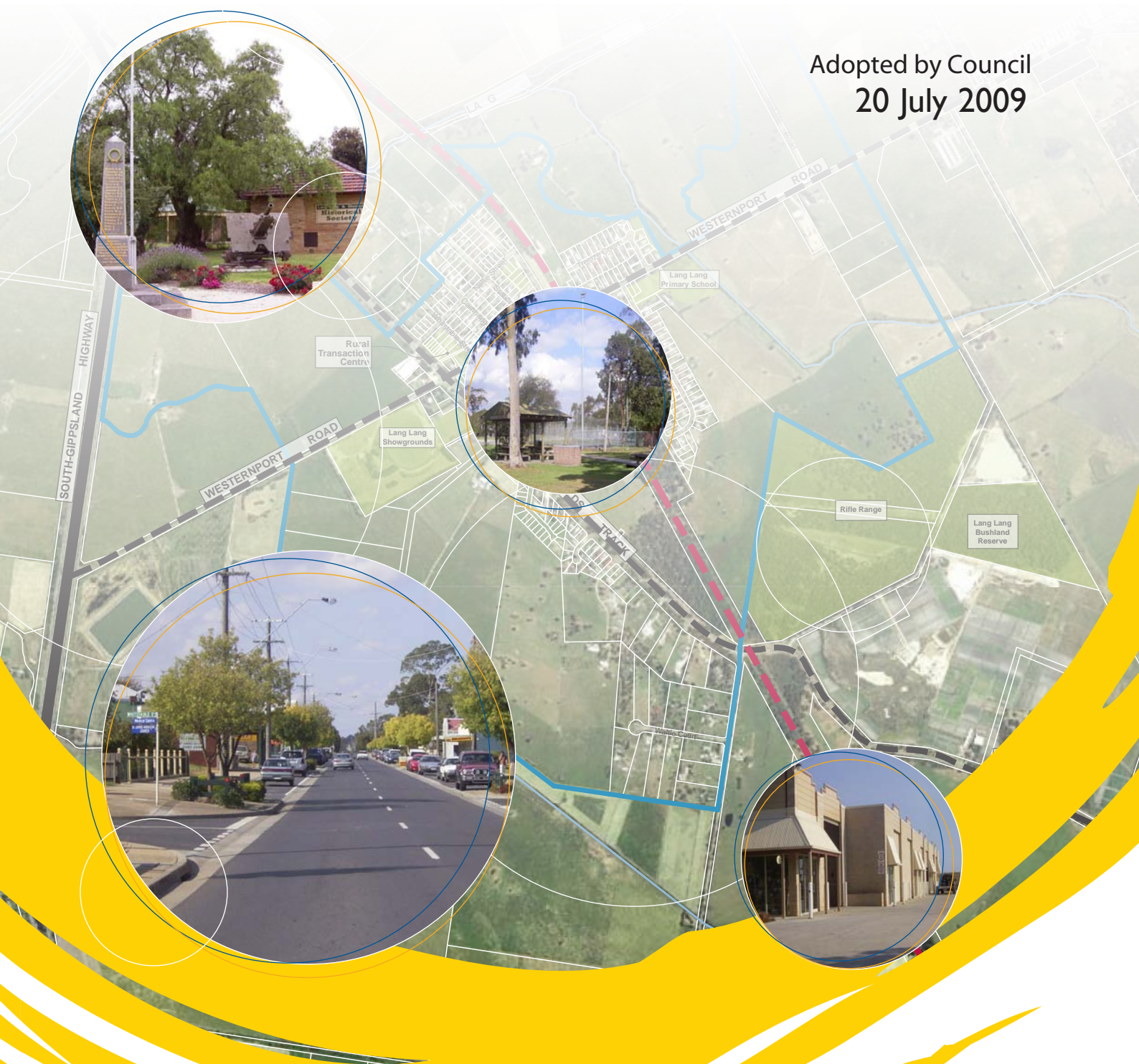




# LANG LANG

Township Strategy

Adopted by Council  
20 July 2009



CARDINIA

Prepared by:

Cardinia Shire Council  
Strategic Planning Unit

in association with

SM Urban and Land Design Partnership

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(ABN: 32 210 906 807)

Henty Way, Pakenham

PO Box 7, Pakenham Vic 3810

Phone: 1300 787 624

Fax: (03) 5941 3784

Email: [mail@cardinia.vic.gov.au](mailto:mail@cardinia.vic.gov.au)

Web: [www.cardinia.vic.gov.au](http://www.cardinia.vic.gov.au)

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# **1. INTRODUCTION**

The Lang Lang Township is located off the South Gippsland Highway approximately 90 kilometres from Melbourne, 12 kilometres from Koo Wee Rup, 32 kilometres south of Pakenham and some 2 kilometres from Westernport Bay. Dominant activities within the strategy area include residential and rural residential development, rural industries (horticulture and agriculture), sand extraction activities, open space and recreational pursuits.

## **1.1 Purpose of the strategy**

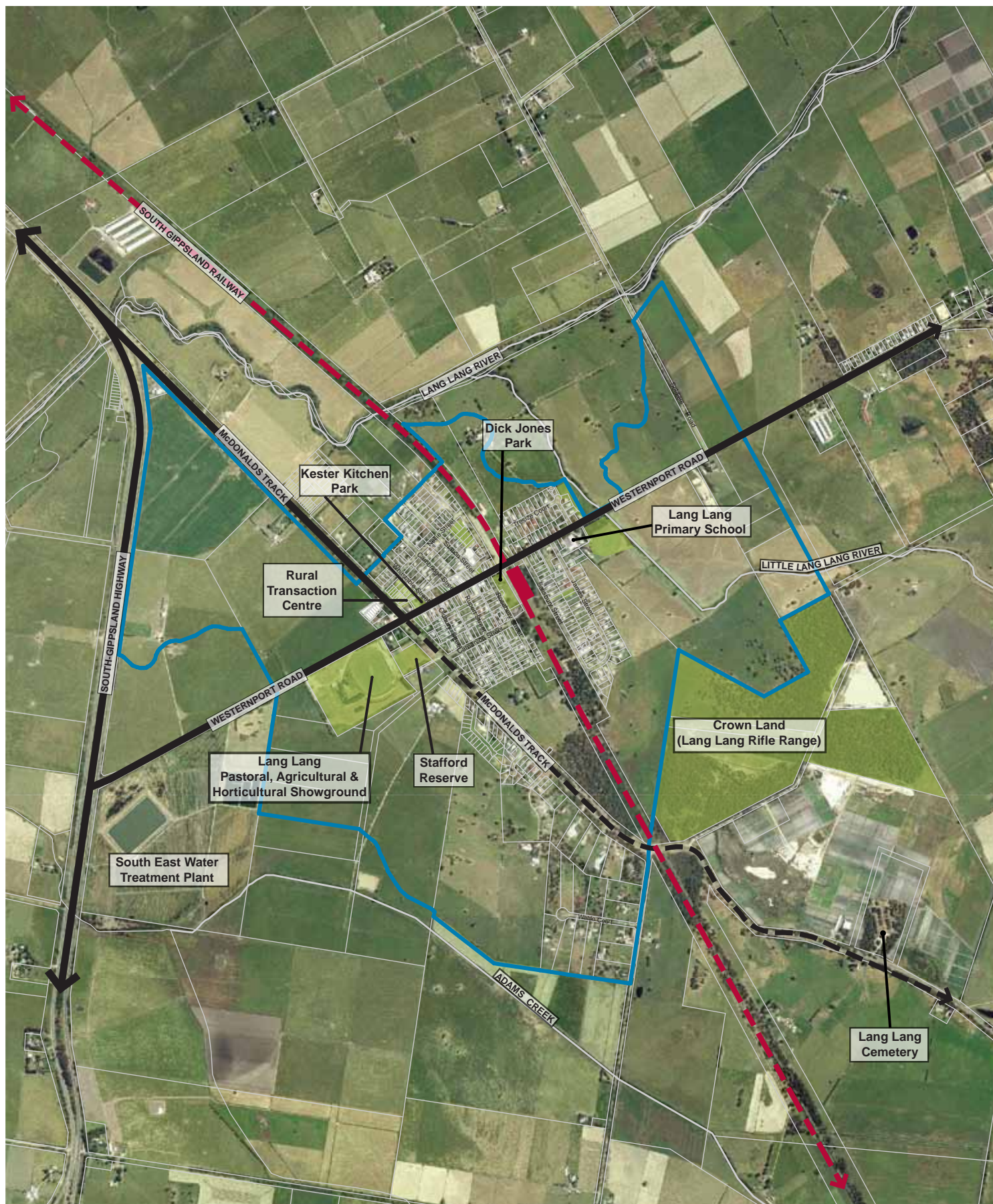
Cardinia Shire comprises of 19 townships and a number of rural localities, each with a distinct identity, character and role. Both the Council Corporate Plan and the Municipal Strategic Statement (MSS) recognise the need for the preparation and implementation of a township strategy for each of the Shire's townships. The township strategies provide a strategic policy framework for the future development of each township. Each strategy provides clear direction in key areas of:

- residential development
- economic development
- community development
- traffic and transport
- physical infrastructure
- open space
- environment
- town centre urban design.

This strategy sets out the key issues facing the Lang Lang Township and explains why they are important. The strategy then sets out objectives (what we are trying to achieve) and policies and actions (how the objectives will be achieved). Council, with the assistance of local community groups and other government agencies, will play a critical role in implementing the actions set out in this strategy.

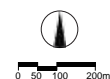
## **1.2 Strategy area**

The area included in the Lang Lang Township Strategy is generally bounded to the north by the Lang Lang River, to the east by Soldiers Road, to the south by Range Road, and to the west by the South Gippsland Highway. The strategy area is shown in Figure 1.



#### LEGEND

- Township Boundary/Urban Growth Boundary
- Arterial Road
- Local Arterial Road
- - - South Gippsland Railway Line
- Drainage Line
- Open Space Reserves



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**FIGURE 1: LANG LANG STRATEGY AREA**

## 2. SNAPSHOT OF LANG LANG

### 2.1 History

The area of Lang Lang and its surrounds are the traditional home of the Boonerwrung people. The Boonerwrung people are one of seven Aboriginal groups that make up the Kulin Nation which inhabited the Port Phillip Bay area. In the Aboriginal language the term 'lang lang' means 'clump of trees'.

The region was first settled by Europeans Jamieson and Rawson in 1839 who established Yallock Station near Yallock Creek. The establishment of the Cobb and Co coach stop and the opening of the South Gippsland Railway Line during the 1890s encouraged people to the region. In 1891, massive works began on the drainage of the Kooweerup Swamp with horse drawn scoops and manual labour resulting in the network of drains and levee banks still visible today. This conversion of swampland to farmland began a rich horticultural and agricultural tradition for the areas of Kooweerup and Lang Lang that still exists today. The Lang Lang area also retains valuable sand, gravel and stone resources which will increasingly become a major commodity for Melbourne.

