



hamilton structure plan

volume 1 of 4

prepared by **hansen partnership** for Southern Grampians Shire Council
november 2011





this hamilton structure plan was prepared by **hansen partnership** and is a shared initiative of the victorian state government and the southern grampians shire council.

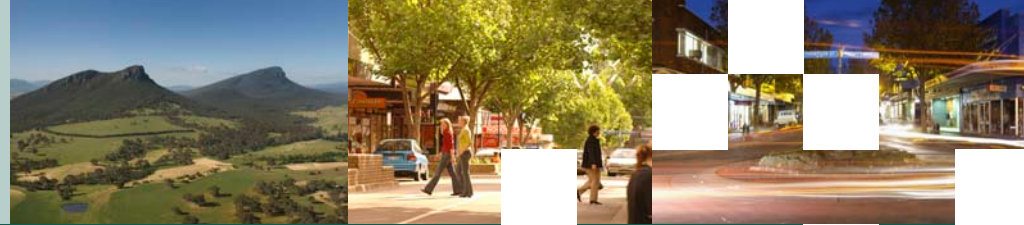
november 2011

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1 introduction



hansen partnership has been appointed by the Southern Grampians Shire Council to undertake a series of planning processes for Hamilton which will guide development of the city over the next 20 years. This document, the *Hamilton Structure Plan* is one of five documents which will provide a coherent, practical and sustainable path for development.

These five documents are:

- The **Hamilton Structure Plan**: which will guide the broader land use and development of the whole city (vol 1);
- The **Hamilton city centre urban design framework**: which will provide more detailed directions, plans and strategies to guide the future development of the city centre (vol 2);
- **Hamilton design guidelines**: these will provide both broad guidelines for built form but will also provide some specific guidelines for particular 'types' of development in a Hamilton context (vol 3);
- The **Hamilton Masterplans**: these affect six key areas of the city and provide a greater level of detailed guidance as to how these areas will change and develop over time (vol 4); and
- **Hamilton CBD Parking Strategy**: will outline a broad approach to the management of car parking in the CBD and form the basis of a Parking Precinct Plan.

The structure plan draws on a series of background reports and technical assessments, and builds on the adopted strategies contained within the *Hamilton Key Directions Report*.

The city of Hamilton is shown in the aerial photograph following page.

purpose of the structure plan

The purpose of the *Hamilton Structure Plan* is to plan future growth to manage change to the physical environment and activities in the city. The *Hamilton Structure Plan* has been prepared with input and assistance from community and business groups and individuals, government and sector agencies. Preparation of the plan was overseen by a Technical Reference Group, Project Control Group and a Project Steering Committee, made up of representatives from different sectors of the community.

The broad objectives for planning in Victoria are to secure a **pleasant, efficient and safe working, living and recreational** environment for all Victorian residents and visitors, and to balance the present and future interests of all Victorians. Thus the purpose of a structure plan is to provide a framework for integrated development of the city. It guides public and private sector actions for major and incremental changes in land use and built form, movement networks and public spaces, to achieve economic, social and environmental objectives described in the next part of this document.

The structure plan addresses both the development and management of public infrastructure, in streets, parks and walkways, and sets private property development parameters for preferred land uses and other relevant matters. The structure plan provides guidance to the community, government, business and the development industry about appropriate directions and opportunities for change. It reflects community values and aspirations for the future growth of Hamilton and defines the policies and objectives for the transformation of the area, as well

as identifying opportunities and strategies to realise those objectives.

The implementation program contained in the plan outlines the priorities, actions and processes required to make the structure plan happen. The actions include amendments to the local planning policy framework and zoning controls, and Council priorities for asset development and details further work to be undertaken.

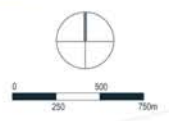


hamilton structure plan

overall map

legend

- major roads
- railway line



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hansen partnership pty ltd
 melbourne | vietnam
 level 4 136 exhibition st
 melbourne vic 3000
 t 61 3 9654 8844 f 61 3 9654 8088
 e info@hansen-online.com.au
 w hansen-online.com.au



consultation

The *Hamilton Structure Plan* was prepared in partnership with stakeholders and the community. The project team worked with existing community networks and informal groups to openly discuss their experiences of, and aspirations for the city. This information shaped the 'vision' and objectives, and the strategies to achieve the objectives.

Community feedback provided the fundamental basis on which this project was developed and extensive engagement with the community was undertaken as part of this project, including use of local media such as radio stations and newspapers. A series of community bulletins and posters were also prepared and distributed widely at key points in the project.

As little strategic planning had been done to date, particular effort was directed to ensuring that the community had an understanding of the process and of the opportunities involved in the creation of a structure plan. Given the length of time since previous strategic planning exercises were undertaken, feedback from the community was received on a very broad range of issues, many of which are not able to be addressed through land use planning, however, all feedback received from the community as part of this process has been provided to Council so as to inform decision making in other areas where relevant.



hamilton structure plan August 2010

hamilton conference: your town, your future

Are you interested in planning Hamilton's future?

Come to Southern Grampians Shire Council consultation sessions on Wednesday 25th & Thursday 26th August 2010 to discuss your ideas!

Everyone is invited to come along and help us set the vision, and begin generating the plan. Interactive community sessions will be held on Wednesday 25 August (3:30) and Thursday 26 August (10:00 - 12:00). Sites will be presented to the community from 1pm on both days.

Please visit Council's website www.southerngrampians.vic.gov.au/structureplan for further details and a copy of the Conference Program.

background analysis map

The consultation sessions will be held at The **NEW** Conference Centre at the Showgrounds. To RSVP for a session please contact Vicki Potas phone (03) 5573 0256 email updates@shg.vic.gov.au 1 Market Place, Hamilton Please RSVP before 4:00pm MONDAY 23 AUGUST 2010

hamilton structure plan community bulletin one July 2010

"Australia's most liveable provincial community"

Southern Grampians Shire Council has a vision to become Australia's most liveable provincial community. Together with Regional Development Victoria, Council will be developing an overall new plan for Hamilton. The Hamilton Structure Plan will be used to start to create a vision for Hamilton's development over the coming 20 years. The plan will cover a range of issues including land use, infrastructure, public services, and community development. The plan will also cover issues such as water, waste, and energy. The plan will be developed in partnership with the community and will be a key tool for Hamilton's future growth and development.

we need your input!

This project needs input from everyone who has an interest in Hamilton's future. The project team will be holding a series of public consultations over the next few months. The first of these is planned for Wednesday 10 June 2010, 4-4pm at 141 Gray Street, Hamilton. Please come along and help to create a vision for Hamilton's future. You will be able to discuss your ideas with the project team and other members of the community. You will also be able to provide your input to the project team. The project team will be holding a series of public consultations over the next few months. The first of these is planned for Wednesday 10 June 2010, 4-4pm at 141 Gray Street, Hamilton. Please come along and help to create a vision for Hamilton's future. You will be able to discuss your ideas with the project team and other members of the community. You will also be able to provide your input to the project team.

online survey

A survey questionnaire about the City of Hamilton has been developed. The survey is available on the website www.hamilton.vic.gov.au/structureplan. A link to the survey can be found on the website. The survey will be open for a period of 10 weeks, from Friday 17th June. Your input will help to shape the Hamilton Structure Plan.

Consultation for this structure plan began with 'issues identification' workshops. Feedback on the issues which were affecting Hamilton was sought from both specific groups and from the broader Hamilton community through a range of methodologies. These included:

- A series of face to face meetings held in a shopfront on Gray Street;
- On-street engagement within the city centre including a Saturday BBQ, as well as attendance and discussion at a local football derby;
- An online survey; and
- Distribution of the hard copies of the survey across a range of key public spaces.

An extensive media campaign was also undertaken to promote the project including a series of 'big issues' articles in the *Hamilton Spectator* newspaper and spots on local radio.

A series of technical assessments and a background report were then prepared and were exhibited for a four week period and presented to the community to allow feedback to be received.

The next stage of the consultation program began when a two



day 'Hamilton Visioning Conference' was held at the Hamilton Conference Centre with key stakeholders and the broader Hamilton community. During this session ideas for the long term future for the city which addressed issues raised in the previous session were identified, discussed and drawn up.

These plans, sketches and ideas from stakeholders were then refined into a *Key Directions Report* (KDR). The KDR outlined the key strategic directions that were likely to underpin the structure plan, when eventually prepared, in order to allow the community to comment on these matters before the structure plan was prepared in detail. The KDR was exhibited to the community for a month (including formal presentation sessions) and submissions from the public were invited.

Many of the submissions received in response to the KDR related to a specific proposal which sought to develop a bulky goods area on land currently zoned for farming at the western edge of the town. One of the key directions sought to ensure bulky goods retailing remained in the Central Business District (CBD) if possible, an action identified as particularly important given the amount of currently vacant and / or underdeveloped land within the CBD.

Once submissions were received, they were considered and

a detailed 'response to submissions' table was prepared. Key changes to be carried forward into the structure plan were identified in a formal addendum to the KDR before it was adopted by the Southern Grampians Shire Council on 11 May 2011.

A number of additional meetings with key interest groups such as the Hamilton and Region Business Association and Lake Hamilton User Groups, as well as key landowners have also been held as part of this process.

A series of more targeted meetings were also held with key stakeholders and landowners within the six areas identified for masterplanning as part of this broader process. These sessions presented some background work which had been undertaken in relation to the opportunities and constraints associated with each precinct and sought feedback from landowners as to their aspirations.

A separate consultation session involving the city's "creatives" sought to draw out key themes and concepts which could provide a culturally responsive underpinning to both the broader structure plan, and also the city centre urban design framework.

regional role and context

The city of Hamilton is situated in the south west of Victoria about 290km west of Melbourne, locating the city in the centre of the 'Western District', closer to the South Australian border than to Melbourne. Hamilton is the regional centre for the Southern Grampians Shire, and was recently designated a 'Regional City' within the State Planning Policy Framework (Clause 11.05: Regional Development). Hamilton has long been the 'heart' of the western district of Victoria and today continues to service a population well beyond the extent of the city itself. As with many regional centres, the city plays a role in the community much **greater than suggested by population figures, with the central business district (CBD) providing services from a neighbourhood to regional level.**

Hamilton was established, and continues to function primarily as, a service centre for the extensive agricultural uses occurring in the surrounding hinterland. Hamilton is already home to the majority of Southern Grampians residents and there is a strong impetus for residential growth in the city, and a wealth of services and facilities available to future residents. The educational

and health facilities available in the city attract a range of demographic groups, such as student and the elderly to the city for the surrounding areas.

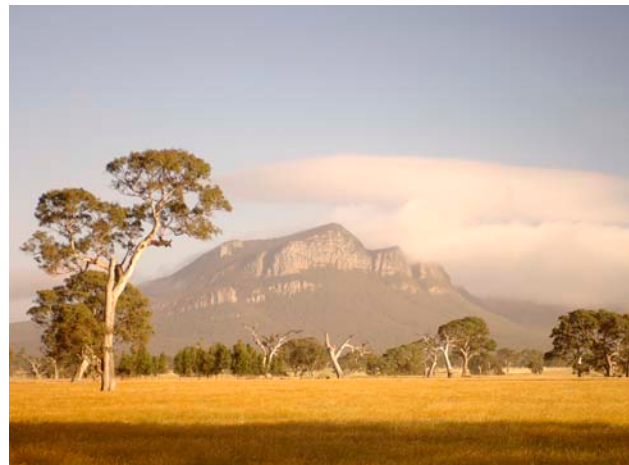
Despite the excellent services and facilities on offer in the city, there has been little population growth over the previous decades **and recent development has been relatively ad-hoc due to a lack of strategic planning.** As such, the exceptional services and exciting opportunities presented by the city have not been maximised. This structure planning process aims to provide a clear strategic direction for Hamilton to encourage the growth and development of this important settlement in a sustainable and productive manner.

The city is well connected by roads, being at the confluence of the Henty, Hamilton and Glenelg Highways, all of which run through the city, ensuring excellent road connections with all major centres in the west of Victoria and east of South Australia. The city also has close ties to the deep water port of Portland, where the freight rail line which runs through Hamilton terminates. However, it is Warrnambool which exerts

the greatest pull for Hamilton residents and is the major centre used by Hamilton residents to supplement the city's services and retail offerings. The central position that Hamilton enjoys between coastal towns such as Warrnambool and Portland, and the interior cities such as Ararat and Horsham to the north, has **influenced the development of Hamilton, with Horsham offering an alternative retail destination for those in the north of the Shire.** In addition, Hamilton, Ararat and Horsham all play a role in tourism opportunities offered by the Grampians.










