incorporate former planning scheme controls requiring the filling of several parcels of land subject to inundation prior to further development.

In conjunction with the Wimmera Catchment Management Authority undertake a flood study along Burnt Creek.

Grampians Region Water Authority Local Policy to ensure appropriate servicing of new development.

Horsham Rural City Council will also continue to support state government housing initiatives to ensure equitable access to housing opportunities is maintained and improved.

Applying the Heritage Overlay and Design and Development Overlay – Urban Conservation Precincts – Horsham Residential Areas to historic properties within the residential areas of the regional centre.

Applying the Business 1 Zone to commercial area of the CAD to ensure a wide range of retail activities can continue to establish within the regional centre.

Applying the Business 2 Zone to the existing office area located along Baillie Street.

Applying the Business 3 Zone to land to the south east of the CAD to encourage a mix of light industrial and office activity.

Applying the Business 4 Zone to a number of highway locations where such activities are already established to allow bulky goods and manufacturing industries.

Applying the Industrial 1 Zone to the core industrial areas.

Applying the Industrial 2 Zone to the abattoir south of the city, in recognition of the potentially offensive nature of the use.

Applying the Industrial 3 Zone around the abattoir in recognition of buffer requirements.

Applying the Commercial Development Guidelines Policy which sets down acceptable development standards.

Applying the Heritage Overlay and the Design and Development Overlay – Urban Conservation Precinct – Horsham Central Area to notable historic sites within the CAD to provide for their protection and any proposed modifications to ensure the character of the precinct is enhanced.

Applying the Design and Development Overlay around the Horsham Airfield to restrict development within the identified airspace.

Applying the Design and Development Overlay around the Horsham rifle range and sewerage treatment plant to provide guidelines for development in the vicinity of these facilities, to minimise the potential for land use conflict.

Enhancing the Showgrounds as an additional community recreation area along the river.

Investigating opportunities for relocation of industrial activity (including the Council depot) that is presently located adjacent to the CAD and redevelopment of this area for medium density housing.

Undertaking a second stage Heritage Study for the whole of the Municipality by December, 2005.

Preparing an Infrastructure Contributions Plan.

Preparing design guidelines for town entrances and include them in the Commercial Development Guidelines Policy.

Lobbying Grampians Water to provide sewerage to the Stawell Road Industrial Area and Derry Pde.

Investigating site for Visitor Stop in Horsham.

Active involvement in the development of options for the Horsham Bypass and ensure sufficient assessment of impacts is undertaken prior to selection of the preferred option.

Continuing to implement the recommendations of the Wimmera Industrial Land Capability Study (WILCS) that seek to address future industry opportunities and requirements, so that appropriate land can be reserved. The WILCS recommendations seek to address opportunities for relocation of industrial activity, including the shire depot, which is presently located next to the Central Commercial Area. The WILCS also recommended relocation of the abattoir and investigation of industry opportunities in Dimboola Road, and the issues surrounding buffers between the industrial land near Southbank residential area and the low density residential land near the golf course.

Maintaining the Rural zoned land around the airfield to protect expansion opportunities.

Preparing a retail strategy for Horsham to ensure Horsham's retail areas continue to function effectively and meet the needs of the residents of and visitors to Horsham and surrounding districts.

Working with State Government to ensure that school sites are provided in suitable locations in the residential growth areas.

Investigating opportunities for accommodation near the golf course and developing a strategy to support it so that it does not compromise the amenity of the area but assists in the attraction of tourists to the area.

21.04-2 Managing The Rural Environment

02/08/2007
C40

The rural environment of the Shire is fundamental to the economy and amenity of the Shire. The rural areas are extensively used for agriculture and also include significant natural features which are valued by residents and attract visitors to the area. The health of the natural resource base is central to the ongoing viability of agriculture.