#### *Early Lang Lang*



*Source: Lang Lang Historical Society*

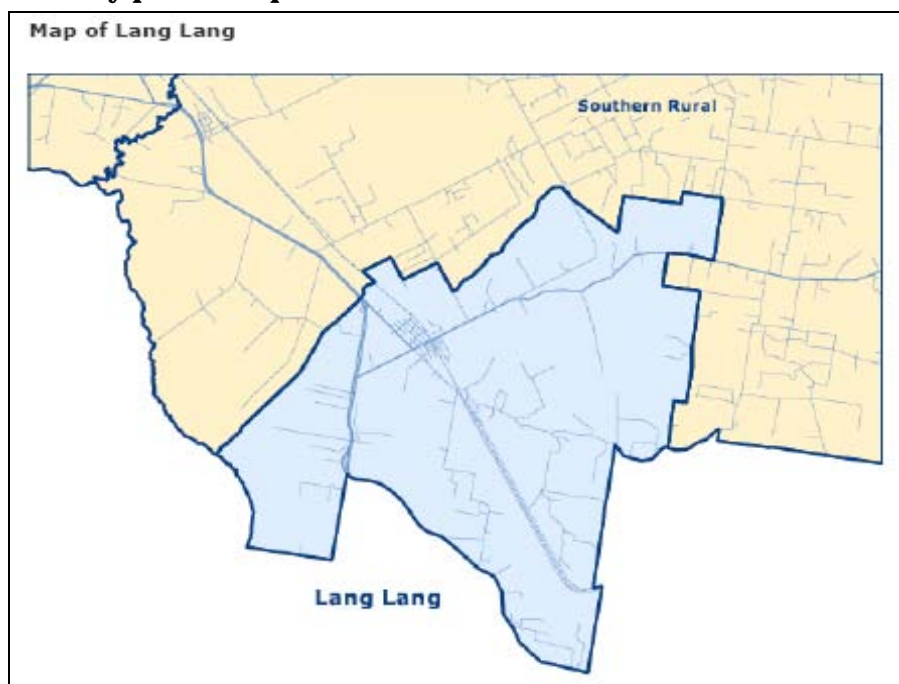
Lang Lang's topography is generally flat alluvial plains which have been substantially cleared of native vegetation due to the conversion of swampland to farmland during the 1890s. The northern coastline of Westernport Bay near Lang Lang is an area identified for its environmental significance. The mangrove-salt marsh vegetation of Westernport Bay is of regional, national and international significance.

Lang Lang's main commercial retail strip is located along Westernport Road between the closed South Gippsland railway line and McDonalds Track. It is interspersed with houses, several vacant lots, community facilities and two public parks. The pattern of development in the town centre appears relatively random.

The South Gippsland Highway is the main vehicle route to the Lang Lang Township, the South Gippsland area and a tourist route to Philip Island and beyond. Lang Lang features two major events each year: the Lang Lang Pastoral, Agricultural and Horticultural Show and the Lang Lang Rodeo.

## 2.2 Population

**Figure 2: Community profile map**



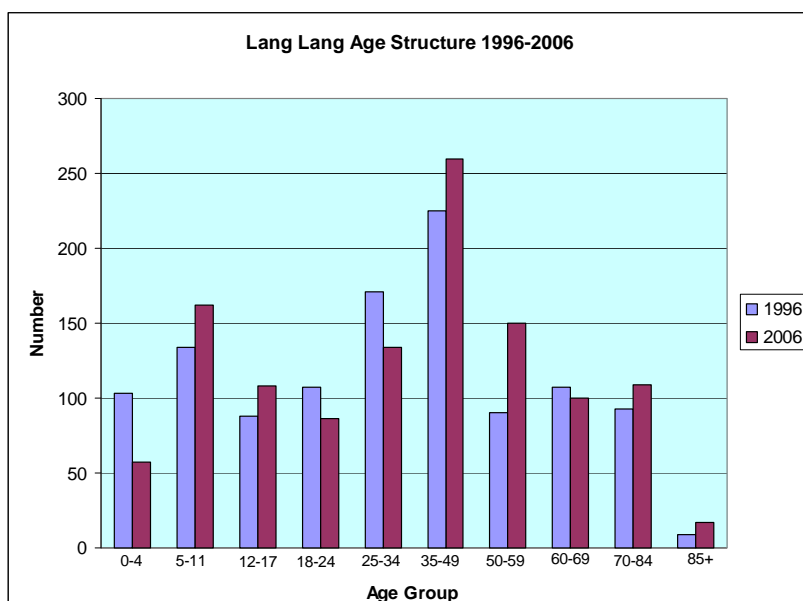
*Community Profile, [www.id.com.au](http://www.id.com.au)*

The profile undertaken by the Australian Bureau of Statistics for Lang Lang, captures data that includes the Lang Lang Township and rural land as described in Figure 2. All statistical references to Lang Lang in this section encompass land as described in Figure 2.

In 1996, Lang Lang had a population of 1,130 people. In 2001, the population had grown to 1,214 people and in 2006 the population totalled 1,307 people. These population statistics suggest the district has experienced minimal population growth between 1996 and 2006. Over the last 10 years, the population (excluding overseas visitors) has increased by 177 people. In the Lang Lang Township, there is the potential for future substantial population growth as land is developed for residential purposes.

The Lang Lang area is 6,181 hectares in size. In 2006, the population density per hectare was 0.19 people per hectare.

**Table 1: Population and age structure**



The age structure of a population is usually indicative of the level of demand for services and facilities (as most services and facilities are age-specific).

The age structure of Lang Lang in 2006 was represented by a slightly higher proportion of younger (0–17 years) and older age groups (60+). Overall, 27.6 per cent of the population was aged between 0 and 17 years while 19.2 per cent were aged 60 years and over, compared with 29.8 per cent and 13.7 per cent respectively for Cardinia Shire.

The largest changes in age structure in this area between 2001 and 2006 were in the age groups:

- 0–4 (–48 persons)
- 18–24 (+16 persons)
- 25–34 (–32 persons)
- 70–84 (+12 persons).

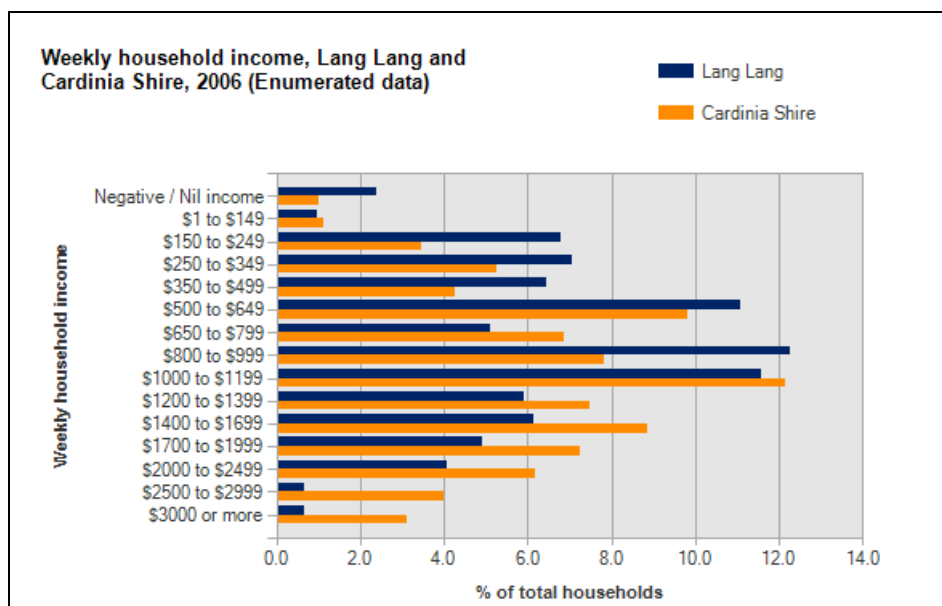
**Table 2: Employment status**

Employment status (persons aged 15 years and over)	Lang Lang						
	2006			2001			Change 2001– 2006
	Number	Percentage	Cardinia Shire (%)	Number	Percentage	Cardinia Shire (%)	
Employed full time	314	59.4	60.6	352	64.3	60.5	–38
Employed part time	169	32.0	32.4	132	24.1	31.5	37
Employed not stated	27	5.1	2.8	16	2.9	3.1	11
Total employed	509	96.5	95.7	499	91.4	95.1	10
Total unemployed	18	3.5	4.3	47	8.6	4.9	–29
Total labour force	528	100.0	100.0	547	100.0	100.0	–19
Total in labour force	528	59.5	66.4	547	60.7	66.3	–19
Total not in labour force	305	34.3	28.7	316	35.1	30.2	–12
Not stated	55	6.1	4.9	38	4.2	3.5	17
Total	887	100.0	100.0	901	100.0	100.0	–14

Source: Cardinia Community Profile [www.id.com.au](http://www.id.com.au)

The size of Lang Lang's labour force in 2006 was 528 people, of which 169 were employed part time, 314 were full-time workers, 26 people's employment status was not stated and 18 people were unemployed.

Between 2001 and 2006, the number of people employed in Lang Lang showed an increase of 10 people and the number unemployed decreased by 29 people.

**Table 3: Household income**

Source: Cardinia Community Profile [www.id.com.au](http://www.id.com.au)

Household income is one of the most important indicators of socio-economic status. Together with other sources, such as educational qualifications and occupation, it helps to evaluate the economic opportunities and socio-economic status of an area. The amount of income a household generates is linked to a number of factors including the number of workers in the household, the number of people unemployed and the type of employment undertaken by the household member.

Analysis of household income levels in Lang Lang during 2006 compared to Cardinia Shire shows that there was a smaller proportion of high income households (those earning \$1,500 per week or more) and a larger proportion of low income households (those earning less than \$400 per week). Overall, 10.4 per cent of the households earned a high income, and 23.7 per cent were low income households, compared with 20.5 per cent and 15.2 per cent respectively for Cardinia Shire. This could be a reflection of a greater percentage of unskilled workers (non-professionals) in the community, lack of employment opportunities and a greater share of people with no bachelor or diploma degree.

**Table 4: Household size**

Household size (number of persons usually resident)	Lang Lang						
	2006			2001			Change 2001–06
	Number	Percentage	Cardinia Shire (%)	Number	Percentage	Cardinia Shire (%)	
Enumerated data							
1 person	106	24.7	18.0	79	19.0	17.3	28
2 persons	139	32.3	32.0	141	34.0	30.5	–2
3 persons	65	15.1	16.4	54	13.0	17.2	11
4 persons	61	14.1	19.7	69	16.5	20.1	–8
5 persons	34	7.8	9.7	48	11.6	10.2	–15
6 or more persons	26	6.0	4.2	24	5.9	4.7	2
Total	432	100.0	100.0	415	100.0	100.0	16

Source: Cardinia Community Profile [www.id.com.au](http://www.id.com.au)

In 2006, approximately 503 dwellings and 445 households existed in Lang Lang. The size of a household generally follows the life cycle of families. Households are usually small at the stage of relationship formation (early marriage), and then increase in size with the advent of children. Households reduce in size again as children reach adulthood and leave home. However, household size can also be influenced by a lack (or abundance) of affordable housing. Furthermore, overseas migrants and Indigenous people often have a tradition of living with extended family members and/or other families.

Analysis of the number of people resident in a household in Lang Lang compared with Cardinia Shire shows that there is a slightly larger proportion of lone person households, and a smaller proportion of larger households (those with four people or more). Overall, 24.7 per cent of households in Lang Lang comprise lone person households while 14.1 per cent represent larger households, compared with 18.0 per cent and 33.6 per cent respectively for Cardinia Shire.