Southern Grampians Shire, and by extension, Hamilton, is part of the 'Great South Coast Region', along with the municipalities of Colac Otway, Corangamite, Glenelg, Moyne and Warrnambool. It is notable that Southern Grampians is the sole inland municipality within this grouping.

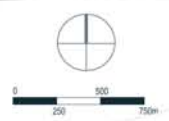
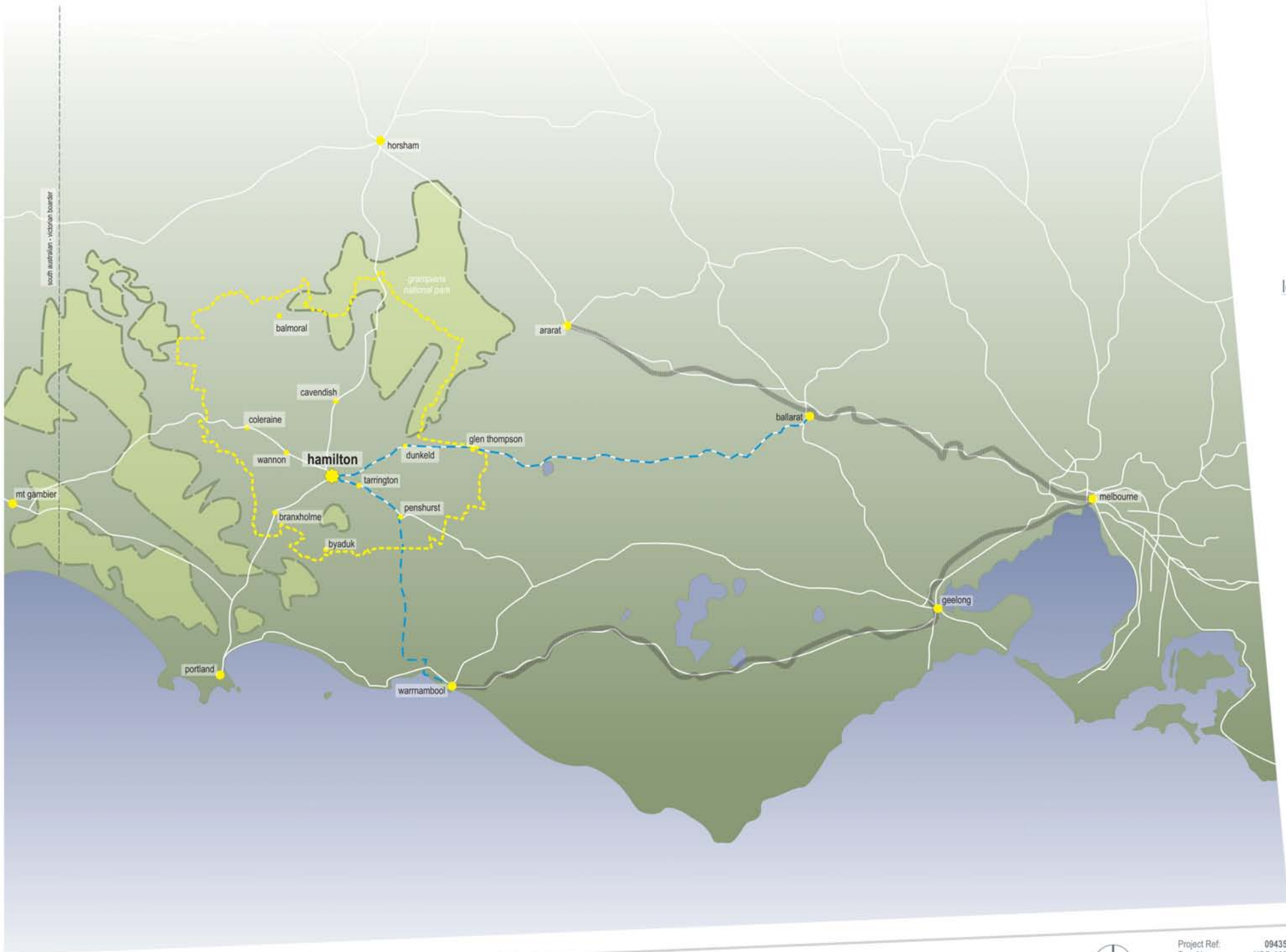
Hamilton's regional context is shown on the following map.



hamilton structure plan regional map

legend

- hamilton 
- regional centres 
- southern grampians 
- southern grampians 
- main roads 
- major train line 
- coach services 
- mountain ranges 
- SA / VIC boarder 



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hansen partnership pty ltd
 melbourne | vietnam
 level 4 136 exhibition st
 melbourne vic 3000
 t 61 3 9654 8844 f 61 3 9654 8088
 e info@hansen-online.com.au
 w hansen-online.com.au

key issues

Details regarding the existing characteristics of the city can be found in the *Hamilton Structure Plan: Background Analysis Report* (hansen partnership august 2010) and a series of technical assessments (which are available as separately published documents) which were prepared in the early stages of this project. These included:

- A *Land Supply and Demand Assessment* (for residential and industrial land);
- An *Investment Attraction Strategy* (including retail, office and industrial activities);
- A *Car Parking Strategy*; and
- An investigation into the establishment of an Intermodal Freight Hub.

Through the preparation of these documents a number of important issues were identified as affecting the town which needed to be addressed through the structure planning process. The key issues included:

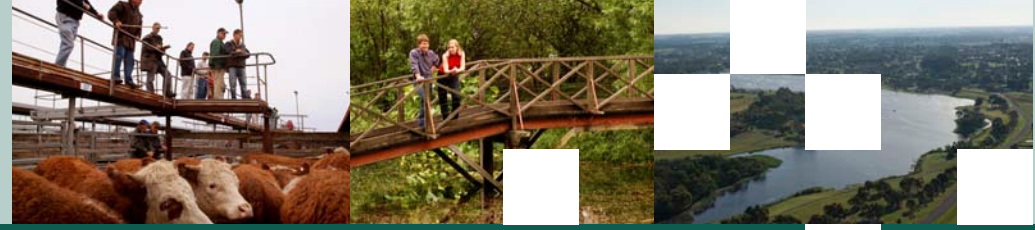
- The need to manage development on the fringe of the existing urban area, in order to ensure that appropriate infrastructure is provided, the environment (particularly Lake Hamilton) is protected and to prevent ad-hoc development due to an excess of Residential 1 and Low Density Residential zoned land;
- Safety and amenity concerns relating to the primary heavy vehicle route utilising key streets within the city centre;
- Changing population and accommodation needs;
- The importance of economic and social opportunities for younger people in order to retain them in the longer term;

- The need to increase the city's population to ensure the long term economic prosperity of the city and protect the existing community assets;
- The need to revitalise the city centre and enhance gateways to better reflect the true character of the city;
- Opportunities for business and industry that could be generated through increased certainty around development opportunities; and
- The need to better utilise and protect key assets of the town, in particular the Grange Burn and Lake Hamilton, but also the community parkland and other assets such as the heritage building stock.



2

hamilton structure plan



vision and key directions

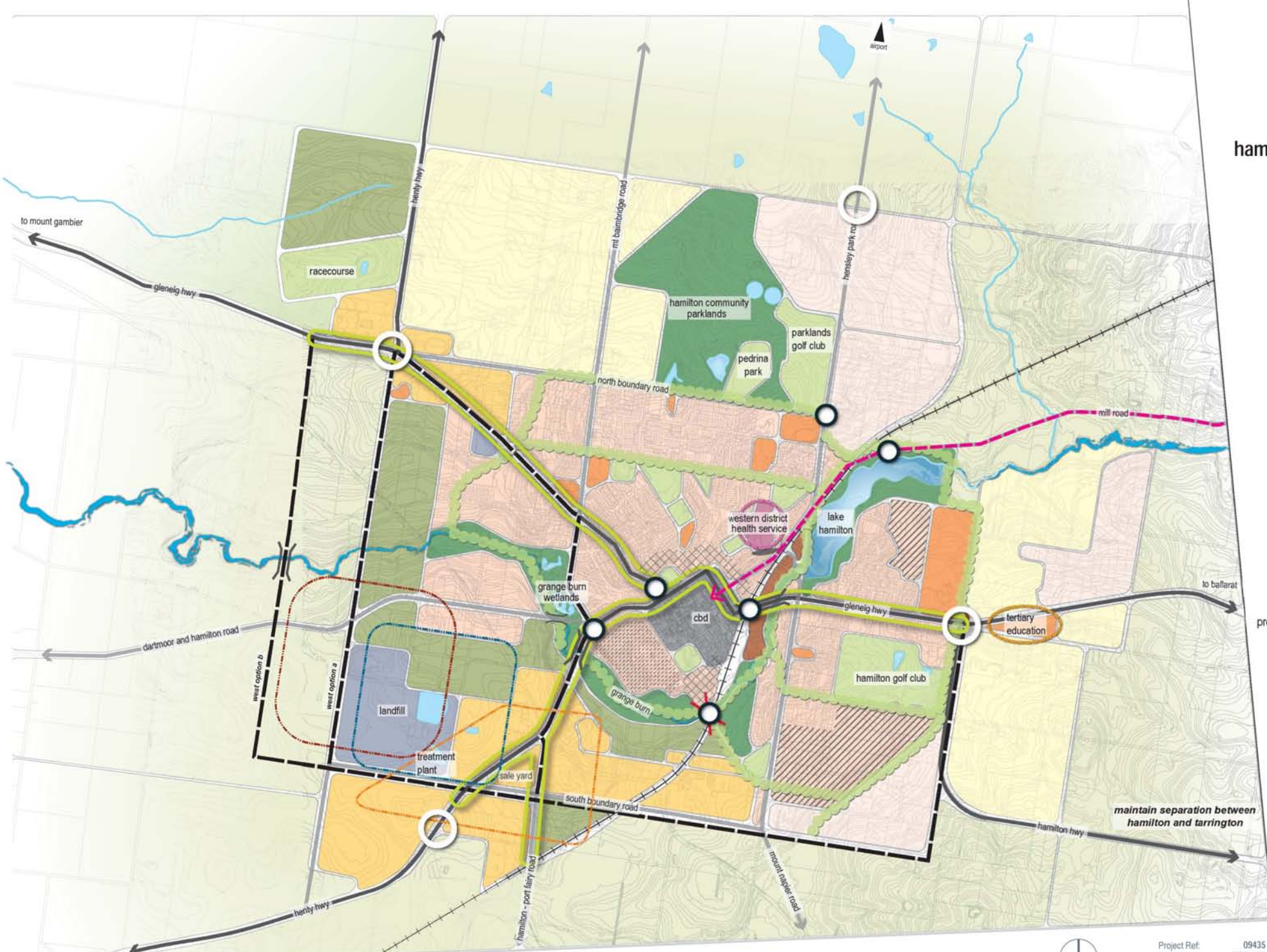
As outlined in Section 1, following on from the series of consultation events to develop a 'vision' for the future of Hamilton (held in September 2010), the *Key Directions Report* was developed which provided the community with the opportunity to comment on the key changes that were likely to occur as a result of the structure planning process. Contained within the *Key Directions Report* was a 'vision' for the urban development of Hamilton. The overall vision is:

" For Hamilton to be a liveable, beautiful, progressive, well planned and, sustainable city that sits politely within in its rich rural surrounds, which provides a full range of services and facilities for residents and businesses of the region, which adds value to agricultural products and resource of the region, and which is well connected to its regional and wider neighbours."