Objectives

To protect the quality of the land and water resources of the municipality through sound environmental management;

Protect and enhance native vegetation, biodiversity and ecological processes and endeavour to achieve a net gain in the area and quality of native vegetation throughout the municipality;

To promote the development of the primary resources of Horsham Rural City by preventing the fragmentation of productive agricultural land and through the encouragement of sustainable and innovative land management practices, and by sensitive management of the mineral sand resources;

To protect and enhance key environmental features of the municipality including particular areas such as the Grampians National Park in the Wartook vicinity, Mt Arapiles - Tooan State Park, Natimuk-Douglas Wetlands, Little Desert National Park and the Wimmera River;

Protect places of Aboriginal and European heritage significance.

Strategies

- Ensure that when considering changes to land use and new development Council has regard to the recommendations of the Wimmera and Glenelg Catchment Strategies
- Prevent the fragmentation of productive agricultural land by inappropriate subdivision and development
- Prevent the rezoning of isolated areas of rural land for Rural Living or Low Density Residential purposes
- Maintain and upgrade rural infrastructure to support the ongoing development of rural industries
- Protect water supply catchments, reservoirs, floodplains and channels from inappropriate development and potential sources of pollution, and control the construction of works including dams which have the potential to affect local drainage patterns
- Facilitate and encourage the development of mineral sand deposits and associated activity in an appropriate and responsible manner
- Encourage the restoration of the Wimmera River system and to prevent any development which has the potential to degrade the river environs including floodplains
- Protect the scenic qualities of the landscape of and surrounding the Grampians National Park, Black Range and Mt Arapiles-Tooan State Park
- Protect the environmental qualities of the Wartook area adjacent to the Grampians National Park, and to encourage small scale environmentally sensitive tourist developments in the area

- Encourage tourist related development associated with Mt Arapiles-Tooan State Park to be located in the nearby township of Natimuk
- Recognise the environmental significance of the Natimuk-Douglas wetlands and to protect the wetlands from inappropriate development and land management practices
- Assist in the protection of Victorian Rare and Threatened Species of Flora and Fauna, and to promote the protection of remnant vegetation including road and railway reserves
- Protect items of urban infrastructure located in rural areas, with appropriate buffers where necessary, to ensure the continued functioning of these facilities
- Work with Goolum Goolum and Wotjobaluk Traditional Land Council to identify and map places of Aboriginal heritage significance.

Implementation

The above strategies will be implemented by;

Applying the Farming Zone to most freehold rural land in the municipality with a 60 hectare minimum subdivision size to prevent fragmentation and to encourage land to be maintained under agricultural production. Some variation of this minimum subdivision size has been permitted near Noradjuha Road south-west of Horsham, to reflect the existing subdivision pattern. The Small Lot Subdivision in the Farming Zone Policy provides Council with guidance to administer the subdivision controls of the zone. The urban zones define the extent of settlements, preventing the uncontrolled expansion of the settlements into adjacent productive farm land.

Requiring all dams greater than 10m³ in capacity to be subject to a planning permit in recognition of the impact of such developments in the southern catchment area, open plains and flood plains of the municipality through the Schedule to the Farming Zone.

Applying the Dam Policy, which provides guidance in the assessment of dam applications.

Applying the Environmental Significance Overlay: Water Course Protection, Water Catchment Protection and Channel and Reservoir Protection to ensure protection of the water resources of the Rural City are protected.

Applying the Land Subject to Inundation Overlay to land that is inundated by floodwaters of a depth less than 0.5m where the flood depth is known (being the area within the Wimmera Catchment Management Authority Horsham Flood Study 2003 area), and to all land in the floodplain where accurate flood depth information is not available (being those areas identified in the Flood Data Transfer project).

Applying the Floodway Overlay to land that is aligned with naturally defined channels that carry relatively deep (greater than 0.5m) and high velocity flow floodwater.

Applying the Floodplain Management Policy to land in the Floodway Overlay and the Land Subject to Inundation Overlay, and the Design and Development Overlay 9 – Storm Water Management Area.