## 2.3 Anticipated change in population

**Table 5: Population growth**

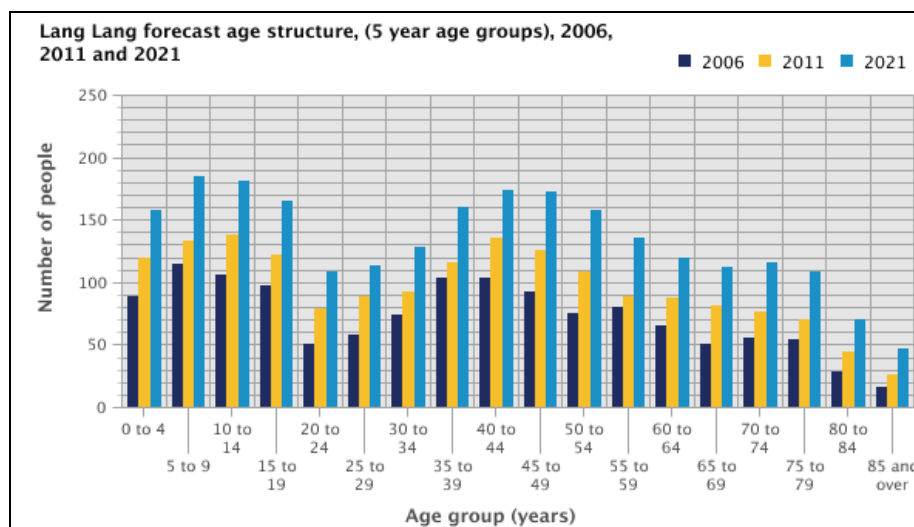
Summary data	Forecast year		
	2006	2011	2021
Total population	1,307	1,733↗	2,409↗
Resident population in non-private dwellings	1	1≈	1≈
Resident population in private dwellings	1,306	1,732↗	2,408↗
Households	479	652↗	934↗
Dwellings	492	670↗	960↗
Average household size	2.73	2.66↘	2.58↘

≈ stable\* from previous year    ↗ increase from previous year    ↘ decrease from previous year  
 \* stable refers to between +/- 0.5% change

Source: Cardinia Community and Household Forecasts: [www.id.com.au](http://www.id.com.au)

Lang Lang has the potential for future growth and it is projected to increase to nearly 2,409 people by the year 2021. The population growth represents an increase of approximately 1,102 people between 2006 and 2021.

**Table 6: Forecast age structure (5 year age groups, 2001, 2006 and 2011)**



Source: Cardinia Community and Household Forecasts: [www.id.com.au](http://www.id.com.au)

The most significant changes in age structure expected in this area between 2006 and 2011 is the gain of young people 10–14 years olds (+32), gain of retiree age groups 50–54 years (+33) and the gain of empty nesters 65–69 years (+31). The life cycle of families will see this trend during 2006–11 continue with the age structure of the Lang Lang community demonstrating an increase in young children, young adults and mature families, with an increase of empty nesters (65–69 years) until the year 2021.

**Table 7: Forecast household types**

Forecast year			
Household type	2006	2011	2021
Couple families with dependants	175	226	305
Couple without dependents	137	189	271
Lone parent families with dependents	49	64	89
Other families	6	8	11
Group households	8	11	15
Total households	479	652	934

Source: Cardinia Community and Household Forecasts: [www.id.com.au](http://www.id.com.au)

The predominant household and family type forecast is couples with dependent children (32.7%), couples without dependants (29.0%) and lone person households (26.0%). This trend is likely to continue into the future though some changes are likely as the population ages.

## 2.4 Policy context

Both the Council Plan and the Municipal Strategic Statement (MSS) recognise the need for the preparation and implementation of a township strategy for each of the shire's townships. The MSS recognises that the pattern of settlement in Cardinia Shire is primarily focused in townships ranging from large rural townships to rural localities. Lang Lang has been identified as being a large rural township, with the potential for future growth. The MSS also recognises that each township has a distinct character which should be maintained and enhanced. Strategic directions relevant to Lang Lang to achieve the objective for townships in the MSS are:

- maintain the scenic quality of the town and surrounding landscape by avoiding the scattering of township development into nearby landscapes. An underlying principal of large townships should be to consolidate development to create visual and physical links to existing developments and community facilities
- provide sewerage treatment and stormwater management systems to minimise the impact of existing township development on the environment and to enable developments to occur in townships in accordance with overall strategy plans
- encourage the retention and development of commercial and community services.

The State Government released *Melbourne 2030 – Planning for Sustainable Growth* in October 2002. *Melbourne 2030* is a strategic plan developed to manage growth across metropolitan Melbourne and its surrounding region. In an attempt to conserve rural resources and significant natural features outside the growth areas of metropolitan Melbourne, the State Government has identified twelve green wedge regions in Victoria (Figure 3). The green wedges in metropolitan Melbourne contain elements that are of social, economic and environmental significance. Lang Lang is located within the Westernport green wedge region and the significant elements in this green wedge include:

- internationally recognised wetlands, such as Westernport Port
- locations with productive agricultural potential, such as Koo Wee Rup and Cranbourne South
- areas with potential for waste-water recycling
- long-term potential for a regional airport
- areas of significant landscape and environmental qualities, such as Westernport Bay.

**Figure 3: Metropolitan green wedges**



*Source: Melbourne 2030*

### **3. STRATEGIC OBJECTIVES AND FRAMEWORK PLAN**

#### **3.1 Vision**

The desired vision for the Lang Lang Township for the next ten years can be summarised as:

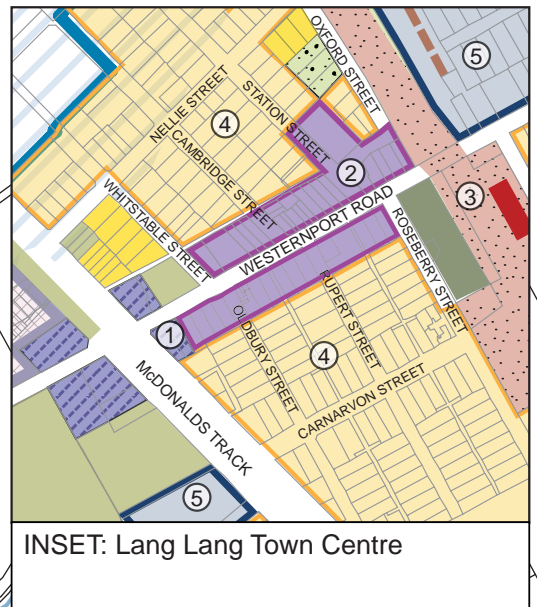
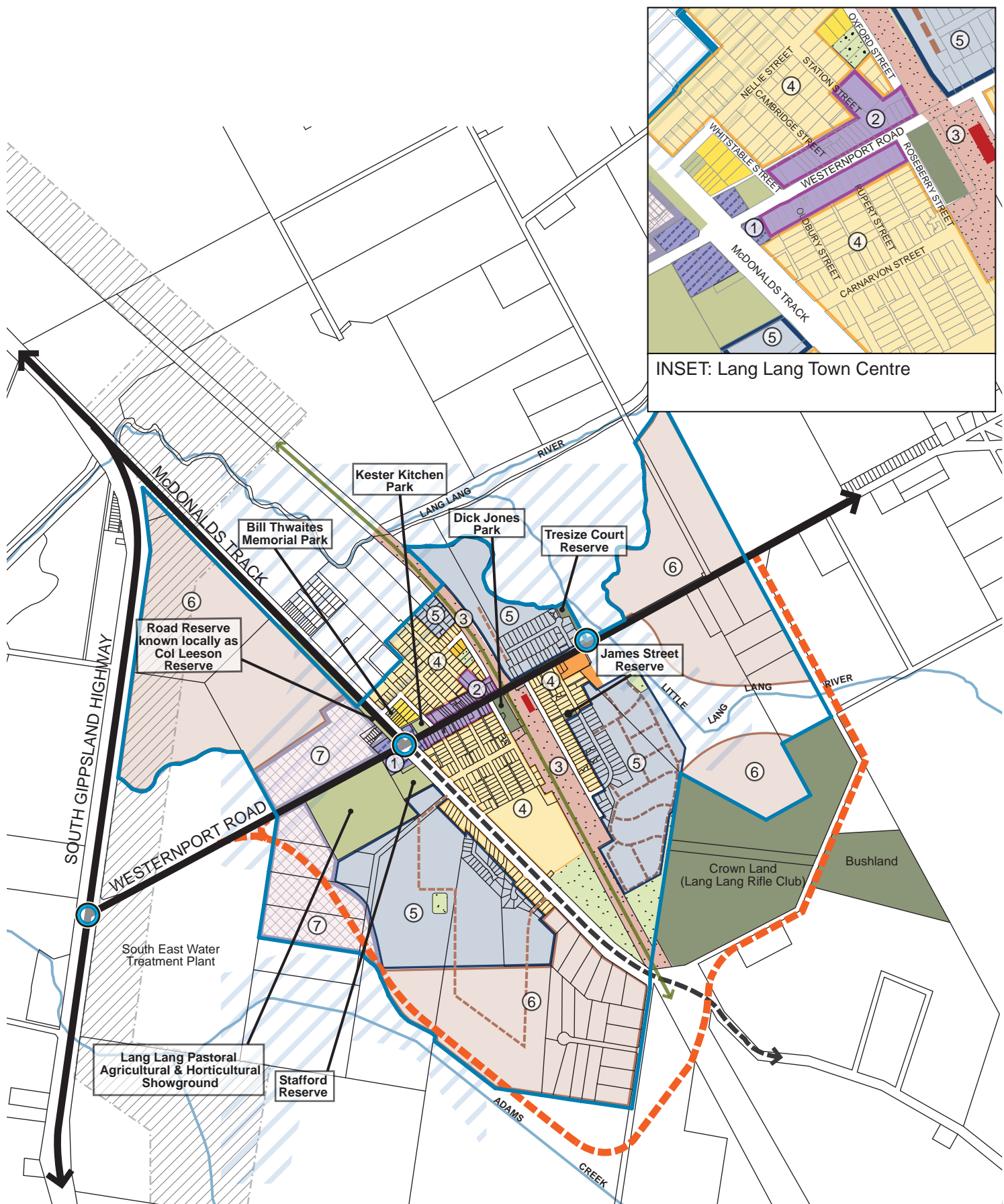
A rural township with commercial and community services to service a population of approximately 1,700 people, characterised by a country ambience, with a safe commercial area free of sand truck traffic. Lang Lang is a place where you would like your family's family to grow up.

#### **3.2 Strategic objectives**

The key objectives for the Lang Lang Township (in no hierarchical order) to achieve the desired vision are to:

- provide for the growth of the town
- facilitate developments and subdivisions, recognising the importance of the township character and rural lifestyle, enhance and strengthen the existing town centre and create local employment opportunities
- provide an industrial precinct
- encourage tourist events and activities
- provide and enhance open space to meet the active and passive recreational needs of the community
- maintain and enhance existing community facilities and social services
- facilitate the establishment of accommodation (hostels, retirement village or aged care facility) for elderly people
- protect and improve the natural environment and heritage
- provide a safe, functional and interconnected transportation network (pedestrian, cyclists and equestrian)
- maintain and improve public transport services and facilities
- provide a sand truck bypass around the township

The future development of the Lang Lang Township is shown in the Lang Lang Framework Plan (Figure 4). The Framework Plan sets out the general pattern for the use and development of land in the township. The purpose of this plan is to provide a strategy for guiding re-development opportunities, encouraging a better mix of retail uses, creating a sense of place and preserving the existing assets. To that end, the policy recommendations are organised under eight primary themes: residential development, economic development, community development, traffic and transport, physical infrastructure, open space, environment and urban design.