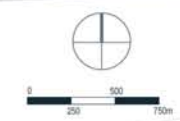
This vision was exhibited to the public and adopted by Council as part of the *Key Directions Report* on the 11th May 2011.



hamilton structure plan



- central business district
- residential
- low density residential
- rural living areas
- short to medium term growth areas
- industrial land
- mixed use areas
- rural activity
- farming land
- education
- health
- public use
- open space
- natural open space
- encourage residential consolidation
- protect church hill character
- health precinct
- education precinct
- 'green loops'
- entry avenues
- alternate heavy vehicle route
- new tourist route
- industrial buffers
- outer gateways
- inner gateways

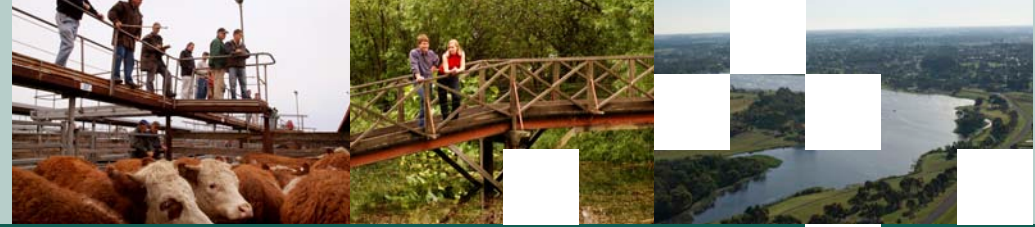


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hansen partnership pty ltd
 melbourne | vietnam
 level 4 136 exhibition st
 melbourne vic 3000
 t 61 3 9654 8844 f 61 3 9654 8088
 e info@hansen-online.com.au
 w hansen-online.com.au

maintain separation between hamilton and tarrington

3 land use



residential

Hamilton has an excess of residentially zoned land, both in the Residential 1 and Low Density Residential zones. The *Hamilton Land Supply and Demand Assessment (2010)* established that there was around 120 years supply of Residential 1 zoned land and 114 years supply of Low Density Residential zoned land currently available. This excess of land is compromising the principles of planning in a number of ways and is one of the key issues this structure plan has sought to address. The existing residential zoning pattern is considered to be:

- compromising the longer term future development potential of the city;
- compromising the ability to provide infrastructure in an orderly and timely manner;
- impacting on the viability of agricultural uses, including hobby farming;
- resulting in excessive amounts of septic systems in areas of environmental sensitivity; and
- resulting in ad-hoc development and increasing the risk of land use conflicts.

As such, this plan has sought to reassess the distribution of different types of residential land use zones across the whole of the city and to ensure a greater correlation between the amount and type of land required and the supply. The changes proposed under this structure plan will impact on the supply of residential land in Hamilton as identified in the following table. It is important

to note that these the 2008 figures are indicative only and do not reflect the role played by rural 'lifestyle' properties, with much of the 'rural residential' demand (lots of between 2-8 hectares) having being accommodated in the Low Density Residential Zone (which allows subdivision down to 0.4 hectare).

| | existing (2008) | proposed |
|-------------------------------------|-----------------------|-------------------------------|
| Residential 1 Zone (R1Z) | 404ha (120 years) | 390ha (over 110 years) |
| Low Density Residential Zone (LDRZ) | 1059ha (114 years) | 340ha (over 20 years) |
| Rural Living Zone (RLZ) | - | 728ha (91 lots, years N/A) |

The above figures consider the requirements for open space and road infrastructure and are calculated excluding these requirements. It is important to note that the proposed Low Density Residential figure includes both lots identified in areas for 0.4ha minimum subdivision and those identified for 1ha minimum subdivision. The figures clearly indicate the current oversupply. Proposed changes to the distribution of residential zones will still maintain an oversupply of residentially zoned land but the distribution of lower density development will be more provided in a more balanced and strategic manner.

Housing in Hamilton consists overwhelmingly of conventional detached dwellings. While this pattern of residential development has been appropriate in the past, moving forward it is important that Hamilton seek to provide housing that will also address the needs of a broader proportion of the population, such as the growing number of older people, as well as the needs of student populations. While there is some evidence of medium density development close to the city centre, primarily as villa units, there remains a relatively narrow range of dwellings on offer within the city. It is considered that there is benefit in providing an increased range and density of residential development within the town centre to service those who may prefer to be located in closer proximity to services and facilities.

In addition, feedback from the community and key stakeholders indicates there is considerable demand for larger rural residential and 'lifestyle' lots on the fringe of Hamilton, the supply of which needs to be carefully managed, and considered in light of longer term growth options. The need to protect longer term options for conventional residential growth must influence the location of 'low density' and 'rural residential' development to ensure that these longer term options for growth are not compromised.

The following objectives and strategies should guide residential development in Hamilton:

objectives

- To provide an appropriate amount of land to meet the future demand for a variety of housing types.



- To provide a greater diversity in housing choice to attract new and diverse residents, maintain affordability and cater to changing household needs.
- To increase the densities of development close to the CBD to increase activity, sustainability and convenience.
- To stage new urban development at the edge of Hamilton in a way that provides for cost efficient development and certainty for developers and the community.
- To ensure new residential development provides high levels of environmental sustainability.
- To provide opportunities for rural residential and rural lifestyle lots in a orderly and planned manner.
- To ensure that the long term residential development opportunities of Hamilton are not compromised.

strategies

- Ensure there is a sufficient supply of land available to accommodate at least 15 years supply of housing through improved monitoring of residential development.
- Provide for larger rural living (lifestyle) lots on land around Hamilton.

- Increase the minimum subdivision size of land on the fringes of Hamilton to direct growth in a coordinated manner by rezoning land from a Low Density Residential to Rural Living Zone. Apply a minimum subdivision size of 4 hectares to Rural Living Zone areas to protect long term subdivision and development opportunities for Hamilton.
- Increase the minimum lot size in Low Density Residential zoned land which is not to be sewerred and is located in areas of environmental sensitivity (particularly land close to Lake Hamilton) to 1 hectare.
- Direct urban residential growth to three areas in the short to medium term, as identified in the figure on page 12, depicting the *Hamilton Structure Plan*:
 - Area 1: Hensley Park Road (low density growth)
 - Area 2: Lakes Edge
 - Area 3: South East Sustainable Suburb
- Protect the area east of Hiller Lane for long term Residential 1 opportunities, to be rezoned once existing Residential 1 land has been utilised.

infill development

- Develop a vibrant city centre with high levels of activity to increase attractiveness of accommodation within the city centre.
- Encourage medium density residential development in and proximate to the city centre, as outlined in the *Hamilton city centre urban design framework*.
- Encourage, in particular, increased densities of residential development in the CBD between French Street and the railway line.
- Encourage shop top housing through flexible car parking.
- Investigate opportunities for 'mews' style development in the centre of some CBD blocks, particularly to the western edge of the CBD.
- Encourage housing to be universally accessible to allow for use by the elderly and others who would benefit from close proximity to services and facilities.
- Promote the development of aged care or retirement accommodation within walking distance of the city centre.



- Transition, over time, the existing industrial area between the railway line and the Grange Burn to a mixed use area including residential development. This development should provide a more appropriate address to the Grange Burn.
- Promote opportunities for alternative accommodation forms such as student accommodation and serviced apartments.
- Ensure residential consolidation in areas with a distinct neighbourhood character has regard to that character (especially in more sensitive areas such as Church Hill and near the Botanic Gardens).
- Encourage the development of other forms of accommodation, including tourist accommodation, in areas near the Grange Burn that are not affected by flooding.
- Seek the ongoing redevelopment, integration and upgrading of social housing within Hamilton.

greenfield development

- Identify the south-east area of the town as the preferred location for greenfield residential development.
- Ensure that new residential development occurs in a way that protects existing environmental features such as stands of trees and creeklines.
- Ensure that new residential development is provided with appropriate levels of community infrastructure and connections to the existing urban area.
- Ensure residential development is supported by reticulated sewerage, water, road and drainage infrastructure.
- Ensure new subdivisions adopt best practise in relation to walkable neighbourhoods and sustainability.
- Support the ongoing development of the Lakes Edge precinct.
- Rezone Residential 1 zoned land to Low Density Residential, where this more appropriately responds to the constraints and development patterns of the area.
- Retain the opportunity for land to the east of Hiller Lane for long term residential growth, once existing Residential 1 zoned land identified in this plan has been utilised and prevent further subdivision to protect this long term use.

low density and rural living development

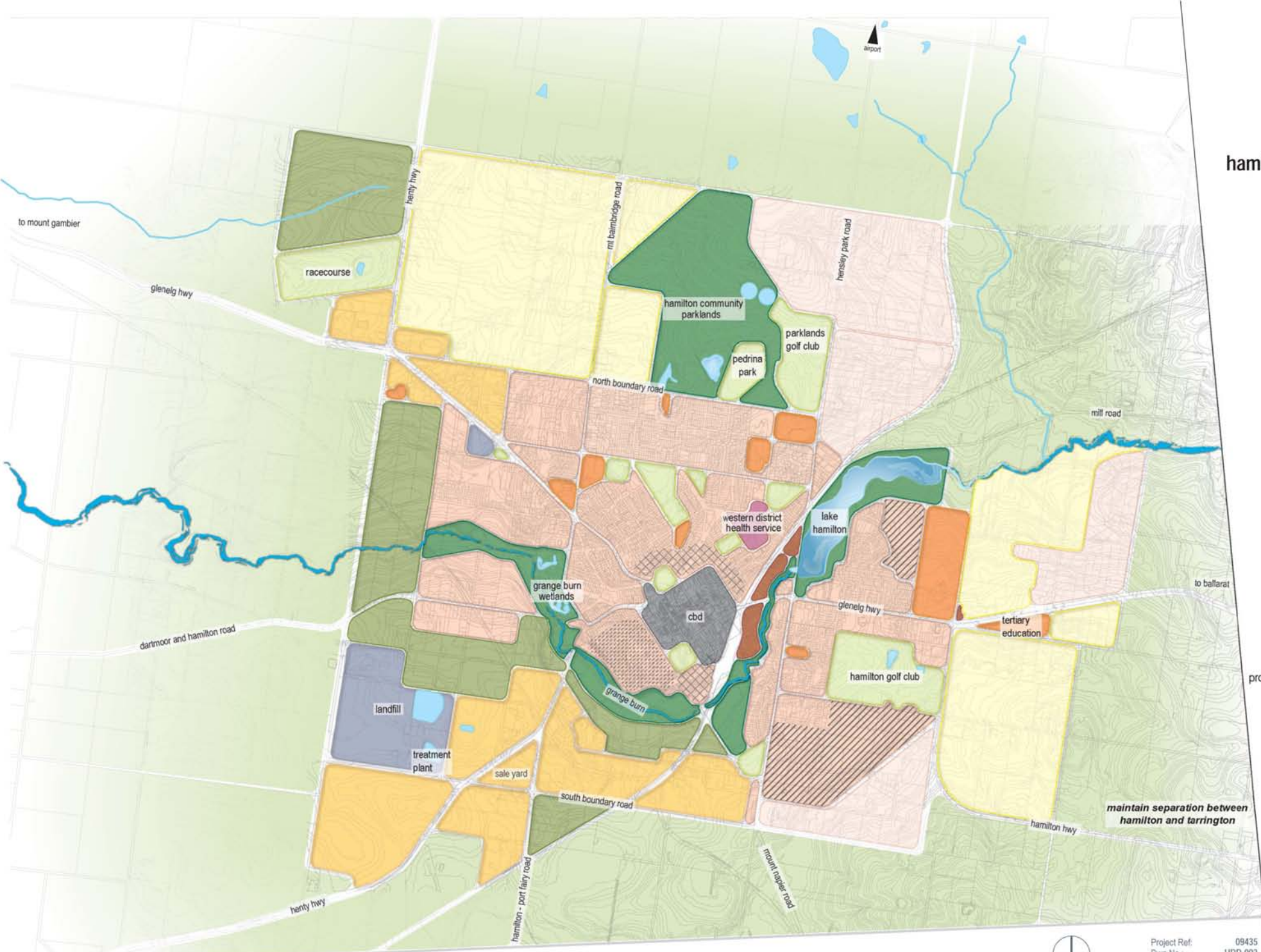
- Better manage zoning and infrastructure provision in Low Density Residential areas by providing Rural Living opportunities, as well as Low Density areas.
- Reduce the supply of Low Density Residential zoned land to protect existing agricultural land and long term future urban expansion opportunities for the city.
- Ensure that new Rural Living and Low Density Residential subdivisions are environmentally sustainable and provide appropriate drainage, service infrastructure and waste disposal services.
- Require Low Density Residential zoned land located proximate to the existing sewer system to connect to the system where lot sizes of less than 1 hectares are proposed.
- Apply a minimum subdivision size of 1 hectares to areas of environmental sensitivity, particularly north of Lake Hamilton.
- Apply default minimum of 4 hectares to the Rural Living Zone to prevent further subdivision of land.
- Allow the construction of dwellings on existing lots, with a permit trigger for lots of 1 hectare or less and require lots of less than 1 ha to connect to the sewer system.



hamilton structure plan

land use

- central business district
- residential
- low density residential
- rural living areas
- short to medium term growth areas
- industrial land
- mixed use areas
- rural activity
- farming land
- education
- health
- public use
- natural open space
- open space
- encourage residential consolidation
- protect church hill character



maintain separation between hamilton and tarrington



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commercial

State planning policy and best practice both seek to ensure that commercial and other uses which generate high levels of activity are provided in centrally located and highly accessible areas. This plan seeks to ensure that higher order retail, commercial, entertainment and government services are provided within a consolidated city centre.