Applying the Resource Protection Policy to gain assistance in the assessment of applications affecting natural resources.

Applying the Farming Zone in the Wartook area with a subdivision minimum of 16 hectares to assist to facilitate the establishment of tourist developments.

Applying the Wartook Tourist Area Policy which recognises tourism opportunities in the area.

Applying the Environmental Significance Overlay - Wartook Tourist Area to this locality adjacent to the Grampians National Park.

Applying the Significant Landscape Overlay - Grampians National Park to the Grampians surrounds to ensure development within the highly sensitive landscape immediately around the National Park is to be guided by the appropriate requirements. The balance of the wider landscape which is recognised by the National Trust is affected by Schedule 3 to the Significant Landscape Overlay - Grampians and Black Range Environs. This overlay does

not restrict the construction of farm buildings, ensuring that local farmers are not disadvantaged by the controls.

Applying the Significant Landscape Overlay - Mt Arapiles-Tooan State Park to protect the impressive vistas towards and from the main face of the mount.

Applying the Natimuk and Mt Arapiles Area Tourism Policy, which outlines options for tourism developments in the vicinity of these features.

Applying the Environmental Significance Overlay 4 to protect the Natimuk Douglas Wetlands.

Applying the Development Plan Overlay to two areas of mineral sands mining with accompanying detailed development requirements.

Lobbying Government to pipe the Wimmera Mallee Channel.

Preparing a strategy for the Wartook area.

Working with the Country Fire Authority to introduce a Wildfire Management Overlay, based on CFA fire hazard mapping.

Reviewing dam management provisions, in conjunction with Department of Sustainability and Environment, when the farm dam controls are finalised.

Applying the heritage overlay to protect places of Aboriginal heritage significance.

Developing a local policy, in conjunction with the Catchment Management Authority, to assist in the assessment of the appropriateness of earthworks with the aim of protecting the integrity of floodplains.

Developing a local policy, in conjunction with the Catchment Management Authority, which encourages the use of innovative forms of stormwater management to protect water quality.

Developing a local policy, in conjunction with Goolum Goolum and Wotjobuluk Traditional Land council, which provides for referral of applications that may impact on places of Aboriginal Significance.

In conjunction with the relevant Catchment Management Authority and other state agencies, identify saline discharge and recharge areas in the municipality and determine the appropriate planning scheme response.

Future Implementation

In conjunction with the Wimmera Catchment Management Authority develop a Roadside Management Plan and introduce the Vegetation Protection Overlay over areas of significant roadside vegetation.

Zones, Overlays and Policies relating to Vegetation Protection Overlays and/or Environmental Significance Overlays are to be updated on receipt of more detailed mapping carried out by the Catchment Management Authorities.

21.04-3 Sustaining Small Towns and Settlements

11/01/2007
C22

The small towns of the Shire are experiencing population decline and loss of services and infrastructure. Council believes that these settlements, in particular Natimuk, have potential and can offer a lot to residents and visitors.

Objective

To promote the sustainable development of Natimuk and other small settlements in the municipality

Strategies

- Provide for the orderly and proper development of the township of Natimuk by:
 - confining residential and low density residential development within a defined Township Boundary, where appropriate infrastructure can be efficiently provided,

- preventing linear residential development along the highway entrances to the township,
 - preventing new development within the floodplain of the Natimuk Creek,
 - enhancing the main street and creek side environs,
 - encouraging the establishment of tourist facilities and services including accommodation within the Township Boundary where appropriate services can be provided and for the benefit of the local economy,
 - protecting identified sites of historical significance,
 - enhancing the historical character of the central township area, particularly along the main street, by encouraging the ongoing use and maintenance of older buildings, and by encouraging new development or additions to existing buildings which are sympathetic to the historical character, and
 - encouraging a mix of uses within the township area.
 - Protecting heritage features in small towns and settlements.
- Prevent the fragmentation of productive farmland around Natimuk by preventing the conversion of this land to Rural Residential and Rural Living purposes beyond the designated Township Boundary.
 - Discourage the establishment of tourist facilities including accommodation outside the Township Boundary where the provision of necessary infrastructure is limited, and which may result in the fragmentation of productive agricultural land.
 - Reduce the extent of residential land around some townships where an oversupply of such land is apparent.
 - Encourage home based and other employment opportunities in the small settlements and rural areas of the municipality.
 - Reduce the potential for new development in the Dadswells Bridge locality until detailed flood level information is provided.