#### LEGEND

- Township Boundary/Urban Growth Boundary
- School
- Community Facility
- Land Subject To Inundation
- Waterways
- Desalination Infrastructure Corridor

#### MOVEMENT NETWORK

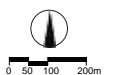
- Arterial road
- Local Arterial Road
- Railway Station (Closed)
- Key Gateways
- Potential Lang Lang Sand Truck Bypass
- Potential Local Roads

#### OPEN SPACE NETWORK

- Passive Open Space
- Active Open Space
- Potential Open Space
- Potential Lang Lang to Kooweerup Rail Trail

#### PRECINCTS

- Precinct 1 - Potential Community/Cultural
- Precinct 2 - Potential Commercial/Retail/Business
- Precinct 3 - Potential South Gippsland Railway (residential, open space, development and recreation)
- Precinct 4 - Established Residential
- Precinct 5 - New Residential Estates
- Precinct 6 - Low Density Residential
- Precinct 7 - Potential Industrial/Mixed Use Land



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FIGURE 4: LANG LANG FRAMEWORK PLAN

## **4. RESIDENTIAL GROWTH**

### **4.1 Overview**

Residential development in the Lang Lang Township generally extends to the north and south of the town centre, along Westernport Road and McDonalds Track. The township includes housing from the early twentieth century through to contemporary architectural designs, on allotments predominately containing single storey detached brick/weatherboard houses, set well back from the street, on lots ranging in size from 500 square metres to 1 hectare or more. There are two residential zones within the township, Residential 1 Zone and Low Density Residential Zone, while land located in a Farming Zone has the opportunity to be rezoned for future residential development.

The town centre has a core area of traditional residential lots positioned along a formal north–south grid pattern, while the surrounding rural land located inside the growth boundary appears to be positioned in a relatively random pattern. The diversity of lot sizes, ranging from urban residential to rural lots, and the variety of dwelling form, setback and landscaping, significantly contributes towards the character of the township. Presently, the town reflects four distinct residential precincts as outlined in Figure 5 (Lang Lang Existing Character Precincts), being:

- Residential Precinct 1 (established residential area)
- Residential Precinct 2 (modern/established residential area)
- Residential Precinct 3 (rural residential area)
- Residential Precinct 4 (unit development).

### **4.2 Land capability**

The soils of the area are dominated by soils of peaty clay. The soils are considered to have slow permeability, found on flat alluvial plains which tend to have an acidic pH level and are high in organic matter. The land capability for residential activities is largely regarded as being poor to very poor, which results in poor drainage, local ponding following rain and the risk of engineering difficulties due to the soil type.

### **4.3 Trends in residential development**

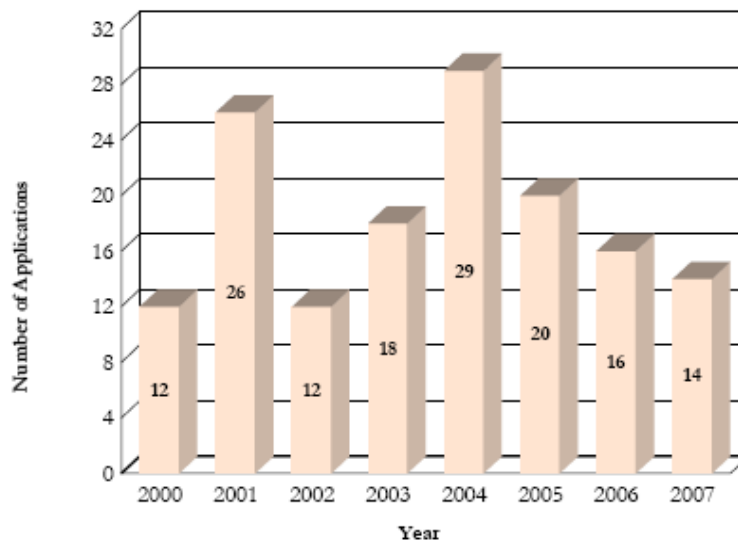
There is a significant concentration of separate houses in Lang Lang, which is consistent with a greater degree of similarity in residential land uses. In 2006, there were 409 households who occupied a separate house in the area, with 36 occupied medium density housing, while no high density flats or apartments existed. The largest change in the type of dwellings occupied by households in Lang Lang between 2001 and 2006 were those occupying a separate house (+19 dwellings), maintaining the dominance of this form of dwelling in the area.

The predominant housing market role for Lang Lang is providing opportunities for families, which is indicated by the strong concentration of separate houses and the number of couple families with children (44.5%), one parent families (17.0%), couples without dependants (38.3%) and lone person households (23.9%). The greater share of separate houses means that this area is more likely to appeal to families and/or couples without dependants. Between 2001 and 2006, there was a decrease in the number of family households (–4), an increase in lone person households (+27) and a decrease in group households (–5).

The housing tenure of Lang Lang in 2006 compared to Cardinia Shire shows that there was a larger proportion of households who owned their dwelling; a smaller proportion purchasing their dwelling; and a smaller proportion who were renters. Overall, 39.9 per cent of the population owned their dwelling; 37.2 per cent were purchasing, and 15.5 per cent were renting, compared with 28.4 per cent, 48.3 per cent and 17.2 per cent respectively for Cardinia Shire.

A comparison of development approvals and planning permits between 2000 and 2007 can provide an indication of the level of investment in Lang Lang. The main proposals for use and development in the area relate to dwellings, outbuilding works and excavation works. Cardinia Shire Council's building data shows that on average, 18 building permit applications were received per annum between 2000 and 2007.

**Table 8: Building permit applications in Lang Lang 2000–07**



*Source: Cardinia Shire Council, 2008*

#### **4.4 Strategic direction**

While some growth in building activity is evident, land availability and future suitability for residential development in Lang Lang will consist of a number of small greenfield parcels of land that could create approximately 230 (+) new dwellings between 2001 and 2021. The township is predicted to experience a low level of infill development (five dwellings per annum) and a moderate level of rural residential development (25 dwellings per annum).

The building activity in Lang Lang will be supported by a stable population migration profile across the 2001–21 period due to new dwellings, new arrivals and the increase in the average household size. The migration assumptions include:

- stable migration of the population profile expected across the 2001–21 period
- gain of young and mature families (30–44 years) with children (0–9 years)
- loss of population in the young adult age groups (18–24 years), as young home leavers seek employment and educational opportunities in Melbourne
- large gain of population aged 60+, as the town attracts retired population from the surrounding rural districts
- the predominant household and family type will be couple families with dependants (32.7%), couples without dependants (29.0%) and lone person households (26.0%).

#### **4.5 Township character development**

Township character is essentially the combination of the public and private realms. Every property, public space or piece of infrastructure makes a contribution, whether great or small. It is the cumulative impact of all these contributions that establishes the township character. It is important that any future residential development or subdivision of land in Lang Lang occurs in a controlled manner that takes into account the existing township character, amenity and landscape features of the area, without placing additional impact or altering the environment, landscape setting and character of the township.

An assessment of the township character has reinforced the rural setting of this historic town. Significant characteristics of the township can be defined as pattern of development: diversity of lot sizes; the built form; scale; architectural and roof styles; street frontage features (fences); views to and from sites; open space and integration with the neighbourhood. The main threats to the township character include over-development of lots; potential subdivision of land into smaller lots; prominent built form; degradation of the environment; loss of view lines and lack of open space. The assessment

of the township has identified three distinct residential precincts with notable character elements. These residential precincts, as outlined in Figure 4 (Lang Lang Framework Plan) and Table 9 (Precinct Character Guidelines) have been delineated reflecting differences in preferred (desired) future character for the residential areas in the township, being:

- Precinct 4 – Established Residential
- Precinct 5 – New Residential Estates
- Precinct 6 – Low Density Residential

#### **4.6 Key issues**

The key issues can be summarised as:

- population growth and the staged release of residential land
- protection of the rural, historic and open landscape character of the township
- existence of various household types to accommodate the housing needs of families, couples without dependants, the elderly and lone person households.

#### **4.7 Objectives**

The objectives are to:

- provide for the staged growth of Lang Lang to accommodate a population of 2,083 people by the year 2016 and 2,409 people by the year 2021
- protect and enhance the ‘rural character’ of the Lang Lang Township
- ensure the long term sustainability of the community by providing residential housing for a range of household groups
- ensure infill residential development is integrated with existing developments and respects the existing character of the township.

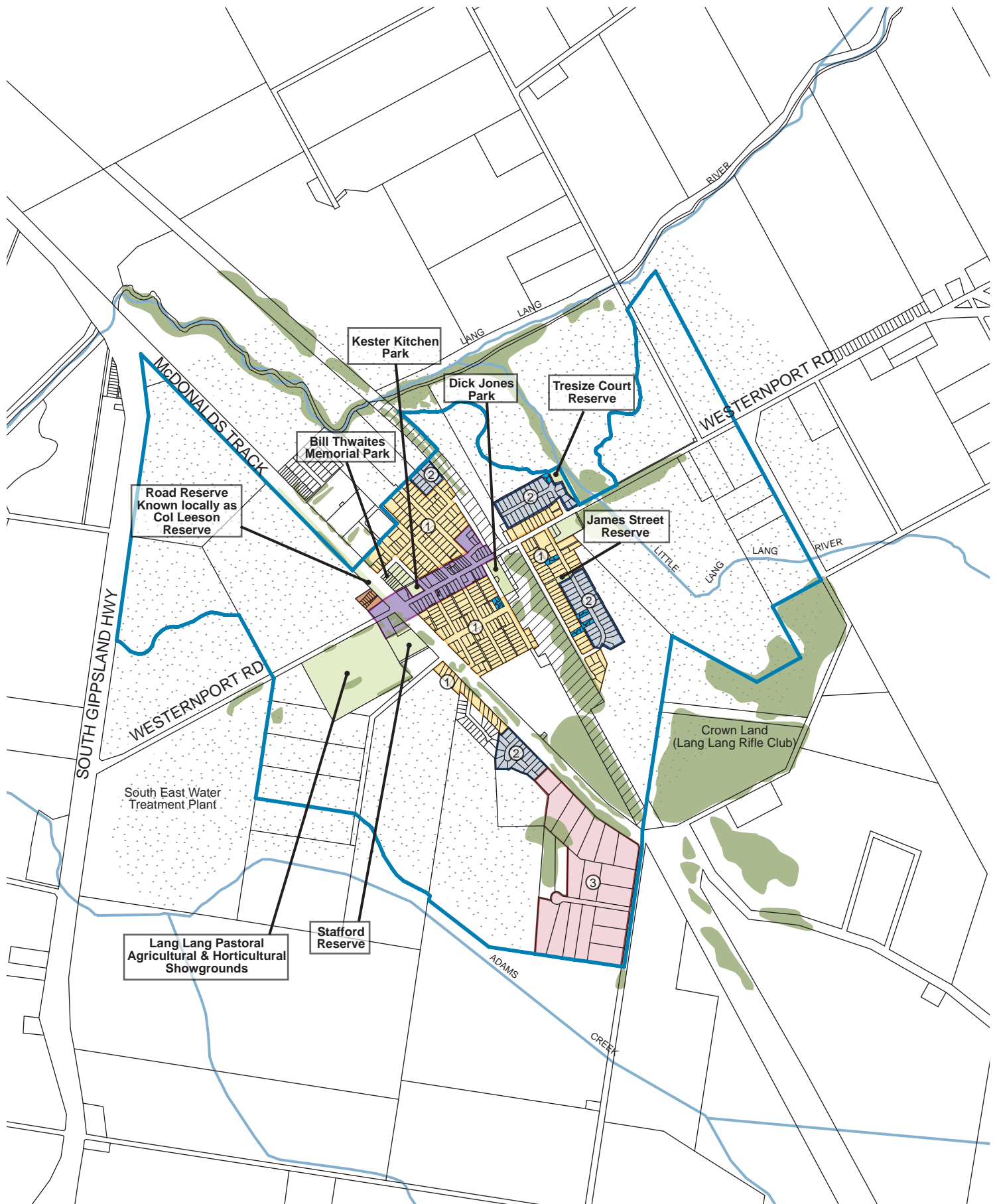
#### **4.8 Policy**

The policies are to:

- ensure any proposed residential development is in accordance with the Lang Lang Framework Plan as described in Figure 4 and the Precinct Character Guidelines as set out in Table 9
- support the release of residential land in a staged/controlled manner to accommodate the expected population growth
- support elderly people’s accommodation (nursing home, hostel or assisted living units, retirement villages or aged care facility) close to the town centre.
- discourage cul-de-sacs and, if used they should be connected through to another street by a wide reserve and path for safe pedestrian and bicycle access. Vehicle connections for emergency vehicles (police, ambulance, country fire authority etc) must be considered in the street and streetscape layout.

#### **4.9 Actions**

- Review the Residential Zones and Design and Development Overlay applying to land within the Lang Lang Township boundary to reflect the above policies on township character.
- Investigate the capacity to refine the location of the urban growth boundary at 275 Westernport Road, Lang Lang in consultation with Melbourne Water and the Department of Planning and Community Development.
- Support the rezoning of land in accordance with Figure 4 (Lang Lang Framework Plan) in a staged and controlled manner.
- Investigate and where appropriate facilitate the opportunity for elderly people’s accommodation (nursing home, hostel or assisted living units, retirement villages or aged care facility) to be located in the Lang Lang Township.

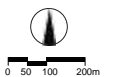


#### LEGEND

- Township Boundary/Urban Growth Boundary
- Waterways
- Town Centre
- Existing Vegetation
- Open Space / Community Function (including showgrounds)
- Existing Rural Land Use

#### PRECINCTS

- Residential Precinct 1 - small to medium size lots (500-1000m<sup>2</sup>) with various housing styles
- Residential Precinct 2 - medium size lots (800-1000m<sup>2</sup>) with new residential housing
- Residential Precinct 3 - very large lots with ranch style brick homes
- Residential Precinct 4 - unit developments
- Railway Corridor Precinct
- Light Industrial Precinct



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**FIGURE 5: LANG LANG EXISTING CHARACTER PRECINCTS**

**Table 9: Precinct character guidelines**

Precinct	Description of existing key characteristics	Preferred character statement and character guideline
<b>Precinct 4 Established Residential</b>	<ul style="list-style-type: none"> <li>• Flat topography</li> <li>• Very dispersed retail and commercial uses interspersed with housing, and a number of vacant lots.</li> <li>• Random pattern of developed and undeveloped lots</li> <li>• Exotic deciduous trees and streetscape treatment established</li> <li>• Small to medium sized residential blocks</li> <li>• Mix of architectural styles</li> </ul>	<p>The sense of spaciousness within this established residential area will be maintained and further enhanced, particularly through the retention and further development of wide nature strips and roads, and a significant canopy of street trees. There will continue to be a significant proportion of large lot sizes to strengthen the rural feel and ambience of the area. There will be some unit development near the town centre provided.</p> <p><b>Character guidelines:</b></p> <ul style="list-style-type: none"> <li>• Maintain 70% of the lots with sizes over 700 sqm</li> <li>• Encourage a diversity of development styles</li> <li>• Locate unit development within vicinity of the town centre</li> <li>• Unit development to avoid repetition and uniform siting and design of dwellings</li> <li>• Maintain continuity of building rhythm along streets with appropriate building frontages</li> <li>• Ensure protection and conservation of native vegetation including street trees and roadside vegetation</li> <li>• Encourage the inclusion of native vegetation and garden space for private and commercial development</li> <li>• Maintain a high level of quality in the design and construction of new buildings as well as a continuity with the character of the areas existing built form</li> <li>• Ensure building height respects the existing character of the surrounding area</li> <li>• Encourage an interconnected street network with links between the town centre and surrounding areas, providing good accessibility and streetscape detailing to make walking and cycling pleasant, efficient and safe</li> <li>• Maintain generous street, footpath and easement widths in new developments</li> <li>• Maintain a sense of spaciousness between residential allotments through: <ul style="list-style-type: none"> <li>– No front fences or if fenced, low front fences or open wire fences to allow gardens and nature strips to merge</li> <li>– Provide sufficient open space or garden areas</li> <li>– Retaining existing vegetation</li> <li>– Provide new trees and garden spaces</li> </ul> </li> <li>• Maintain sense of spaciousness between dwellings by: <ul style="list-style-type: none"> <li>– Providing a minimum front setback of 7 metres or no less than the average setback of the adjoining two dwellings</li> <li>– Provide a minimum side boundary setback of 2.5 metres</li> <li>– Provide a maximum building site coverage of 40% of the lot</li> <li>– Minimum lot width of 18 metres</li> </ul> </li> <li>• Maintain sense of spaciousness in unit developments by: <ul style="list-style-type: none"> <li>– Providing a minimum 30% site coverage of the allotment as private open space</li> <li>– Minimum lot width of 18 metres</li> <li>– Retain existing vegetation</li> <li>– Provide new trees and garden spaces</li> <li>– Encourage no front fences to allow gardens and nature strips to merge</li> </ul> </li> </ul>

Precinct	Description of existing key characteristics	Preferred character statement and character guideline
		<ul style="list-style-type: none"> <li>– On larger blocks, orientate the driveway along one side of the property, rather than down the middle and encouraging a curvilinear driveway with tree planting</li> <li>– Provide a minimum front setback of seven (7) metres or not less than the average setback of the dwellings on either side</li> <li>– Provide a maximum building site coverage of 50% of the allotment</li> <li>– Minimum lot size of 450 sqm per unit including open space and common areas</li> </ul>
<b>Precinct 5 New Residential Estates</b>	<ul style="list-style-type: none"> <li>• Compact settlement pattern</li> <li>• Strong and legible street grid pattern – easy to navigate</li> <li>• Extensive mixture of housing styles</li> <li>• Predominant lot size of 500 to 1000 square metres</li> <li>• Building site coverage consists of 20-30%</li> <li>• Almost exclusively single storey</li> <li>• Wide nature strips</li> <li>• Mixture of fences and no fences creating an open feel</li> <li>• Mix of significant exotic and native street trees</li> </ul>	<p>The new residential estates will have a predominance of larger lot sizes to maintain the semi-rural atmosphere. Wide nature strips and roads, and a significant canopy of street trees will be a feature throughout, as well as low level garden planting to increase visibility from the streets. New development will be designed and constructed to a high standard and incorporate and respect the exiting elements such as a strong and legible grid pattern and the urban to rural interface.</p> <p><b>Character guidelines:</b></p> <ul style="list-style-type: none"> <li>• Maintain 80% of the lots with sizes over 700 sqm.</li> <li>• Encourage diversity of development styles.</li> <li>• Maintain a sense of spaciousness between allotments of the residential areas through: <ul style="list-style-type: none"> <li>– No front fences or if fenced, low front fences or open wire fences to allow gardens and nature strips to merge</li> <li>– Providing sufficient open space or garden areas</li> <li>– Retaining existing vegetation</li> <li>– Providing new trees and garden spaces</li> </ul> </li> <li>• Maintain a sense of spaciousness between buildings with: <ul style="list-style-type: none"> <li>– Minimum side setback of 2.5 m</li> <li>– Providing a minimum front setback of 7m or no less than the average setback of the adjoining two dwellings</li> <li>– Maximum building site coverage of 40% of the lot size.</li> <li>– Minimum lot width of 18m</li> </ul> </li> <li>• Discourage small allotments of less than 600 sqm in the new residential estates.</li> <li>• Maintain continuity of building rhythm along streets with appropriate building frontages.</li> <li>• Ensure protection and conservation of native vegetation including street trees and roadside vegetation.</li> <li>• Encourage the inclusion of native vegetation and gardens in new developments.</li> <li>• Encourage the inclusion of street trees for shade and aesthetic quality at an early stage of new developments.</li> <li>• In the case of subdivisions, clearly outline how the new development relates to the existing and intended use and development of adjoining land.</li> <li>• Maintain a high level of quality in the design and construction of new buildings, as well as a continuity with the character of the areas existing built form.</li> <li>• Ensure building height respects the existing character of the surrounding area.</li> </ul>

Precinct	Description of existing key characteristics	Preferred character statement and character guideline
		<ul style="list-style-type: none"> <li>• Residential developments should not include gated street formats but should connect visually and physically to the surrounding areas</li> <li>• Develop clear, legible road networks incorporating the existing grid layout which provide a high level of internal connectivity and external linkages for local vehicle, pedestrian and bicycle movements</li> <li>• Maintain generous street, footpath and easement widths in new developments.</li> <li>• Provide a minimum width for internal streets of 7.3 metres to allow for parking on either side and access for emergency vehicles.</li> <li>• Discourage cul-de-sacs and, if used, they should be connected through to another street by a wide reserve and path for safe pedestrian and bicycle access.</li> </ul>
<b>Precinct 6 Low Density Residential</b>	<ul style="list-style-type: none"> <li>• Predominant lot size between 800 and 1000 square metres</li> <li>• Larger lot sizes in the older residential areas</li> <li>• Building site coverage 20-25%</li> <li>• Wide nature strips</li> <li>• No footpaths</li> <li>• Some lots without overhead powerlines</li> <li>• Almost exclusively without fences</li> <li>• Exclusively single storey</li> <li>• Predominantly brick dwellings with tile roofs</li> </ul>	<p>The rural character of low-density residential living will be maintained and enhanced through large allotments between 0.4 hectare and one (1) hectare. Extensive building setbacks, a high proportion of large homes slightly elevated from the road, abundant native trees, wide road easements, and post and wire fences dividing the allotments, will maintain the rural character of the area.</p> <p><b>Character guidelines:</b></p> <ul style="list-style-type: none"> <li>• Encourage a diversity of development styles</li> <li>• Maintain a sense of spaciousness between allotments of the residential areas through no front fences or if fenced, low front fences or open wire fences.</li> <li>• Construct buildings on the site in a compact and clustered layout to minimise soil erosion and loss of vegetation, and to maximise access to existing and proposed infrastructure</li> <li>• Retain existing vegetation on the boundary of sites.</li> <li>• Any building or works to be a minimum of 60 metres from the Little Lang Lang River waterway.</li> <li>• Orientate dwellings on the allotment to maximise the retention of existing vegetation, particularly indigenous vegetation.</li> <li>• Maintain the rural character of large allotments with: <ul style="list-style-type: none"> <li>– Minimum front setback of 10 metres and a minimum side setback of 5 metres</li> <li>– No fencing or if fenced, only post and wire style fencing to maintain a continuous flow of vegetation across the landscape.</li> </ul> </li> <li>• Ensure protection and conservation of native vegetation including street trees and roadside vegetation.</li> <li>• Encourage the inclusion of native vegetation and garden space for private and commercial development.</li> <li>• Maintain generous street and easement widths in new developments.</li> <li>• In the case of subdivisions, clearly outline how the new development relates to the existing and intended use and development of adjoining land.</li> <li>• Maintain a high level of quality in the design and construction of new buildings as well as continuity with the character of the areas existing built form.</li> <li>• Ensure building height respects the existing character of the surrounding area.</li> </ul>