Consolidating commercial activity has a number of benefits in terms of the generation of activity which leads to an increased range of goods and services being available, and increased vitality of street life, both of which will ensure a sustainable long term future for the city. The ongoing restructuring of the current CBD land uses and better integration with areas such as the Coleraine Road industrial precinct will provide greater opportunities for commercial development into the future. As a regional centre, it is important to acknowledge that Hamilton also needs to ensure that opportunities are provided for other forms of commercial activity, such as those associated with agriculture.

The economic assessment which was undertaken in the background stage of this process identified that, on the basis of existing trends, demand for commercial floorspace to 2021 is likely to be around 6,200sqm and around 13,500sqm by 2031. This represents an additional 8,100sqm of retail space and an additional 5,400sqm of non-retail floorspace to 2031. When auxiliary land use requirements are taken into account this projection means around 27,000sqm of land may be needed in Hamilton in 2031. This is based on current trends, particularly in relation to the amount of land required for car parking, which represents the majority of the auxiliary land requirements.

Refer to the *Hamilton city centre urban design framework* (hansen partnership 2011) for further details.

The following objectives and strategies reflect the outcomes sought in relation to commercial activity and development in Hamilton:

objectives

- To ensure that an appropriate range of retail, commercial, and entertainment spending and employment opportunities are available to the residents of Hamilton.
- To ensure the long term sustainability and vitality of the Hamilton CBD.
- To increase tourism numbers by building on the heritage and environmental assets of the town.
- To encourage retail, including bulky goods and large format retail, to be provided in (or adjacent to) the CBD as a first priority.



strategies

- Maintain the primacy of the Hamilton CBD as the preferred location for higher order retail, office, entertainment, cultural, civic and community facilities.
- Focus retail development within the CBD around the key blocks between Cox, French, Thompson and Lonsdale Streets.
- Encourage and facilitate regeneration and redevelopment of key sites within the CBD.
- Focus larger office development in the CBD core while allowing opportunities for small offices, including home office type development around the CBD fringes.
- Consider establishment of small business incubator programs and/ or spaces close to the city centre.
- Consider, in the longer term, the rezoning of land to the immediate east of the CBD to facilitate mixed use development.



- Encourage the ongoing relocation of car yards and service based industry to the Coleraine Road area.
- Refocus civic activities and associated commercial enterprises around Brown Street and Lonsdale Street between Brown and Thompson Streets.
- Increase the quality of the pedestrian environment in the CBD to encourage greater foot traffic.
- Recognise the need to provide integrated management of the CBD between Council departments, as well as landowners and business organisations.
- Investigate and lobby for opportunities for the development of Hamilton as a 'regional hub' for additional state level services to boost employment and population growth.
- Encourage the consideration of office needs across a range of service providers and the use of public / private partnerships to achieve targeted redevelopment.
- Allow opportunities for a mix of uses to occur in the land between the railway line and the Grange Burn, including

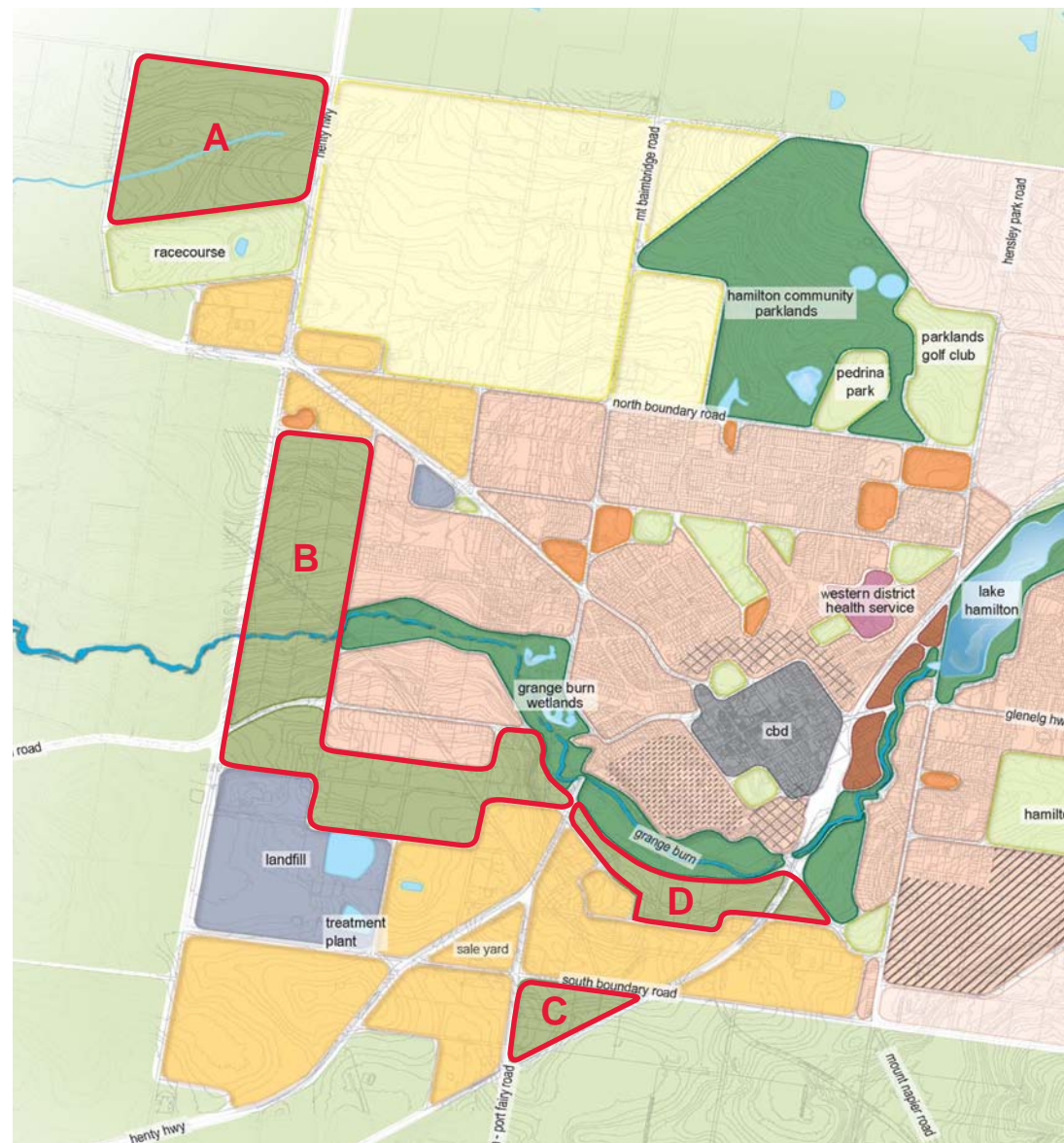
smaller scale offices, accommodation and services for an increased residential population in this area.

- Provide for local convenience shopping opportunities through the establishment of local activity centres in accordance walkable catchments outlined in the *Precinct Structure Planning Guidelines*.
- Encourage the development of 'high end' boutique tourist accommodation.
- Provide areas suitable for development with tourism related enterprises such as host farms, primary produce sales or wineries.
- Develop close working relationship with business and industry associations eg. HRBA to develop policies and strategies which have strong support from investors and which ensure the long term sustainability of the city centre.
- Encourage more efficient use of the CBD grid system through development in the centre of the blocks and utilisation of the existing laneway system.

- Protect the built and environmental heritage of the city while encouraging the adaptation and reuse of heritage buildings within the CBD.
- Encourage opportunities for a wide range of entertainment and cultural activities, including free local events and markets.
- Provide clear guidelines for heritage buildings, addressing adaptive reuse, colour schemes, signage, demolition and new buildings and works. The guidelines need to also establish clear parameters (ie what is important to preserve) for development of buildings to ensure they do not constrain development unnecessarily, whilst appropriately responding to heritage considerations.
- Highlight the importance of the rollout of broadband within the city in the near future, including lobbying of federal government if required and provide free wi-fi in key areas of the CBD.
- Support the development of a cafe at Lake Hamilton.



- Identify preferred land uses for areas to be rezoned to Rural Activity (as shown on the figure opposite).
 - Within areas A and C, uses such as equestrian supplies, rural activity and landscape supplies are encouraged.
 - Within areas B and D, a range of land uses are encouraged that are suitable for an area in such close proximity to both the city centre but also the Grange Burn. These include accommodation options such as camping, backpackers and host farms, as well as other leisure recreation and tourism uses, community markets, primary produce sales and restaurants.
 - It is important to note that within all these areas both dwellings and intensive animal husbandry (including broiler farms) are discouraged.
- These Rural Activity Zone areas should have minimum lot size of 8 ha (the previous subdivision minimum under the Farming Zone for these areas was 40 ha). Within area A, this minimum lot size should be 2 ha to reflect the existing subdivision size allowed under the previous Development Plan Overlay which affected this area.
- Allow the development of a small mixed use convenience centre at the intersection of Hiller Lane and the Glenelg Highway to reflect the existing mix of uses on the land and to provide services for those accessing the educational facilities close to this junction.



industrial

Hamilton has two key areas of industrial land: to the south / south-west and to the north east, around Coleraine Road. Both these areas have an important role to play in the ongoing economic development of Hamilton. Objectives and strategies which allow these two areas to continue to develop and grow are important to the city's economic future. In addition, older inner city industrial areas are proposed to be revitalised, and opportunities for higher intensity uses which better utilise the opportunities of the land (and reduce the chance of conflicts between land uses) are to be pursued. Hamilton currently has approximately 104.4 hectares of Industrial 1 Zoned land and 96.2 hectares of Industrial 2 Zoned land available for development. The *Land Supply and Demand Assessment* suggested that the industrial land requirement for the period from 2010 to 2031 is likely to be around 44 ha. This compares with a vacant industrial land supply of 200 ha (or 104 ha excluding the land zoned Industrial 2). As such, there is no need to rezone additional land for industrial use but this should be carefully monitored to ensure land is available to support the establishment of new industrial uses in the city. The following objectives and strategies reflect the outcomes shown on the land use plan:

objectives

- Protect existing and encourage new industrial development, particularly that which increases employment opportunities in Hamilton.
- To ensure industrial development does not compromise the safety, amenity or appearance of the city as a whole.
- Ensure adequate industrial land is available to facilitate development.
- Provide a transport services hub in proximity to the saleyards (and future alternate heavy vehicle route) and ensure that vehicle movements to industrial areas are managed.
- Diversify opportunities for economic activity of an industrial or agricultural nature.

strategies

- Consolidate industrial uses within the city's two key precincts; the north-west Coleraine Road precinct and the south-west saleyards precinct.
- Provide improved signage in and to industrial areas and lobby VicRoads to improved lighting on Portland Road.
- Promote Coleraine Road as the premier 'service' industry location and encourage the relocation of trade supply uses and car yards within the CBD to this area.
- Intensify and encourage new development on vacant or underutilised sites in existing industrial areas along Coleraine Road.
- Improve the presentation of the Coleraine Road industrial precinct through landscape and other public realm treatments.
- Apply development controls to industrial land fronting key 'gateway' roads to ensure minimum design standards are met which reflect the role these areas play as a 'first impression' of Hamilton.
- Rezone some land to a Rural Activity Zone north of the Hamilton Racecourse to allow increased opportunities for agricultural (and particularly equestrian) related activities.
- Ensure appropriate landscape buffers are provided between industrial and sensitive land uses.
- Ensure odour and other buffers are reflected in the planning scheme around industrial areas in line with EPA requirements to avoid inappropriate development.
- Provide a Council developed industrial subdivision within the south-west area to support orderly industrial development, including sewerage and water infrastructure roll out and landscaping. This should reflect the different types of lots required in this area and be larger than those provided in the Peck Street subdivision.
- Develop a transport services hub close to the saleyards which may allow for offices, re-fuelling facilities, showers and food premises to service truck drivers and saleyard workers.
- Ensure future development of both areas maximises proximity to the proposed alternate heavy vehicle route.
- Support the establishment of a road, rail or shipping container facility near the south-west industrial area.
- Ensure development in the south-west area does not compromise the on-going operation and future expansion opportunities of the Hamilton saleyards.
- Investigate the establishment of a Resource Recycling / Recovery Facility next to the landfill, as well as other opportunities such as compost production (which could be accommodated within the existing Industrial 2 zoned area).
- Retain Industrial 2 zoned land with in the south-west industrial area to allow Council to accommodate large scale, potentially noxious industries in a suitable location should demand arise.
- Rezone industrial land to the immediate east of the city centre to a more appropriate zoning to promote mixed use development and an improved appearance at this important gateway site (noting existing uses will retain existing use rights). This will provide a mixture of residential, small business incubator spaces, and art spaces in industrial buildings such as the old Permewan sheds.
- Ensure approval of any new residential uses does not compromise existing industrial businesses.
- Identify longer term industrial expansion opportunities to ensure that there is flexibility to accommodate further industrial development to the south-west along the Henty Highway.
- Support the establishment of an intermodal freight hub to the south-west of the city, when economically viable.

community

Hamilton is blessed with a strong existing network of community facilities, such as schools, art spaces, community meeting places and recreational assets. This network is rich both in relation to the number of facilities provided within the city, but also through the distribution of the network. As such, this structure plan seeks not to identify land for new facilities required, but rather to better utilise and link existing facilities.