Implementation

The above strategies will be implemented by;

Applying the Township Zone to Natimuk and most of the small settlements to allow additional residential development, and to permit the establishment of a wide range of other land uses, encouraging the provision of local employment opportunities.

Defining a Township Boundary around Natimuk to confine future residential development.

Preparing an Urban Design Framework and Strategy Plan for Natimuk to define guidelines for future development.

Applying the Natimuk Township policy, which encourages the establishment of tourist services including accommodation within the township and recognises the historical character of the central area of Natimuk.

Applying the Heritage Overlay to a number of identified heritage properties.

Applying the Rural Living Zone to Dadswells Bridge given flooding potential in the area.

Applying the Floodplain Management Policy to the land in the Land Subject to Inundation Overlay, Floodway Overlay and Schedule 9 to the Design and Development Overlay.

21.04-4

Controlling Low Density and Rural Living Development

19/01/2006
VC37

There is a significant supply of rural living and low density residential land in the municipality, most notably to the south of Horsham. The amount land, its location and natural attributes poses challenges for Council in delivering sustainable land use.

Objective

To control and manage land set aside for Low Density and Rural Living development in an efficient and environmentally sustainable manner

Strategies

- Recognise the significant oversupply of Rural Living and Low Density Residential areas allocated by the former Wimmera, Arapiles and Horsham Planning Schemes.
- Identify the potential servicing difficulties and subsequent adverse environmental implications if development of these areas was to continue to occur on an ad hoc manner.
- Prevent the designation of additional land for Low Density Residential or Rural Living purposes around the regional centre of Horsham.
- Ensure the efficient management and development of Low Density Residential areas by the delineation of Preferred Sewered Development Areas, within which subdivision will only be permitted if connection to reticulated water and sewer is available.
- Actively pursue the back-zoning and increase of minimum allotment sizes in areas which are yet to be developed, where the provision of reticulated water and sewer services is unlikely to be made available, around the regional centre and in the Toolondo and Quantong areas.
- Require the preparation of an overall development plans to accompany applications to subdivide land for Rural Living and Low Density development which address a range of environmental and servicing issues across the whole of the subject land.
- Prevent the ad hoc development of large parcels of land for a small number of dispersed Rural Living or Low Density Residential lots to ensure the efficiency of lot layout and service provision.
- Prevent the conversion of productive agricultural land, particularly to the north and west of the regional centre beyond the Urban Growth Boundary (refer to Population Centre Strategies), for Low Density Residential or Rural Living purposes.
- Prevent Rural Living and Low Density Residential development in the vicinity of the McKenzie Creek Quarry, located on the Henty Highway south of Haven, to ensure the continued operation of the quarry, and its natural resource value to the region is not jeopardised.

Implementation

The above strategies will be implemented by;

Applying the Low Density Residential and Rural Living Zones to areas of this nature. In areas yet to be developed where the provision of reticulated services, particularly sewer, is considered to be unlikely, a higher minimum subdivision size has been nominated.

Applying the Low Density Residential Zone Policy, which identifies Preferred Sewered Development Areas where development may only take place on the premise that it is connected to reticulated services.

Applying the Development Plan Overlay to areas of undeveloped Low Density Residential and Rural Living areas to ensure this form of development takes place in a co-ordinated, comprehensive and responsible manner.