*Source: Cardinia Shire Council Township Character Assessment, November 2006*

## 5. ECONOMIC DEVELOPMENT

### 5.1 Overview

The Lang Lang town centre is the economic hub of the township and offers a number of retail and commercial activities which are located along Westernport Road. The town centre is predominately used by residents for convenience and daily purchases, with larger shopping requirements being met by facilities at Pakenham, Cranbourne, Warragul or further afield. The present shopping strip retains a random pattern of development and is dispersed with retail and commercial uses, interspersed with housing and undeveloped lots. The community has expressed the need to:

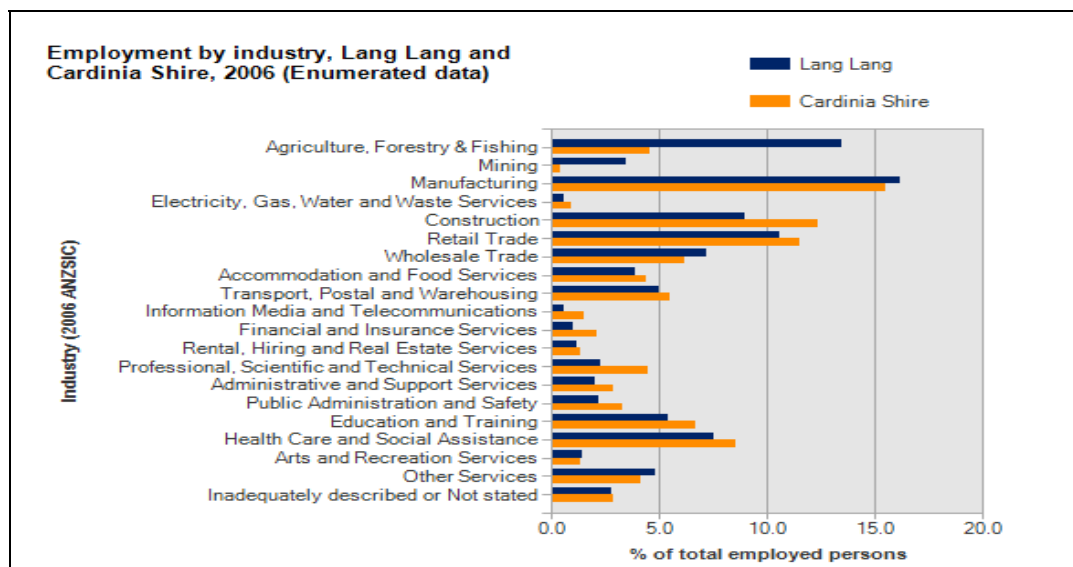
- consolidate the existing town centre between the closed South Gippsland railway line and McDonalds Track
- upgrade the streetscape and approach to the town centre
- provide additional industrial land
- create employment opportunities.

Land along Westernport Road, between the South Gippsland railway line and McDonalds Track needs to be consolidated and preserved as the focus for retail and commercial activity in the town centre. Refer to Section 11 (Urban Design) of this report for details on urban design of the commercial precinct.

### 5.2 Labour force

The size of Lang Lang's labour force in 2006 was 528 people, of which 169 were employed part time, 314 were full-time workers, 26 people's employment status was not stated and 18 people were unemployed.

**Table 10: What industries do we work in?**



Source: Cardinia Community Profile, [www.id.com.au](http://www.id.com.au)

The industry structure of the workforce is indicative of the skillbase and (to some extent) the socio-economic status and industry structure of an area. In Lang Lang, during 2006, the three most popular industry sectors were:

- Manufacturing (82 persons or 16.1%)
- Agriculture, Forestry and Fishing (68 persons or 13.4%)
- Retail Trade (54 persons or 10.6%).

In combination these three industries employed 204 people or 40.1 per cent of the employed resident population. The major differences between the jobs held by the population of Lang Lang and Cardinia Shire were:

- a larger percentage of people employed in Agriculture, Forestry and Fishing (13.4% compared to 4.5%); this is attributed to the fact that Lang Lang is located in the middle of a farming region
- a larger percentage of people employed in mining (3.4% compared to 0.3%)
- a smaller percentage of people employed in Construction (8.9% compared to 12.3%)
- a smaller percentage of people employed in Professional, Scientific and Technical Services (2.2% compared to 4.4%).

### **5.3 Occupation**

The occupation structure of Lang Lang suggests that the area is less advantaged in its social-economic status and opportunities, with some of the largest occupations being clerical and 'blue collar' work with a comparatively lesser skillbase and returning lower income levels, when compared with Cardinia Shire overall.

An analysis of the occupations held by the resident population of Lang Lang in 2006 shows the three most popular occupations were:

- Technicians and Trades Workers (91 persons or 17.9%)
- Labourers (87 persons or 17.1%)
- Managers (79 persons or 15.6%).

In combination these three occupations accounted for 257 people in total or 50.5 per cent of the employed resident population. The major differences between the occupations of the population of Lang Lang and Cardinia Shire were:

- a larger percentage of people employed as Labourers (17.1% compared to 11.8%)
- a larger percentage of people employed as Machinery Operators and Drivers (12.7% compared to 9.2%)
- a smaller percentage of people employed as Professionals (5.6% compared to 13.2%)
- a smaller percentage of people employed as Clerical and Administrative Workers (11.7% compared to 13.9%).

### **5.4 Qualifications of workforce**

Lang Lang in 2006 compared to Cardinia Shire, demonstrates a smaller proportion of people holding formal qualifications (bachelor or higher degree, advanced diploma, diploma or vocational qualifications) and a larger proportion of people with no formal qualifications. Overall, 27.4 per cent of the population held educational qualifications, and 59.4 per cent had no qualifications, compared with 37.7 per cent and 51.1 per cent respectively for Cardinia Shire.

### **5.5 Lang Lang Traders Association**

The Lang Lang Traders Association was established in 1995 after the Lang Lang Progress Association and enthusiastic residents of Lang Lang obtained funding from the Department of Innovation, Industry and Regional Development (DIRD) to be part of the Victorian Government's 'Street Life' program. Street Life is a Victorian Government initiative that links communities and neighbourhood business groups to assist small business growth. The program assisted projects that promoted small business growth, which included developing new business skills and increasing employment levels.

The Lang Lang Traders Association is a sub-committee of the Lang Lang Township Committee and is a unified group of people dedicated to assisting the development and advancement of the Lang Lang business community. The association has achieved a substantial level of marketing and promotional

activities, which includes customer loyalty programs, dinner and guest speakers, regular newsletters for members, regular shopping surveys, colouring competitions at Christmas and Easter time, three-minute supermarket grab runs, the purchase of training tapes, the Christmas festival, Christmas Light up Lang Lang, group advertising in monthly Bass Valley News and Clean up Lang Lang.

## **5.6 Bendigo Bank**

Lang Lang's Bendigo Bank opened on 28 October 1998, after enormous advocating from the local community. The bank was the third community bank branch of the Bendigo Bank to open in Australia. What is unique about the bank is that a business centre for the town was also built attached to the bank branch. Housed in the business centre is a boardroom that can be utilised by the public for specialist or general meetings. This service was previously not available to the residents of Lang Lang.

## **5.7 Service industry and industry**

There is a lack of industrial zoned land for service industry or industry type activities within the Lang Lang Township. Currently in the town, two parcels of land zoned industrial are located along Westernport Road nearby to the Lang Lang Pastoral, Agricultural and Horticultural Showgrounds and the South East Water Treatment Plant. Seven small light industrial factories are also located along McDonalds Track on land classified as Mixed Use in the Cardinia Planning Scheme. The community has raised concerns that a lack of industrial land will undermine the long-term economic sustainability of the town. The development of more industrial land is encouraged to increase local employment opportunities.

## **5.8 Sand quarrying**

Major silica sand deposits are located near to the Lang Lang Township. In the Lang Lang deposits the sands are tertiary to quaternary in age and of fluvial and aeolian (dune) origin. The sand is mainly used for glassmaking, foundry sand and the lower-grade material is predominately used as an aggregate in plaster, mortar and concrete manufacturing. Apart from silica sand, other gravel and stone resources also exist in the area. These industries are managed through the Department of Primary Industry (DPI) which issue and monitor works approvals. Council monitors the environmental off-site effects and liaises with the Department of Primary Industry to minimise any environmental impacts resulting from the operation of these quarries and sand mines. The sand deposits in Lang Lang are an important commodity of state economic importance and it is critical to attract extractive industries to the area to shape the future supply of sand, as sand supplies dwindle in areas across Melbourne.

## **5.9 Tourism**

The annual Lang Lang Rodeo and Lang Lang Pastoral, Agricultural and Horticultural Show attracts an influx of people to the town each year. Each event is managed at the Lang Lang Pastoral, Agricultural and Horticultural Showground located at 120 Westernport Road.

There is potential to reinvigorate the existing commercial hub through local initiatives and promotion of tourist attractions, and to incorporate the various festivals, accommodation facilities, unique businesses and the environment (Westernport Bay) in the area.

The business community have expressed concerns that more needs to be done to encourage, support and capitalise on existing events while creating and promoting new events and facilities to encourage tourists to spend time and money in the town.

## **5.10 Key issues**

The key issues can be summarised as:

- local employment opportunities
- the strength of the current town centre
- provision of opportunities for service industry/industry

- potential to capitalise on the tourist market
- lack of tourist facilities, services and accommodation
- support for the business community.

### **5.11 Objectives**

The objectives are to:

- strengthen the role of the Lang Lang town centre in meeting the needs of the local community
- encourage local employment opportunities
- facilitate the development of an industry and service industry precinct within the Lang Lang Township.
- support industry relating to quarrying to the area
- promote tourist events and activities in the town
- support the establishment of short term accommodation (e.g. caravan park, bed and breakfasts, farm stays or guest houses) in the Lang Lang area.

### **5.12 Policy**

The policies are to:

- implement the strategies outlined in the Lang Lang Town Centre Urban Design Framework 2008 (refer to Section 11) with regard to preferred land use, built form and movement
- ensure commercial and retail uses along Westernport Road are consolidated between McDonalds Track and the closed South Gippsland Railway Line to strengthen the current town centre, as demonstrated in Section 11 of the Town Centre Urban Design Framework 2008
- include Lang Lang in Council's economic development and promotional plans to attract business and tourist interests in the Lang Lang Township in consultation with the business community
- provide opportunities for people to work from home where the activity undertaken does not adversely impact on the amenity of the local area
- support the establishment of tourist accommodation facilities (e.g. bed and breakfasts, farm stays, guest houses or a caravan park)
- support sand extraction industries to the region.