Key to this vision is the reclamation of Melville Oval as a key public space, strong and safe links between community facilities and further development of the city's hospital and tertiary education facilities.

The following objectives and strategies reflect the outcomes shown on the land use plan:

objectives

- To ensure that the community of Hamilton has access to a range of community facilities and services which meet their needs.
- To ensure that community facilities and services are located in areas where they are most accessible to the widest range of community members.
- Develop hubs of related infrastructure to develop synergies to improve economic output and innovation and to allow for multi use trips by residents.

strategies

- Establish a health precinct around the Hamilton Base Hospital:
 - consolidate existing uses;
 - consider allowing expansion of uses to the north towards Ray Middleton Reserve;

- investigate the establishment of publicly accessible rehabilitation gardens within the precinct;
- facilitate the development of consulting suites and other associated uses around the hospital; and
- apply universal access principles in the design of footpaths and road crossings in this precinct.
- Establish an education precinct around the existing RMIT University to the east of the city:
 - consider the establishment of a rural learning centre;
 - improve pedestrian and cycle linkages to the site;
 - look at potential co-location opportunities for particular TAFE courses and other higher education opportunities; and
 - investigating the creation of a technology centre and skill centre to position Hamilton as a leader in the provision of education utilising new technologies.
- Support community organisations and groups such as HIRL, senior citizens groups, arts, sport and recreation groups throughout Hamilton and work with them to ensure appropriate spaces are available to meet their needs.
- Support the establishment of arts and other artistic related projects around the city to build on Hamilton's rich cultural heritage, including:
 - murals within laneways;
 - use of art as lighting within laneways and key public spaces;
 - development of community arts spaces; and
 - larger scale, landscape related public art along key environmental corridors.



- Support the redevelopment of the cultural precinct in Brown Street as envisaged by the *Arts and Cultural Precinct Masterplan* recently undertaken by David Lock and Associates.
- Consider the use of key iconic buildings such as the Church adjacent to the Cultural Precinct or the Permewan sheds south of the rail line to support community arts spaces and function as more 'informal' exhibition spaces.
- Consider starting a 'street art' program to target laneways or other key spaces to improve youth involvement in the city's cultural and urban fabric.
- Support the development of appropriate entertainment facilities and 'youth spaces' to address the needs of Hamilton's young people, and opportunities for youth enterprise activities.
- Ensure appropriate levels of child care, kindergarten and maternal and child health centres are provided in easily accessible locations to support the attraction of young families.
- Ensure the provision of recreational land uses is provided in a considered way which offers net community benefit and consider rationalisation or relocation of facilities if it is determined this is in the broader community interest.

- Plan for an appropriate provision of open space, recreation facilities, playgrounds and neighbourhood houses in residential areas throughout Hamilton.
- Apply the standards contained within the *Precinct Structure Planning Guidelines* to ensure provision of open space in new growth areas meets the needs of the community.
- Provide appropriate pedestrian and cycle links between key recreation and community facilities through the establishment of 'green loops' which provide increased opportunities for walking and cycling.
- Support the implementation of the *Lake Hamilton Masterplan* to improve facilities associated with this important asset, including the provision of a cafe, play equipment and landscaping.
- Promote and acknowledge indigenous history in the area, particularly links with Lake Condah and other important sites in the surrounding area.
- Create a network of smaller public spaces within the CBD where there are opportunities for people to meet and socialise informally, including child friendly spaces.
- Investigate opportunities for the co-location of new community facilities at the Hughan Park pool site.
- Relocate the existing netball courts to the northern side of Melville Oval to provide better access to improved facilities such as change and rooms.
- Redevelop and reorganise Lonsdale Street and Melville Oval to create a key civic hub to encourage activity within the CBD, consolidate government services and other business uses. Encourage the use of the space for markets and other community events and festivals by opening up the southern portion of Melville Oval.
- Ensure a focus on connectivity through to key retail streets and the cultural precinct within the city centre.
- Encourage integration of Hamilton's rich history of association with the arts within public realm improvements and events.
- Support the implementation and use of the *Hamilton city centre urban design framework* and associated guidelines.
- Recognise and protect buildings of heritage significance and places of cultural significance.
- Continue to support and develop facilities and events which celebrate the city's pastoral heritage.
- Ensure appropriate levels of aged care and retirement living developments are supported in areas which provide easy access to services and facilities for their residents.



4 access & movement



The ability for vehicles, cyclists and pedestrians to move easily and safely through the city is key to the functionality of Hamilton. The amenity and safety of the CBD is currently compromised by the large volume of through truck traffic that passes through the centre of Hamilton. A VicRoads survey undertaken in 2010 found that commercial heavy vehicles entering the study area were found to have increased by 19.1% and 52.3% compared to previous 1988 and 1980 surveys respectively. The number of 'through' trips (where a vehicle is recorded entering and leaving within a 20 minute period) in the 2010 survey showed a 62.0% increase over that recorded in the 1988 study, despite a decrease in the overall 'matched' trips, indicating more heavy vehicles were just 'passing through' the city.

It is important for the long term sustainability of the city and for equality of access, that improvements are made to the pedestrian and cycle networks. In addition, the current provision of public transport (where a single bus services the city's three routes) and the quality of facilities associated with public transport must be improved. The following objectives and strategies reflect the outcomes shown on the access and movement plan on page 25.

objectives

- Provide safe and efficient access for vehicular, cycle and pedestrian traffic through the city, particularly between key destinations.
- Strive for more sustainable transport options into the future, including increasing opportunities to use public transport.
- To reduce heavy vehicle traffic along key city centre streets, in particular Cox and Lonsdale Streets.

- Improve cycle links to Dunkeld and to Tarrington and build on tourism opportunities offered by cycling.
- Appropriately manage car parking within Hamilton's CBD.
- Improve connections between the city centre and the south-east residential growth area.

strategies

- Adopt a three phase introduction of an alternate heavy vehicle route to the south of Hamilton. Ensure that the confirmation of any route is subject to a detailed investigation which should:
 - consider the net community benefit and ensure extensive consultation is undertaken;
 - support a phased introduction to allow development in the shorter term;
 - consider the proximity of the route to existing dwellings;
 - provide appropriate buffers to sensitive uses;
 - ensure the long term protection of the final route through appropriate planning controls; and
 - ensure the application of appropriate speed limits and intersection treatments.
- The three phases to develop the alternate heavy vehicle route are identified on the following plan and as follows:
 - phase 1: upgrades to the Mt Baimbridge Road route (see plan for identified intersections requiring upgrades);
 - phase 2: development of the extension of South Boundary Road to remove traffic from the south-east growth area;
 - develop a longer term greenfield route to the west of town along either of the options identified on the following plan.
- Investigate reductions in the speed limit in the CBD to 40km on identified key pedestrian streets (see *Hamilton city centre urban design framework*).
- Introduce new or upgraded cycle paths between Hamilton and Dunkeld and Tarrington.
- Develop Mill Road as an alternate tourist route connecting Hamilton to Dunkeld and to Victoria Valley Road and the Grampians.
- Support the ongoing development of the rail trail west of Hamilton (connecting to Wannon and Coleraine) and look at long term options to link this trail via the Grange Burn shared path to any new route to Dunkeld.
- Identify key connector streets within new growth areas to ensure they are protected through a development plan process.
- Actively lobby for increased public transport provision, frequency and improved facilities associated with public transport and ensure transport routes are extended into new growth areas as they develop.
- Lobby for the return of passenger rail services and improve the facilities and use of land at the railway station, as well as the connection between the station and the city core.
- Improve facilities at the railway station and provide a dedicated bus parking area, which should also accommodate the school buses currently utilising the Fitzpatrick Gardens.



- Establish a new 'main' city bus stop on Lonsdale Street and progressively upgrade and improve other bus stops in the city with improved signage, seating and shelter.
- Identify key on and off road cycle networks throughout the city, including bridge crossings.
- Identify key 'green loops' to be developed with a shared path network, including extending out to the east, which could also be developed as a tourist attraction having regard to environmental assets such as the Grange Burn wetlands, Lake Hamilton and potential platypus viewing platform.
- Investigate the feasibility of an extension of Kennedy Street to provide a connection between the city centre and the south-east growth area, and to distribute traffic and relieve traffic pressure on Ballarat Road, including the bridge.
- Improve the presentation and appearance of the Ballarat Road bridge.
- Monitor, over time, the safety of the intersection of Hiller Lane and the Glenelg Highway given increased activity as a result of the recent relocation of St Marys Primary School.
- Acknowledge the long term road extension of Hiller Lane to connect with Mill Road in the north as the development in this area intensifies over time.


























- Improve access and connections to the Grange Burn including the provision of public seating viewing areas and better signage.
- Promote the co-ordinated roll out of cycling infrastructure, including bike cages, and possibly shower and change facilities, within the core of the CBD.
- Establish a clear pedestrian path network and hierarchy to assist in the roll out of capital works improvements.
- Improve pedestrian safety within the CBD, including through:
 - supporting a reduction in the number of crossovers and right turns to Lonsdale Street;
 - working with VicRoads to adjust the treatments of the intersections of Lonsdale / Brown Streets, Lonsdale / Thompson Streets, Gray / Thompson Streets, Gray / Brown Streets to redesign roundabout configurations;
 - reinstating the pedestrian footpath along the northern edge of Lonsdale Street;
 - investigating the implementation of raised crossing between the proposed civic space on Lonsdale street and Melville Oval; and
 - introducing an overall focus on prioritising pedestrian movement, particularly in areas identified within the *Hamilton city centre UDF* as key pedestrian pathways.

- Improve access to the city centre for tourists, through:
 - providing long bay parking for tourists through the relocation of the school buses from Fitzpatrick Gardens to the railway station;
 - establish a new park and associated long bay parking close to the Visitor Information Centre;
 - provide a clear link between these two spaces in front of the Melville Oval along a revitalised Lonsdale Street frontage;
 - draw tourists from Mill Road along Gray Street and from Ballarat Road along French Street through the establishment of clear boulevard planting; and
 - provide links into the city centre for cyclists from the Mill Road path to Dunkeld and the rail trail to the west.
- Develop laneways in the CBD to provide connections between key civic and cultural assets.
- Encourage the use and to improve the quality of laneways to provide connections between key civic and cultural assets by:
 - seeking to acquire ownership or rights to use key laneways identified on the UDF access and movement map;
 - preparing a Laneways Plan to identify improvements to the key laneways identified;
 - establishing a set of principles to encourage and ensure appropriate development along these key laneway edges;
 - encouraging the use of laneways to display art;
 - integrating improved lighting (and possibly installations) into laneways;
 - encouraging, over time, the development of the rear and side of buildings and lots fronting onto laneways to establish the 'hard edge' seen in some laneways, and to activate laneways to provide more visual interest and new business opportunities.

hamilton structure plan

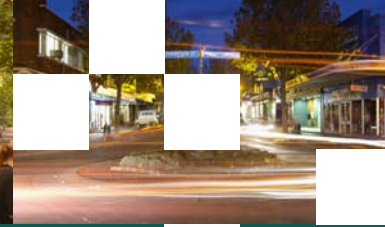
access and movement

- outer gateways 
- inner gateways 
- intersection upgrades 
- highways 
- main roads 
- local roads 
- existing on road cycle path 
- new on road cycle path 
- existing shared ped / cycle path 
- new shared ped / cycle path 
- existing bridge 
- proposed bridge 
- rail line 
- bus stops (regional) 
- waterways 
- key destination 
- bus routes 
- alternate heavy vehicle route - phase 1 
- alternate heavy vehicle route - phase 2 
- alternate heavy vehicle route - phase 3 
- transport services hub 
- proposed rail trail 
- new tourist route (to dunkeld) 



Project Ref: 09435
 Dwg No.: UDD-004
 Scale: 1:15,000@A1
 1:30,000@A3
 Date: 12.10.11
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5 landscape & environment



The landscape and the environment (natural and man made) in and around Hamilton exerts a strong influence on the town and greatly affect the 'liveability' of the city. It is thus vitally important that these matters be carefully considered as part of any future plan. The interaction of the town with both the Grange Burn and Lake Hamilton being key among those matters which need to be addressed.