Preparing a rural residential strategy to develop a position for Council with respect to the future supply and management of this form of land use and development. This study should address the supply and location of Low Density Residential and Rural Living zoned land to ensure it is environmentally, economically and socially sustainable. The strategy should also address the management and safety issues associated with dams in this area.

21.04-5 Wimmera Intermodal Freight Terminal Precinct14/12/2017
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The Wimmera Intermodal Freight Terminal Precinct (the Precinct) will be developed as a major intermodal freight and logistics hub for the Wimmera-Mallee region. The Precinct will facilitate the agglomeration of freight related land uses on approximately 470 hectares around Wimmera Intermodal Freight Terminal (WIFT) and ensure the continued efficient and effective transfer of goods into and out of the region.

The Precinct is bordered by the Henty Highway, Wimmera Highway and the Melbourne-Adelaide Rail Corridor. Due to the large scale of the Precinct, development is likely to occur over the next 20 to 25 years.

The Precinct will diversify employment opportunities for the municipality and the wider Wimmera-Mallee region by establishing an industrial employment precinct providing a range of businesses and jobs relating to freight and logistics.

The Precinct will be developed generally based on and having regard to the following 6 sub-precincts to assist in managing potential inter-industry conflict and to maximise the opportunities associated with the proximity of the Precinct to the adjoining WIFT:

- Sub-precinct 1 Grain
- Sub-precinct 2 Mineral Sands
- Sub-precinct 3 Warehousing and Logistics
- Sub-precinct 4 Large Manufacturing:
- Sub-precinct 5 Warehousing Logistics and Small Manufacturing
- Sub-precinct 6 Highway Businesses

Objective 1 To provide for the staged development of the Precinct as a major intermodal freight and logistics hub for the Wimmera-Mallee region over the next 20-25 years

- Strategy 1.1 Ensure that development of the Precinct does not prejudice the ongoing operation and expansion of the WIFT.
- Strategy 1.2 Encourage freight, logistics and transport related uses, industry, warehousing, manufacturing, mineral sands processing and storage handling, and other supporting commercial activities that benefit from close and/or direct association with the WIFT.
- Strategy 1.3 Encourage warehousing and industries involved in the storage and transfer of primary produce and raw materials from farm by-road and-rail, for eventual transport to national and international markets.
- Strategy 1.4 Encourage uses that add-values to primary produce and raw materials through their manufacture, packaging and transportation.
- Strategy 1.5 Encourage a range of complimentary activities and businesses, including container park facilities, large volume container packing, bulk loading and warehousing facilities that support the role of the Precinct as a major intermodal freight and logistics hub.
- Strategy 1.6 Manage inter-industry conflict by developing the Precinct having regard to the sub-precincts to provide appropriate separation between food based industries and uses with adverse amenity potential that may impact on food processing where required.
- Strategy 1.7 Encourage flexibility in considering use and development applications, to respond to changing economic circumstances, and the needs of new and emerging businesses and industries.
- Strategy 1.8 Ensure that permitted uses mitigate environmental risks.

Objective 2 To develop a quality industrial precinct to attract industry investment and create jobs.

- Strategy 2.1 Ensure principles of quality design and landscaping, environmentally sustainable development and water sensitive urban design are incorporated into new development.

Strategy 2.2 Encourage an attractive and integrated development that establishes a cohesive built form along key routes with consistent and quality landscaping and setbacks.

Strategy 2.3 Encourage quality built form design and landscaping of Gateway sites.

Strategy 2.4 Develop a safe environment for workers and visitors.

Objective 3 To provide infrastructure to service the use and development of the Precinct.

Strategy 3.1 Establish standards for infrastructure that supports the establishment of the Precinct and its ongoing operation.

Strategy 3.2 Require subdivision applications to identify the provision of utilities and services including electricity, telecommunications, water supply and waste water treatment.

Strategy 3.3 Encourage the provision of broadband services to the Precinct.

Strategy 3.4 Require subdivisions to provide sufficient space in road verge for future infrastructure provision.