### **5.13 Actions**

- Facilitate the restructure of land holdings in the Lang Lang town centre to aid development opportunities as outlined in Section 11 of the Town Centre Urban Design Framework 2008.
- Provide support in the management and assist in the promotion of local events and marketing of key recreational and environmental assets, through Council's training and networking programs.
- Continue to support the Lang Lang Township Committee and Lang Lang Traders Association.
- Prepare an economic development and promotional plan to attract business and tourist interest in the Lang Lang Township in consultation with the business community.
- Identify sources of funding for streetscape works to strengthen the town centre in collaboration with the Lang Lang Traders Association and the Lang Lang Township Committee.
- Rezone land for industrial purposes as shown in the Lang Lang Framework Plan (Figure 4).
- Investigate an appropriate location for a visitor tourism board in consultation with the local community.
- Investigate in collaboration with the Lang Lang community, opportunities to encourage people to visit and stay longer in the Lang Lang Township.
- Facilitate the preparation of a sand extraction report for the Lang Lang region determining the preferred adaptive re-use of the land once sand extraction has been completed.

## 6. COMMUNITY DEVELOPMENT

### 6.1 Overview

Lang Lang is serviced by a range of community services and facilities, many of which are community based rather than provided by State Government agencies or Cardinia Shire Council. This reflects a strong sense of community which is an important part of the character and fabric of Lang Lang. Public transport, however, is extremely limited which restricts the mobility of local residents with respect to accessing regional facilities and services. The services and facilities presently available in Lang Lang are shown in Table 11.

**Table 11: Community services and facilities in Lang Lang**

Service type	Community service
<b>Early years services</b>	<ul style="list-style-type: none"> <li>• Westernport child care and kindergarten</li> <li>• Lang Lang Preschool and kindergarten</li> </ul>
<b>Education</b>	<ul style="list-style-type: none"> <li>• Lang Lang Primary School</li> </ul>
<b>Health</b>	<ul style="list-style-type: none"> <li>• Lang Lang Community Medical Centre at the Rural Transaction Centre</li> <li>• Maternal and Child Health Centre</li> </ul>
<b>Youth</b>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
<b>Aged</b>	<ul style="list-style-type: none"> <li>• Senior Citizens Hall</li> <li>• Soldiers Memorial Centre and Op Shop</li> <li>• Returned and Services League</li> </ul>
<b>General</b>	<ul style="list-style-type: none"> <li>• Lang Lang Rural Transaction Centre that includes               <ul style="list-style-type: none"> <li>– A Neighbourhood Centre</li> <li>– Outreach Services</li> <li>– Centre link</li> <li>– And other services as described above</li> </ul> </li> <li>• Historical Society Building &amp; Historical Society</li> <li>• V-line bus interchange</li> <li>• Mobile library</li> <li>• Public Toilets</li> <li>• Country Fire Authority</li> <li>• Bendigo Bank – Business Centre</li> <li>• ANZ Bank</li> <li>• Police Station</li> <li>• St Johns Anglican Church</li> <li>• Community Emergency Response team</li> <li>• Clubs (Computer Club, Senior Citizens Club, Rotary Club, Garden &amp; Hobby Club, Coursing Club, Rifle Club, Red Hat Club, Cubs, Joeys, Scouts &amp; Venturers, Angling Club, Bowling Club, Cricket Club, Football Club, Golf Club, Netball Club, Men's Club, Tennis Club, Westernport Swamp Landcare, Independent Riders Network, Traders Association, Strong Sisters Breast Cancer Support Group, Spinners and weaver, Diabetes Support Group)</li> </ul>

*Source: Cardinia Shire Council*

### Education

Lang Lang Primary School No. 2899 was established in 1888. Lang Lang Primary School is a co-educational school that teaches approximately 188 students between Prep and Year 6. The primary education facility is considered adequate but secondary school-aged children have to travel to nearby

townships to access secondary education, as the existing population base is not sufficient to support a secondary education facility. There are eight high schools in the region, offering senior secondary education (years 11 and 12), four of which are public schools and five are private schools:

- public schools – Pakenham, Koo Wee Rup, Drouin and Warragul Secondary College.
- private schools – Drouin Chairo, Pakenham Chairo, Pakenham Beacon Hills and St Paul's Anglican.

The nearest secondary school is Koo Wee Rup Secondary College located approximately 9.7 kilometres to the north-west of the Lang Lang Township. The closest technical and further education (TAFE) is at Warragul 30 kilometres south-east (30 minutes) from the Lang Lang Township. The closest regional university to Lang Lang is Monash University in Berwick, 35 kilometres (50 minutes) north-west of Lang Lang.

## **Health**

The Lang Lang Rural Transaction Centre has a designated medical centre known as the Lang Lang Community Medical Centre. The practice is currently staffed by three part-time general practitioners with the support of full-time nursing staff. The centre provides health services in aged care, maternal and child health services and is also visited weekly by a psychologist. Gaps in the provision of community services are a lack of dental, a full-time doctor, physio, youth and mental health services which are all available at Pakenham.

## **Youth**

Young people in Lang Lang have access to a skate park and various sporting facilities and social facilities. However, there is no specific facility or space for young people in Lang Lang and those wishing to access other forms of entertainment are required to travel outside of Lang Lang.

## **Aged**

The senior age group is catered for in terms of community services and facilities at the Rural Transaction Centre and Senior Citizen Hall; nonetheless, there is an increased need for suitable residential accommodation for the elderly, particularly aged care facilities like a nursing home, hostel, assisted living units or retirement village as the population ages.

## **6.2 Physical accessibility**

Public transport is extremely limited which restricts the mobility of local residents to access regional facilities and services, especially for elderly people who no longer drive, residents with a disability or residents with no private transport vehicle, such as young people. Lang Lang also retains limited formalised pedestrian pathways between key service providers, the town centre and existing residential estates.

There is potential to better utilise existing transport services and infrastructure, for example, community bus, school buses and the South Gippsland railway line. Improved coordination between community bus service providers and other public and private bus operators could address some gaps in accessibility, particularly a bus service to Pakenham, Koo Wee Rup or Cranbourne where other transport modes exist. Infrastructure associated with the closed South Gippsland railway line could provide an alternative transport option (pedestrian, bicycle and equestrian) to improve access for the needs of the community (see Section 7 for more details associated with the South Gippsland railway line).

## **6.3 Lang Lang Rural Transaction Centre and Community Centre complex**

In 2001, the Lang Lang Township Committee applied to The Victorian Government Community Capacity Building Initiative (CCBI), which is based on principles of building social capital, sustainable community development, action learning and assets-based planning. One of the key projects undertaken by the CCBI in collaboration with the Lang Lang Township Committee, the residents of

Lang Lang, Cardinia Shire Council, State Government and the Federal Government, helped to achieve the construction of a multipurpose community service precinct, known as the Lang Lang Rural Transaction Centre and Community Centre complex.

The Lang Lang Community Centre complex, incorporating the Lang Lang Community Medical Centre, Community Education Centre and Lang Lang Rural Transaction Centre, is a multipurpose centre that provides a number of community services, including:

- federal, state and local government services – Centrelink Access Point, Medicare Easyclaim facility and Council information and referral services
- emergency relief
- medical practitioner, maternal health nurse, first aid training, diabetes and healthy lifestyle group, weight loss group activities and other health related activities
- immunisations
- commercial secretarial support services including fax, phone, word processing, desktop publishing and bookkeeping
- tourist information
- consulting and training rooms for business development
- help on insurance and tax
- computer training and internet access
- craft programs
- book exchange and reading room
- educational activities directed to senior and young people of the community
- meeting place for community groups.



*Lang Lang Transaction Centre and Community Centre*

The centre is run by a volunteer committee of management and two paid coordinators. The multipurpose centre is funded by Cardinia Shire Council and the State and the Federal governments. The benefits of the multipurpose centre include:

- creating a benchmark community service precinct in Lang Lang
- providing a central precinct to facilitate bringing community groups together, which encourages and improves community cohesion

- assisting business development by providing facilities for business training and support services
- facilitating tourism to Lang Lang through the delivery of tourism information
- improving traffic safety around the preschool with the development of a car park servicing the entire area
- providing a community service precinct that will draw many people to Lang Lang who will also utilise other services provided by local businesses resulting in the long-term economic sustainability of the township
- addressing existing service shortfalls across a wide community spectrum.

## **6.4 Volunteerism**

The residents of Lang Lang display a strong sense of pride, commitment and involvement in their community. This is demonstrated by the dedication of many of the residents on various community committees and volunteer organisations. In particular, the Lang Lang Township Committee plays an important role for the community as a strong advocate, representing the views of the community at various forums. The Lang Lang Township Committee acts as a conduit for information between key stakeholders, the community and Cardinia Shire Council. This strong sense of volunteerism displayed by the residents of Lang Lang needs to be supported and encouraged.

The Lang Lang Township Committee meets monthly, alternating between general or public meetings, which often feature a guest speaker.

## **6.5 Issues**

The key issues can be summarised as:

- limited health facilities – no full-time general practitioner, dentist, physio, youth or mental health services available
- ageing in place and opportunities for older people's accommodation
- lack of public transport services to access community services and facilities
- need for a safe and accessible footpath network linking community facilities to residential estates
- need for youth initiatives.

## **6.6 Objectives**

The objectives are to:

- support and foster a partnership approach towards achieving a strong healthy and integrated community
- provide appropriate, accessible and quality facilities and services
- ensure efficient management of existing community services and facilities
- improve youth accessibility to services
- develop mechanisms for government and other organisations to partner with the Lang Lang community.

## **6.7 Policy**

The policies are to:

- establish community facilities in the most accessible location having regard to their service catchments.

## **6.8 Actions**

- Provide assistance to the Lang Lang Township Committee in maintaining and enhancing community and recreational facilities and social services.
- Assist volunteer community groups in undertaking a broad range of initiatives.
- Facilitate coordinated programs for the youth and ensure they have access to programs conducted by Council and other service providers.
- Provide a youth bus outreach to young people in rural townships.
- Support the establishment of a full-time general practitioner service within the Lang Lang Township.
- Lobby for State and Federal government assistance to improve health services in the Lang Lang Township.
- Liaise with Koo Wee Rup Regional Health to provide outreach services, including support groups, welfare and counselling support services.
- Liaise with community transport service providers and the Department of Transport to promote the patronage of current services and linking them to existing and future bus services to ensure residents have better access to goods, services and community services.
- Investigate opportunities for the provision of older people's accommodation or a retirement village in the Lang Lang Township.
- Support the evaluation and implementation of Council's 'Living Well for Life' policy associated with senior citizen needs.

## **7. TRAFFIC AND TRANSPORT**

### **7.1 Overview**

A high proportion of Lang Lang residents are dependent on motor vehicles for transport due to the rural location of the township and limited public transport services presently available. In addition to identifying opportunities to address traffic and public transport issues, this strategy also identifies actions to improve the pedestrian and bicycle connectivity within the area.

### **7.2 Public transport**

Public transport in Lang Lang is limited to two V-Line bus services. One bus service runs from Melbourne to Yarram via Leongatha and Cranbourne. The other bus service runs from Melbourne to Cowes via Inverloch and Dandenong. No bus services presently exist between Lang Lang and Pakenham, which is the closest activity centre to the Lang Lang Township.