The following objectives and strategies reflect the outcomes shown on the landscape and environment plan on page 28:

objectives

- Improve the safety and amenity of the public realm.
- Improve the overall presentation of Hamilton, particularly at key 'gateway' locations.
- Ensure development achieves a high level of environmental sustainability.
- Protect key views and vistas within the city.
- Maintain and enhance the natural environment including remnant tree stands, waterways and native vegetation.
- Ensure development does not compromise the environment, in particular waterways.
- Protect high quality agricultural land around the urban area of Hamilton and the important rural character of the city.

strategies

- Develop a holistic and co-ordinated long term Open Space Strategy to ensure decision making in relation to facilities is considered in a broader strategic context.
- Ensure the retention of a non-urban break between Hamilton and Tarrington.
- Increase ease of pedestrian and cycle movement and increase availability of public transport to reduce greenhouse gas emissions associated with transport.
- Establish linkages between key 'green' spaces in the main urban areas of Hamilton to create formal 'green loops' around the city centre, to provide high amenity routes for pedestrians and cyclists.
- Develop key wildlife corridors throughout the city to allow for ease of movement for native species, including the Eastern Barred Bandicoot.
- Establish a green corridor with pedestrian and cycle paths along King Street to link recreational assets. This could be known as the 'Inner Loop'.
- Improve linkages to the lake by providing additional access from northern residential areas, on both sides of the lake.
- Establish a priority route from RMIT to the Cox Street pedestrian rail crossing, to develop as a wildlife corridor with native planting and pedestrian and cycle access (the 'Eastern Loop').
- Work pro-actively with land owners to provide a wildlife corridor linking the environmental assets along North Boundary Road with the wetlands (west) and Lake Hamilton (east).

- Establish boulevard plantings along Cox and Lonsdale Streets.
- Establish a Public Realm Strategy including street tree preferences, indigenous species and identification of weed species to be avoided.
- Ensure new development or streetscape works meet minimum standards of water sensitive urban design to increase protection of the Grange Burn.
- Encourage the implementation of the previous gateway and signage study undertaken by Challis Design.
- Encourage a transition in land uses in the area between the CBD and Grange Burn, away from industrial uses to higher intensity uses, improve the interface with the Grange Burn fronting this area, establishing paths and encourage additional street tree planting and private landscaping in this area.





- Undertake works to improve the presentation of the Ballarat Road bridge, including the integration of art elements and / or signage banners.
- Ensure that development minimises stormwater run off in built up areas.
- Protect existing canopy trees when development is proposed, particularly in areas with key landscape character such as the Hensley Park and South East Residential areas.
- Celebrate the key natural environmental assets in the city and use them to raise awareness of the impact of individual actions on the environment.
- Prevent development in flood prone areas and ensure that new development areas consider the location of drainage lines and waterways.
- Capitalise on the economic benefits that can be associated with open spaces, particularly when linked to nature based tourism opportunities through:
 - the incorporation of additional links to the Grange Burn from Kennedy Street and Cox Street, and to Lake Hamilton along Gray Street;
 - providing a series of 'green loops' linking key environmental assets;
 - promoting an increased focus on these areas for tourism as well as recreational uses, including the potential to incorporate a café beside the lake and educational signage, and promotion of the potential platypus viewing platform and HIRL; and
 - Establishing and improving 'green' cycle links between Hamilton and other towns in the area.
- Investigate the inclusion of additional wetlands and other natural filtration systems to the north-east of Lake Hamilton to reduce nutrient flows into the lake from surrounding and upstream areas.
- Require all new development within the low density areas to be connected to the sewer system, where development is proposed on lots of less than 1 hectares.
- Work with the Catchment Management Authority in considering the application of an Environmental Significance Overlay which covers the riverine environment of the Grange Burn to ensure that the protection of this ecosystem is a consideration in planning decisions.
- Support the implementation of the *Grange Burn Masterplan*.
- Encourage Council to engage a suitable consultant to undertake a review of the masterplan for the Botanic Gardens to ensure appropriate integration of uses, to improve amenity and use, and to ensure a detailed succession plan is prepared to guarantee the ongoing viability of the gardens, in close collaboration with the Friends of the Botanic Gardens.
- Establish an 'arboretum' of key species from the Botanic Gardens along French Street to the intersection with Cox Street.
- Consider supporting the establishment of community market gardens and / or nurseries as part of a youth enterprise scheme.
- Undertake further work to identify the extent of remaining significant vegetation (for example the red gums close to the RMIT site) and consider mechanisms such as the Vegetation Protection Overlay for their protection.
- Encourage the undergrounding of powerlines wherever possible to safety and visual amenity reasons.

hamilton structure plan

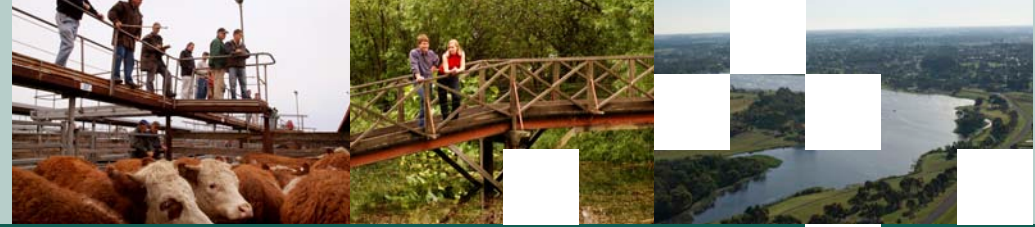
landscape and environment

- environmental focal points
- sustainable development precinct
- water quality management
- green loops
- entry avenues
- floodways and land subject to inundation overlay
- key panoramas
- key axial views
- key approach
- pastoral surrounds
- industrial buffers
- high points
- low points
- parks
- private open spaces
- natural open spaces
- vegetated rail trails



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6 implementation



This section of the report identifies the actions required to be undertaken to implement the policies and recommendations of the *Hamilton Structure Plan*.

Implementation actions are divided into two main types:

- planning scheme amendments and related actions; and
- other actions such as promotions and capital works.

A series of tables are provided that outline the various implementation actions recommended, the land affected (where relevant), priority, the agency responsible for the action, and comments to explain / justify the action where necessary.

For the purpose of this document the following time frames have been adopted:

- **Immediate:** At the time the final Hamilton Structure Plan is approved. Actions that fall within this timeframe largely relate to a planning scheme amendment that will be formally exhibited for approval following the exhibition of the structure plan itself.
- **Short term:** 1 - 3 years
- **Medium term:** 3 - 10 years
- **Long term:** 10 - 20 years

planning scheme and related actions

planning scheme policy and controls

The planning policy framework and planning provisions of the Southern Grampians Planning Scheme will be amended as shown in the following table.

| action | priority | responsibility | comment |
|---|-----------|--------------------------|--|
| Amend the Local Planning Policy Framework of the planning scheme to include a revised policy for Hamilton and to include the structure plan, city centre urban design framework and masterplans as reference documents. | Immediate | Southern Grampians Shire | To give statutory weight to the structure plan it is necessary to include the key policies from the plan and the urban design framework itself into the local planning policy section of the planning scheme, such as the directions relating to Coleraine Road and to include the document as a reference document in the scheme to provide additional guidance where required. |
| Review Clause 52.01 to ensure consistency with existing Council policies and strategies outlined above. | Immediate | Southern Grampians Shire | Clause 52.01 addresses the matter of public open space contributions. This needs to be consistent with both existing Council policy but also relate to the masterplans prepared for the city's growth areas. |
| Amend the Schedule to Clause 52.06-6 of the planning scheme to refer to and include the requirements of the <i>Hamilton CBD Parking Precinct Plan</i> . | Immediate | Southern Grampians Shire | A parking precinct plan will be prepared as part of this project. To implement a parking precinct plan it is necessary to amend Clause 52.06-6 of the scheme to include reference to the document and the requirements it recommends. |

rezonings and overlay controls

Given the lack of strategic planning that has been undertaken in Hamilton for many years, quite extensive rezonings are proposed, especially in relation to the rezoning of land from a Low Density Residential Zone to a Rural Living Zone. This is due to the need to address the excessive amount of Low Density Residential zoned land that exists around Hamilton at present, and the need to ensure the existing zoning pattern reflects the future planning and development outlook for the city.

The following rezonings and overlay controls are proposed to implement the recommendations of the structure plan.

Proposed rezonings are also shown in diagrammatic form on page 34 and proposed overlays are shown on page 36.

| rezonings | | | | | |
|---|-------------------------|-------------------------|-----------|--------------------------|---|
| description of land | existing zone | proposed zone | priority | responsibility | comment (where necessary) |
| Low Density Residential zoned land at the southern end of Hensley Park Road and Leura Lane, generally south of the eastern extension of the alignment of Kent Street. | Low Density Residential | Residential 1 | Immediate | Southern Grampians Shire | This land generally comprises more conventional urban density lots. It can be sewerred and is more appropriately zoned Residential 1 than Low Density Residential. |
| Land to the north of Southern Boundary Road (east end) and to the south-east of a ridge line that exists to the north of the road. | Residential 1 | Low Density Residential | Immediate | Southern Grampians Shire | A Low Density Residential subdivision has already been established in this area, to the south of a drainage line at the base of the escarpment. Given the significant amount of Residential 1 Zoned land available in Hamilton, the established low density residential character of this area, its physical separation from the balance of this residential precinct to the north-west (by topography and the escarpment), and its location towards the outer edge of the long term urban boundary of Hamilton, this land is considered appropriate to be used for Low Density Residential purposes. |

| rezonings | | | | | |
|--|-------------------------|---|-----------|--------------------------|---|
| description of land | existing zone | proposed zone | priority | responsibility | comment (where necessary) |
| Existing industrially zoned land close to the city centre, in the Fenton Street area between the railway and Grange Burn. | Industrial 1 | Business 2 Zone and Residential 1 Zones. | Immediate | Southern Grampians Shire | This area is representative of older industrial areas in cities, that traditionally located close to the centre and close to the railway line. Newer industrial development has generally occurred in more appropriately located industrial areas towards the edge of Hamilton, further from the city centre and separated from residential properties. These industrial areas either include a significant mix of dwellings (i.e. Fenton Street south of the railway) or are located relatively close to dwellings. In the longer term, planning benefit is seen in the progressive redevelopment of these areas for higher intensity activities (either employment or residential) given their proximity to the city centre, and the establishment of a more attractive built form (given the visibility of parts of the area from the Ballarat Road approach to the city centre). A Business 2 Zone allows for office uses as-of-right, existing industries to continue to operate or to expand subject to the grant of a planning permit, and allows a planning permit to be granted for residential uses. A Business 2 Zone is considered preferable to a Mixed Use Zone as it requires a planning permit for both industry and residential uses, which allows potential conflicts between the two to be better managed by Council. Shops would not be appropriate in this area, other than possibly for small convenience shops and an associated change to the schedule should reflect this (noting that 'restricted retail' uses are included within the definition of 'shop' under Clause 74 of the Southern Grampians Shire Council. It is noted that a number of parcels in these areas are partially zoned industrial and partially zoned residential. In the case of 46 and 48 Fenton Street the landowners have requested rezoning to Business 2 in line with the remainder of these parcels. In the case of the remaining lots in this precinct (56 and 62 Fenton Street and 2 Riley Street) these are to be rezoned to Residential 1 Zone. The implications for the Motel site at 2 Riley Street are similar under either a Business 2 or a Residential 1 zoning. |
| Rezone all existing Low Density Residential Zoned land around Hamilton, except land in the Hensley Park Road and Robsons Road areas, to a Rural Living Zone. | Low Density Residential | Rural Living Zone (minimum subdivision size of 4ha in schedule to zone) | Immediate | Southern Grampians Shire | There is a very significant oversupply of Low Density Residential zoned land around Hamilton. The current zoning of that land is a legacy of previous planning decisions that had no strategic justification. The expansive nature of the zoning makes it difficult for Council to manage the orderly and proper planning and development of land around Hamilton, and to avoid ad hoc and remote subdivisions which are difficult to service. The extent of the zone also removes potential long term urban expansion options around Hamilton. Rationalisation of existing zonings is required. The structure plan seeks to focus Low Density Residential development to the north of Hamilton in the Hensley Park Road area. Rezoning of other land to a Rural Living Zone rather than a Farming Zone is preferred given the existing zoning of the land and land owner expectations, the more fragmented lot pattern and pattern of dwellings, and the semi rural lifestyle activities that exist compared to more intact rural areas in existing farming areas beyond. A minimum lot size of 4ha is preferred as it maximises the potential of lots to be used / maintained for a rural or related purpose, it limits the number of new dwellings that can be established throughout the area, and it minimises the degree to which land on the edge of urban Hamilton will be fragmented in the future, thus retaining opportunities for ongoing urban expansion around Hamilton in the very long term. It is recommended that the minimum lot size on which a dwelling can be developed (without the need for a planning permit) is identified as over 1ha within the schedule to this zone. This will allow existing lots which have been previously subdivided to be developed with a dwelling while preventing any further subdivision but also ensure that Council has opportunity to consider how dwellings will be established on existing lots which are smaller than the identified minimum. |