Strategy 3.5 Encourage the long term provision of reticulated potable water, sewerage and gas.

Strategy 3.5 Develop a storm water management strategy that maintains the existing 100 year Annual Exceedance Probability peak flow rate is no greater than current flows from the Precinct.

Objective 4 To protect and develop the road and rail transport networks.

Strategy 4.1 Provide principle road access to the Precinct at the corner of Henty Highway and Freight Terminal Road.

Strategy 4.2 Ensure that development does not prejudice the potential extension of the rail siding.

Strategy 4.3 Ensure that development does not prejudice the future upgrade of key transport routes for B-Triple trucks access from Wimmera and Henty Highways to the WIFT and warehousing sub-precincts.

Strategy 4.4 Design roads to facilitate large vehicle movements, including B-Triple trucks, High Productivity Freight Vehicles and Oversize and Overmass vehicles.

Objective 5 To ensure uses with adverse amenity potential do not unreasonably impact on the Dooen Township and surrounding rural area.

Strategy 5.1 To ensure land uses with adverse amenity potential are appropriately located so as to avoid unreasonable offsite impacts.

Objective 6 To ensure that sensitive uses do not impact on the development and operation of the Precinct.

Strategy 6.1 Discourage the development of sensitive land uses within the buffer area of the Precinct shown in Schedule 7 to the Environmental Significance Overlay.

Scheme implementation

Policy guidelines

When deciding on applications for use, development and subdivision it is policy that:

The Precinct be developed having regard to the following six sub- precincts:

- **Sub-precinct 1 Grain:** To be developed with uses associated with the collection, storage and transfer of grain and other bulk agricultural produce. Uses associated with mineral sands will be discouraged in this precinct. Lots ranging in size from large (15-40 hectares) and super (40-80 hectares) are encouraged in this sub-precinct.

- **Sub-precinct 2 Mineral Sands:** To be developed with uses associated with mineral sand mining operations, including the collection, storage and transfer of mineral sands and other earth resources that may require separation from food related industries.
- **Sub-precinct 3 Warehousing and Logistics:** To be developed with uses associated with large scale warehousing and logistics, freight and industries that benefit from a location in close proximity to the WIFT. Lots ranging in size from large (15-40 hectares) and super (40-80 hectares) are encouraged in this sub-precinct.
- **Sub-precinct 4 Large Manufacturing:** To be developed with manufacturing and general industries that have potential amenity impacts and require large buffers from sensitive land uses (e.g. dwellings). Manufacturing industries with large footprints are encouraged to locate in this sub-precinct. Lots with an area of 40 to 80 hectares are encouraged in this sub-precinct.
- **Sub-precinct 5 Warehousing Logistics and Small Manufacturing:** To be developed with a mix of smaller-scale manufacturing, warehousing and logistics industries that require small buffers to sensitive uses. Lots ranging in size from small (1-5 hectares) and medium (5-15 hectares) are encouraged in this sub-precinct
- **Sub-precinct 6 Highway Businesses:** To be developed with a range of ancillary uses and service industries that support the Precinct and benefit from increased exposure along the highway, such as convenience retail and fuel supply. No direct access to these uses will be provided from either the Henty or Wimmera Highways. Lots of 1-5 hectares are encouraged in this sub-precinct.

Application of zones and overlays

Apply the Special Use Zone to the precinct to provide for the separation of incompatible industrial and warehousing uses.

Apply the Development Plan Overlay to ensure the integrated development of the Precinct as a major intermodal freight and logistics hub for the Wimmera Mallee region.

Apply the Design and Development Overlay to ensure a high quality urban design and built form in the Precinct.

Apply the Environmental Significance Overlay to protect the Precinct from incompatible sensitive uses and provide a buffer to uses with adverse amenity potential in the precinct.

Reference document

Wimmera Intermodal Freight Terminal Structure Plan, 14 December 2012, AECOM.