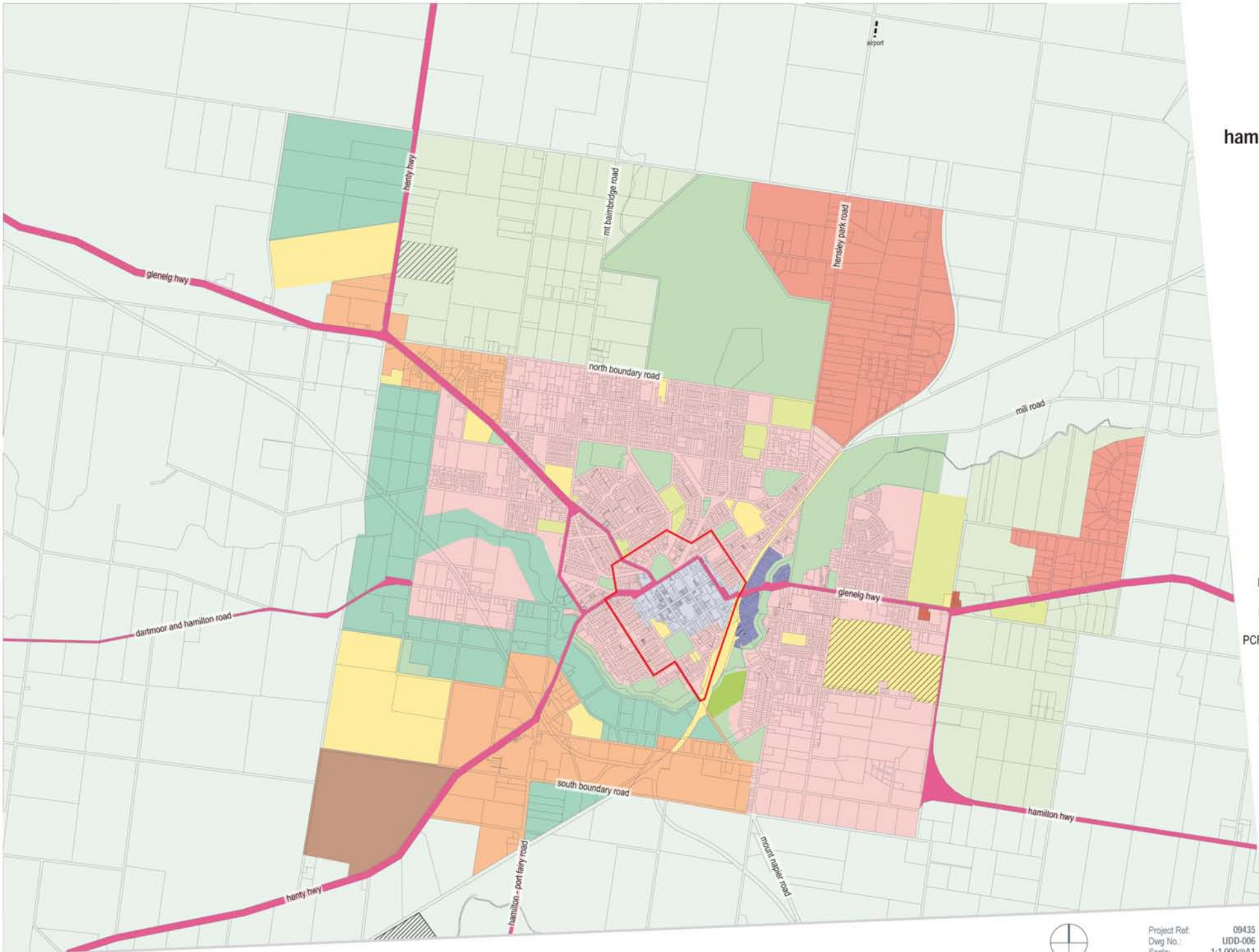
| rezonings | | | | | |
|---|-------------------------|---------------------------------------|-----------|---|--|
| description of land | existing zone | proposed zone | priority | responsibility | comment (where necessary) |
| Amendment the Schedule to the Low Density Residential Zone that applies to the Robsons Road area. | Low Density Residential | No change to zoning, only to schedule | Immediate | Southern Grampians Shire, in consultation with Wannon Water | The <i>Hamilton Structure Plan</i> seeks to prevent further subdivision of this area, however, much of the land in this precinct has been subdivided down to low density sized lots, ranging from 3000sqm to around 1.8ha. These lots are also proximate to Lake Hamilton and further subdivision of this area, without connections to the sewerage system, may have further impacts on the health of the lake. As such it is intended that a minimum lot size of 1ha be established in this area. This will allow adequate opportunity for on-site effluent disposal to avoid polluted runoff which occurs from smaller lots and will allow the existing subdivided lots to be developed while preventing the creation of any additional lots. |
| Amendment the Schedule to the Low Density Residential Zone that applies to the northern portion of the Hensley Park Road area. | Low Density Residential | No change to zoning, only to schedule | Immediate | Southern Grampians Shire, in consultation with Wannon Water | The strategic intent is that Low Density Residential development in Hamilton in the short to medium term be focused to the north of Hamilton, in the Hensley Park Road area. Land in the southern part of this area, generally south of the ridgeline, can be sewerred and is appropriate to be subdivided into lots with a minimum lot size of 0.4 hectares. Land in the northern part of the area (north of the ridge) can be sewerred but at an additional cost given the need for a pumping station. It is intended that a minimum lot size of 1ha be established in the northern area. This will allow adequate opportunity for onsite effluent disposal to avoid polluted runoff which has been occurring on smaller lots without requiring connection to the sewer system. It will also assist in preserving the existing character of this area which includes substantial areas of vegetation and allow the opportunity for larger rural residential style lots. |
| A number of parcels of land that are presently zoned Farming, but which are within the urban area of Hamilton. They include land along the Grange Burn, land around the Digby Road Residential 1 zoned area, and land in a number of places along the western edge of the city. | Farming Zone | Rural Activity Zone | Immediate | Southern Grampians Shire | The purpose of the Farming Zone is generally to apply to support broadacre farming. There are a number of small 'pockets' of land zoned Farming that are effectively 'within' the Hamilton urban area. While used for low intensive grazing activities, the pattern of lot sizes means this land is not well suited to broadacre farming in the longer term. The Rural Activity Zone provides greater flexibility to consider planning permit applications for a wider range of land uses that would be appropriate close to an urban area, but within a rural setting i.e. tourism, institutional, rural industry etc. A provision will be included in the schedule to the zone to allow subdivision of lots down to 2 hectares in size on land affected by Development Plan Overlay 5, adjacent to the Hamilton Racecourse. This will reflect the current provisions that relate to that land. A minimum lot size of 8ha will apply to other areas within the Rural Activity Zone. |
| Two lots on the north side of Lodge Road, west of the railway line. | Farming | Industrial 1 | Immediate | Southern Grampians Shire | These lots are currently used for industrial purposes. They are located in an area that is otherwise generally zoned industrial. Rezoning is appropriate to reflect existing land use conditions. |
| Land at the north-east corner of Ballarat Road and Hiller Lane. | Low Density Residential | Mixed Use | Immediate | Southern Grampians Shire | This land relates to a number of small lots that are used for residential purposes, as well as an unused petrol station (operating as a take-away food premises) at the corner of the intersection. These lots have the potential to be sewerred in the future. The existing lot pattern is not consistent with the purposes of the existing Low Density Residential Zone. A rezoning to a Mixed Use Zone is preferred to the option of rezoning to a Residential 1 Zone, to provide greater flexibility for the establishment of a node for convenience retail and associated uses to the east of Hamilton, on the highway, close to RMIT and newly relocated St Marys Primary School. |

| rezonings | | | | | |
|--|------------------------------|--|-----------|--------------------------|--|
| description of land | existing zone | proposed zone | priority | responsibility | comment (where necessary) |
| Amend schedule to the Farming Zone to remove reference to land around the racecourse that is affected by Development Plan Overlay 5. | N/A | No change to zoning, only to schedule. | Immediate | Southern Grampians Shire | An existing clause in the Schedule to the Farming Zone allows dwellings to be constructed on lots of as little as 2 hectares in that part of the Farming Zone affect by Development Plan Overlay 5, adjacent to the Hamilton Racecourse. Given that land is proposed to be rezoned to a Rural Activity Zone, that provision needs to be deleted from the Schedule to the Farming Zone. |
| Parcels along the east side of Cox Street and to the immediate north of the railway line. | Residential 1 Zone | Business 1 Zone | Immediate | Southern Grampians Shire | The structure plan is seeking to consolidate retail uses within the city centre, but also to provide additional flexibility for different uses, such as small businesses to establish along the proposed reserve to be established on the east side of Cox Street. There are a few parcels of land along this strip which remain in a Residential 1 zoning. The more consistent and activated frontage that is likely to occur under a Business 1 Zone is sought at this interface. |
| Land currently occupied by RMIT University. | Low Density Residential Zone | Special Use Zone | Immediate | Southern Grampians Shire | The wider parcel of Low Density Residential zoned land within which the university is situated is proposed for rezoning to Rural Living Zone. It would not be appropriate to rezone the university for the purpose of rural living and, as such, it is proposed to rezone this parcel to Special Use Zone to better reflect the use of the land, which is anticipated to intensify as the structure plan is implemented. The existing Schedule 1 to the SUZ which is currently part of the Southern Grampians Planning Scheme applies to 'Private Educational Institutions'. This schedule is considered appropriate for the RMIT site also. Following a request from the institution, it also proposed to amend the schedule to include 'accommodation' and 'take away food premises' as a Section 2 uses. This will allow the flexibility for a permit to be granted for these uses (which are currently prohibited) should Council be satisfied this is in line with the strategic aims for the area. |
| 41 Lonsdale Street, Hamilton. | Residential 1 Zone | Business 1 Zone | Immediate | Southern Grampians Shire | Through the exhibition process the owner of this parcel requested rezoning. As this is not contrary to the aims of the Structure Plan the rezoning request is supported. |
| Single parcel of land immediate adjacent to Industrial 1 zoned land at the intersection of the Henty Highway and Coleraine Road. | Low Density Residential Zone | Industrial 1 Zone | Immediate | Southern Grampians Shire | Through the exhibition process the owner of this parcel requested rezoning. As this is not contrary to the aims of the Structure Plan the rezoning request is supported. |

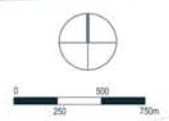


hamilton structure plan

proposed rezoning map



- CBD boundary
- BZ1 - business 1 zone
- BZ2 - business 2 zone
- MUZ - mixed use zone
- RIZ - residential 1 zone
- LDRZ - low density residential zone
- INZ1 - industrial 1 zone
- INZ2 - industrial 2 zone
- RLZ - rural living zone
- FZ - farming zone
- RAZ - rural activity zone
- PPRZ - public park and recreation zone
- PCRZ - public conservation and resource zone
- PUZ - public use zone
- SUZ - special use zone
- RDZ1 - road zone category 1
- rezoning corrections currently proposed



Project Ref: 09435
 Dwg No.: UDD-006
 Scale: 1:1,000@A1
 1:30,000@A3
 Date: 12.10.11
 Revision: A

hansen partnership pty ltd
 melbourne | vietnam
 level 4 136 exhibition st
 melbourne vic 3000
 t 61 3 9654 8844 f 61 3 9654 8088
 e info@hansen-online.com.au
 w hansen-online.com.au

overlays

The following overlays are proposed to implement the recommendations of the structure plan.

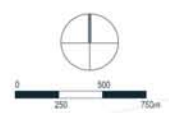
| overlays | | | | |
|---|--|------------|--|---|
| land | action | priority | responsibility | comment |
| Greenfield land around Hamilton. | Remove all existing Development Plan Overlays and schedules. | Immediate | Southern Grampians Shire | Many of these Schedules will be replaced by new schedules to implement this Structure Plan and associated documents. However, the areas in question are slightly different and so the extent of the existing DPOs are not longer applicable. In addition, some of these Development Plan Overlays duplicate existing requirements within the Southern Grampians Planning Scheme. |
| The Hensley Park Road Low Density Residential area (as per the Hamilton Masterplans) | Introduce a new Development Plan Overlay and schedule to the DPO to apply to this area. | Immediate | Southern Grampians Shire | A masterplan has been prepared for this area that identifies the opportunity for 0.4 hectare lots in the southern part of the area, and lots with a minimum of 1ha in the northern part of the area. The purpose of the overlay is to ensure an updated development plan is prepared for the land. All lots in the southern part of the area must be connected to a reticulated sewerage system. Lots in the northern part of the area (i.e. 1ha minimum) will not be required to connect to the sewerage system. |
| Residential 1 zoned land to the south-east of Hamilton (as per the Hamilton Masterplans). | Introduce a new Development Plan Overlay and schedule to the DPO to apply to this area. | Immediate | Southern Grampians Shire | A masterplan has been prepared for this area. The purpose of the overlay is to ensure an updated development plan is prepared. The plan emphasises that this area should showcase sustainability and natural environmental character elements in the residential development that occurs, distinguishing it from the more traditional style suburban development typical in the older and more established residential areas of Hamilton (i.e grid pattern with deciduous street trees and formal footpaths and kerb and channel). These concepts need to be clearly articulated in the wording of the schedule. |
| Land to the south-west corner of Hamilton, as identified in the Hamilton Masterplans. | Introduce a new Development Plan Overlay and schedule to the DPO to apply to this area. | Immediate | Southern Grampians Shire | A masterplan has been prepared for the industrial area to the south-west of Hamilton along Portland Road. The purpose of the overlay is to ensure a development plan is prepared and that development in the area is generally in accordance with this plan.. |
| Environmental Significance Overlay along Grange Burn and around Lake Hamilton. | Commission a study to review strategic justification for the application of an Environmental Significance Overlay along the Grange Burn corridor. | Short Term | Southern Grampians Shire, Catchment Management Authority | A study by a suitably qualified environmental consultant is required to review the need for, the boundaries, and the provisions of an Environmental Significance Overlay along the Grange Burn and around Lake Hamilton. |
| Environmental Significance Overlay to reflect buffers around major infrastructure to the south of Hamilton. | Undertake a study to determine appropriate buffer distances around the Sewerage Treatment Facility, landfill, sale yards and industrial area to the south-west of Hamilton, along Portland Road. | Short Term | Southern Grampians Shire, Wannon Water, EPA | The EPA document <i>Recommended Buffer Distances for Industrial Residual Air Emissions</i> identifies potential buffer distance for various uses which are relevant to activities in this area. Whilst the recommended buffer distances contained in that document are appropriate to take into account in planning decisions, it is not appropriate to use them as the basis of the boundary of an Environmental Significance Overlay in a planning scheme. A specific environmental assessment based on the specific uses and circumstances at Hamilton is required to provide strategic justification for such an overlay. |

| overlays | | | | |
|--|--|---------------------|---|---|
| land | action | priority | responsibility | comment |
| Public Acquisition Overlay and Environmental Significance Overlay for Alternate Heavy Vehicle Route. | Undertake a study to confirm the feasibility and the ultimate route of an alternative heavy vehicle route to the south of Hamilton. Apply relevant controls to both acquire the required land but also to ensure a buffer is established early to prevent development in the years before construction which may jeopardise the preferred alignment. | Short / Medium Term | Southern Grampians Shire, VicRoads | The study required to be undertaken to confirm the feasibility of the proposed alternate heavy vehicle route should also confirm the alignment of the route, land required to be purchased / acquired to facilitate the preferred alignment route, and identify land that may be affected by noise associated with the route. This work will enable a Public Acquisition Overlay to be applied to land required to be purchased / acquired, and to apply an Environmental Significance Overlay to ensure sensitive uses do not encroach close to the route. If applied soon after the route is identified, it will also prevent inappropriate (sensitive) development in the intervening years before construction commences. |
| Environmental Audit Overlay over Industrial zoned land being rezoned to allow sensitive uses. | Impose an Environmental Overlay on land in the Fenton Street area proposed to be rezoned from an Industrial 1 Zone to a Business 2 Zone or Residential 1 Zone. | Immediate | Southern Grampians Shire | Pursuant to Minister's Direction 1 an Environmental Audit Overlay will be applied to any industrial zoned land that is rezoned to a zone that allows for sensitive uses. |
| Development Contributions Plan Overlay to Hensley Park Road precinct and the South-East Residential growth areas | Apply a Development Contributions Plan Overlay to these two precincts. | Short Term | Southern Grampians Shire | Master plans prepared for each of these precincts have identified key infrastructure required as a consequence of new development in these areas. A Development Contributions Plan Overlay can provide the opportunity for Council to receive a contribution towards the cost of new infrastructure from new development. Following further work on drainage requirements for these two areas the appropriateness of the application of this Overlay should be confirmed. |
| Flood affected land along the Grange Burn and other waterways. | Undertake updated flood mapping for the area and implement required changes by applying the Floodway and Land Subject to Inundation Overlays. | Short Term | Catchment Management Authority and Southern Grampians Shire | Updated mapping of the 1:100 year flood level along the Grange Burn and other waterways is required to confirm the extent of flooding and land inundation. Once completed it will be necessary to amend the planning scheme to include appropriate flood zones / overlays. |
| Industrial zoned land fronting key entrance routes to the city (Glenelg Highway, Henty Highway and Hamilton-Portland Road) | Apply a Design and Development Overlay to industrial lots fronting the Glenelg Highway, Henty Highway and Hamilton-Portland Road. | Short Term | Southern Grampians Shire | Presentation of the industrial land fronting these key 'gateway' roads plays an important role in the overall presentation and image of Hamilton. As such it is important that minimum standards be established for these properties to ensure they appropriately reflect Hamilton's image. |
| Land along Cox Street in the CBD (as per Hamilton Masterplans) | Apply a Design and Development Overlay to land within this area to control the form of development within this precinct | Immediate | Southern Grampians Shire | The Design and Development Overlay is intended to ensure that the precinct for which the masterplan was created, develops in line with the objectives of this masterplan. As the masterplan seeks primarily to control the built form rather than the land uses, this is considered to be the most appropriate method of implementation. |
| Land along Lonsdale Street in the CBD and including Melville Oval (as per Hamilton Masterplans) | Apply a Design and Development Overlay to land within this area to control the form of development within this precinct | Immediate | Southern Grampians Shire | The Design and Development Overlay is intended to ensure that the precinct for which the masterplan was created, develops in line with the objectives of this masterplan. As the masterplan seeks primarily to control the built form rather than the land uses, this is considered to be the most appropriate method of implementation. |

hamilton structure plan

proposed overlay map

- CBD boundary 
- EAO - environmental audit overlay 
- DPO - development plan overlay 
- DDO - design and development overlay 



Project Ref: 09435
 Dwg No.: UDD-008
 Scale: 1:1,000@A1
 1:30,000@A3
 Date: 12.10.11
 Revision: A

recommended actions

The following actions are proposed to implement non-planning scheme related recommendations of the Hamilton Structure Plan

| action | priority | responsibility |
|--|-------------|---|
| Prepare a business plan and a precinct masterplan for the establishment of a tertiary education hub focused on the RMIT site on Ballarat Road. | Short Term | Southern Grampians Shire, RMIT, TAFE, Department of Education |
| Work with and strongly lobby the Department of Transport to improve provision of bus services in Hamilton. | Short Term | Southern Grampians Shire, Department of Transport |
| Continue to strongly lobby the State Government for the return of rail passenger services to Hamilton. | Short Term | Southern Grampians Shire |
| Prepare a feasibility assessment and engineering concept for the heavy vehicle alternate route around Hamilton. The designation of any route should involve extensive consultation with landowners, local truck businesses and long haul distribution companies. | Short Term | Southern Grampians Shire, VicRoads |
| Implement the <i>Hamilton Saleyards Masterplan</i> . | Short Term | Southern Grampians Shire |
| Implement the <i>Lake Hamilton Masterplan</i> . | Short Term | Southern Grampians Shire |
| Prepare a youth strategy, including the identification of a range of youth 'spaces' within the town, and ways of making areas more youth friendly (i.e. school bag lockers in cultural precinct). | Short Term | Southern Grampians Shire, Department of Human Services |
| Prepare a detailed Landscape Masterplan for Melville Oval to accommodate an expanded area and reorganisation of existing facilities. | Short Term | Southern Grampians Shire |
| Implement the existing Hamilton gateway and signage strategy, prepared by Challis Design. | Short Term | Southern Grampians Shire |
| Prepare an information pack regarding the options, use, operation and ongoing management of on-site effluent septic systems in Low Density Residential and Rural Living areas. | Short Term | Southern Grampians Shire, Wannon Water, EPA |
| Investigate water quality issues and potential sources of pollution in Lake Hamilton and prepare a water quality management strategy for the Lake. Depending on the findings of the study, this should address management options for land in the catchment upstream of Lake Hamilton, potentially incorporating wetlands, water filtration and other initiatives for the management of water quality in the Lake. | Short Term | Southern Grampians Shire, Catchment Management Authority |
| Implement the <i>Hamilton Airport Masterplan</i> . | Short Term | Southern Grampians Shire |
| Establish Heritage Restoration Grants to help facilitate on-going preservation and re-use of heritage assets | Short Term | Southern Grampians Shire |
| Prepare strategy for integrated information displays of natural assets - Lake Hamilton, platypus viewing, wetlands, HIRL and community parklands - along green loops and for heritage assets within the town centre. | Medium Term | Southern Grampians Shire, Tourism Victoria, Heritage Victoria, DSE. |

| action | priority | responsibility |
|---|--------------------|---|
| Prepare a detailed development plan for the south-east residential precinct, incorporating sustainability guidelines, landscape character guidelines, guidelines for water sensitive urban design etc. | Medium Term | Southern Grampians Shire |
| Prepare an Open Space Strategy, including investigation of the potential to possibly rationalise recreational facilities and open space in Hamilton. | Medium Term | Southern Grampians Shire |
| Develop a tourist route along Mill Road to Dunkeld (to the east) and to Victoria Valley Road and the Grampians (to the north), including cycle paths. | Medium Term | Southern Grampians Shire, Tourism Victoria, DPCD |
| Develop a shared path network throughout the urban area of Hamilton. | Medium Term | Southern Grampians Shire |
| Prepare a business plan and precinct master plan for the health precinct. | Medium Term | Southern Grampians Shire, Western District Health Service |
| Develop a cycle network throughout the Hamilton urban area – both on-road and off-road. | Medium Term | Southern Grampians Shire |
| Prepare a business plan to develop a truck super stop / service centre, in the vicinity of the saleyards and with access to the proposed alternate heavy vehicle route. | Medium Term | Southern Grampians Shire |
| Implement the masterplan and review management arrangements for the Grange Burn and wetlands. Establish a 'friends group' made up of Council officers and community members and commence of monthly Council / community maintenance meetings. | Medium Term | Southern Grampians Shire, Catchment Management Authority |
| Prepare a street tree planting manual as part of a broader Public Realm Strategy to achieve co-ordinated plantings | Medium Term | Southern Grampians Shire |
| Investigate economic development opportunities associated with reuse, recycling, waste minimisation, alternative energy generation etc associated with the landfill / waste water treatment facilities. | Medium Term | Southern Grampians Shire, Sustainability Victoria |
| Prepare strategy for integrated information displays of natural assets - Lake Hamilton, platypus viewing, wetlands, HIRL and community parklands - along green loops and for heritage assets within the town centre. | Medium Term | Southern Grampians Shire, Tourism Victoria, Heritage Victoria, DSE. |
| Monitor the availability of land for small and niche businesses and consider rezoning some land to the immediate east of the CBD to Mixed Use Zone in the medium term if required. | Medium Term | Southern Grampians Shire |
| Investigate feasibility / options for the development of a Kennedy Street bridge. | Medium / Long Term | Southern Grampians Shire, VicRoads |
| Develop a rail trail along the alignment of the old Coleraine railway line. | Medium / Long Term | Southern Grampians Shire, Tourism Victoria |