The State Government has announced in its 2008–09 budget, bus and coach improvements to upgrade transport services in South Gippsland. The bus and coach improvements for Lang Lang will include:

- new and upgraded links from Leongatha, Wonthaggi and Inverloch via Koo Wee Rup to Pakenham
- a new cross-corridor connection between Koo Wee Rup and Pakenham.

The State Government will be commencing community consultation over 2008–09 to ensure that the new bus and coach timetables cater to the community's needs.

### **7.3 Road network**

Westernport Road and McDonalds Track are the two main roads for vehicle traffic, including sand trucks to traverse through the Lang Lang Township and beyond to the South Gippsland Shire, Bass Coast Shire or Baw Baw Shire and further afield to Melbourne. The roads are classified as:

- Westernport Road – rural primary arterial road
- McDonalds Track – partly a rural primary arterial road and a rural secondary arterial road.

A feature of Lang Lang is the presence of a formal north–south and east–west road (grid) network, with Westernport Road being the major east–west transport link. Other significant roads within the township are Station Street, Cambridge Street, James Street and Rosebery Street, linking the town centre with nearby residential estates. Nearly all roads in the Lang Lang Township are sealed, except for about 900 linear metres of road surface (four roads) which are unsealed. The local community have expressed a desire to have all roads within the urban growth boundary of the township constructed to an acceptable standard.

### **7.4 Traffic movement**

The Westernport Road intersection with McDonalds Track and Tresize Court are the key entries into the main commercial core of the township. Issues include sightlines, traffic speed, sand trucks, the width of the road and awkward parking arrangements near the Lang Lang Primary School. The community has specified a number of actions to address the current traffic movement issues, including:

- widening Westernport Road near the Lang Lang Primary School to provide a slip lane to increase safety for vehicles turning into James Street or the Lang Lang Primary School itself
- providing additional off-street parking to accommodate the Lang Lang Primary School
- formalising pedestrian crossings in the town centre
- providing a sand truck bypass to divert sand trucks from the town centre.

### **7.5 Lang Lang sand truck bypass**

The Lang Lang area contains significant sand resources making it of state economic importance. As current sand supplies are depleted from Melbourne's current sources, increasing reliance will be made on the sand from the Lang Lang area. In their report *Regional Sand Extraction Strategy – October 1996*

(RSES), the then Department of Infrastructure made the point that ‘the Lang Lang and Grantville areas will become increasingly significant as a supply area over the next 20 years and it could possibly become Melbourne’s major supply area within 20 years’.

As a consequence of the sand extraction industry, considerable truck traffic (350 trucks per day) will traverse through the main street of the Lang Lang Township, if an alternative sand truck bypass route is not provided. The impact of heavy vehicles hauling sand through the middle of the town will be an intolerable impact on the town for the following reasons:

- amenity – noise, dust and fumes
- safety – high volume of large vehicles travelling through the main street
- potential failure of local roads – never constructed for such intense truck traffic.

A road designed to allow sand trucks to bypass the town is currently being developed by Council. The potential route is formed in two sections referred to as Stage 1 and Stage 2 in this report and demonstrated in Figure 6 (Open Space and Linkages).

Stage 1 provides a route to the south of the Lang Lang Township linking up with McDonalds Track. This stage is to be funded from local contributions from the sand extraction industry based on the volume of sand removed. These agreements are already in place. Stage 2 is required to complete the entire Lang Lang sand truck bypass and is currently unfunded.

## **7.6 Pedestrian and bicycle network**

The Pedestrian and Bicycle Strategy (2003) identifies a series of trails for multipurpose use, bicycle routes for on-road cycling and paths for pedestrian use within each of the towns in the municipality. The definitions of the trails include:

- regional trails – trails of regional significance that provide connections and links between local government areas
- principal bicycle network routes – on-road bicycle lanes and routes
- town trails and routes – multipurpose paths that can be used by pedestrians, cyclists and other users
- town paths – pedestrian paths where children under 12 are permitted to ride on the paths.

The Lang Lang Township already has 3.20 kilometres of existing pathways (not including horse trails) at an average width of 2.0 metres.

### **Regional trails:**

The South Gippsland Railway Line is currently a closed railway track that traverses the Lang Lang Township from the north–west and travels south–east to Leongatha. The Pedestrian and Bicycle Strategy (2003) suggests this parcel of land should be utilised as a regional trail known as the ‘South Gippsland Rail Trail’. When fully developed, the regional trail will be a shared pedestrian, cycle and equestrian trail, connecting the townships of Koo Wee Rup and Lang Lang and providing an important link to the Cardinia Creek Trail, the Bunyip River Trail, the Bass Coast Rail Trail and the Great Southern rail trail in adjoining shires.

### **Principal bicycle network:**

Presently, no on-road bicycle routes exist in Lang Lang Township. The type of facility provided on each road will be determined by the available space on the road. The Pedestrian and Bicycle Strategy (2003) recommends an on-road bicycle route along a section of McDonalds Track to connect with the South Gippsland Highway.

### **Town trails and routes:**

No multipurpose paths presently exist in the township. The Pedestrian and Bicycle Strategy (2003) recommends the continual development of town trails and paths, particularly the provision of trails for multi-purpose uses connecting facilities and services and constructed to the adopted standard. The Pedestrian and Bicycle Strategy (2003) recommends a trail adjacent to the Lang Lang Sand Truck Bypass, along a section of McDonalds Track and along Westernport Road.

### **Town paths:**

A formalised pedestrian pathway presently exists along parts of Westernport Road, James Street, Whitstable Street and Station Street.

Currently, there appears to be an ad hoc pedestrian and bicycle system with key links missing between the town centre, residential estates and key public facilities. The residents of Lang Lang have indicated a preferred series of proposed paths along routes used most commonly and these include:

- a pedestrian crossing across Westernport Road to link the north and south sides of the town
- a path linking the residential areas to the town centre, specifically along Rosebery Street, Oldbury Street, Cambridge Street, Nellie Street and Canarvon Street
- a pathway linking James Street, Salisbury Street with Canarvon Street
- a pathway along McDonalds Track, starting near Range Road to the Lang Lang cemetery
- shared laneways.

A mixture of paved and permeable paving, natural channels are to be investigated.

## **7.7 Equestrian trail**

The Equestrian Strategy (2001) identifies equestrian activities can be broadly broken into recreational and sporting activities (pony clubs, riding clubs and commercial equestrian centres).

Recreational equestrian activities involve activities associated with trail riding and other endurance rides. Two types of equestrian trails exist within Cardinia. The predominant trail comprises informal road and road verge trails while the others are tracks located in existing natural bushland. These tracks mostly follow informal vehicle tracks and allow for free-riding in the natural environment.

At present there are only a few informal road and road verges formally recognised by Cardinia Shire Council, despite the extensive number of roads and road verges used by recreational equestrian riders.

## **7.8 South Gippsland railway line**

The South Gippsland railway line is currently a closed railway track that traverses the township from the north-west and travels south-east to Leongatha. On 2 May 2008, the Minister for Transport announced funding for the development of the line to be converted to a tourist railway line and a rail trail between Cranbourne and Nyora, to support tourism in South Gippsland. The reopening of the railway line for passenger services will not occur at this present time as it has been found the cost of returning passenger services to Leongatha to be unjustifiably high and it will not address the transport needs of the region. The State Government intends to improve links in the region by connecting communities with improved bus and coach services that best meet the community's needs. The State Government has retained the option of recommissioning the South Gippsland railway line if required in the future for freight and passenger services. Currently, there is no proposal to reinstate the line for other than tourism purposes, enabling the interim use of the land for purposes such as a pedestrian, bike and equestrian trail.

Various suggestions exist for the use of the closed railway line if the State Government does not re-introduce train services. Community consultation, in discussion with Vic Track Access and relevant referral authorities will be required to determine the use and development of this parcel of land, specifically in the town centre depending on the State Government announcing whether train services will or will not be re-opened. Please refer to Section 11 (Urban Design) for more information.

## **7.9 Car parking**

The town centre of Lang Lang is reasonable well-catered with car parking for the existing shopping centre and population of the town. Parallel car parking is provided along both sides of Westernport Road and along abutting side streets. There are also twenty car parking spaces on the corner of Westernport Road and Station Street. Demand for car parking in the short term is unlikely to exceed the available car parking supply, however, as the shopping strip expands or redevelops, there will be a need to increase the parking facilities to meet the increased demand that will be generated.

The Lang Lang Pastoral, Agricultural and Horticultural Showground has various events during the calendar year (Lang Lang Rodeo, Small Farm Expo and Lang Lang Pastoral, Agricultural and Horticultural show). These events attract an influx of people to the town each year, with car parking for these events available on-site or when circumstances require on nearby farming land (based on permission from landowners). The community has raised concerns that as land surrounding the showground is developed, additional car parking opportunities for these events could be jeopardised.

The Community Centre Complex and Senior Citizen Hall presently experience competing car parking pressures. A parcel of land on the corner of Neille Street and Whitstable Road is presently Council-owned land used as a Council Depot. The land is earmarked to be converted to public car parking, to alleviate car parking pressures associated with the Community Centre complex and Senior Citizen Hall. The timeframe associated to convert this parcel of land to car parking is envisaged in the next five years. The Council's Depot will relocate to a section of land at the Lang Lang Pastoral, Agricultural and Horticultural Showground.

Lang Lang Primary School experiences a conflict between parents picking up and dropping off children and the amount of space available for car parking along Westernport Road and James Street. The community has indicated that additional car parking and traffic management initiatives are required to increase safety.

## **7.10 Key issues**

The key issues can be summarised as:

- need for additional public transport services (bus services, pedestrian, cycling and rail)
- sealing of existing unsealed roads
- fragmented network of paths for pedestrians and cyclists
- need for a safe pedestrian crossing along Westernport Road and McDonalds Track
- improvements to existing road intersections or traffic management initiatives to increase safety
- the provision of a sand truck bypass
- additional car parking space required during events held at the Lang Lang Pastoral, Agricultural and Horticultural Showground.

## **7.11 Objectives**

The objectives are to:

- establish a sand truck bypass route around the Lang Lang Township
- progressively upgrade local roads in Lang Lang to a sealed standard
- improve pedestrian and cyclists accessibility in Lang Lang through the upgrading and extension of the footpath network to provide a series of connecting circuits
- improve traffic circulation and provide adequate and accessible public parking in the Lang Lang town centre
- improve the number and frequency of public transport services to and from Lang Lang (bus services, pedestrian, cycling and rail).

## 7.12 Policy

The policies are to:

- provide a safe, functional and well-maintained Lang Lang sand truck bypass
- limit direct vehicle access from private land holdings to the Lang Lang sand truck bypass to the satisfaction of Council and Vic Roads
- provide a safe, functional and well maintained local road network.
- provide a safe, functional and well-maintained pedestrian, bicycle and equestrian network
- ensure all new subdivisions and developments contribute to improving the connectivity of the local road, pedestrian and bicycle network.

## 7.13 Actions

### Lang Lang sand truck bypass:

- Finalise detailed design, staging, alignment and land acquisition for the Lang Lang sand truck bypass in consultation with the community, VicRoads, Melbourne Water, Lang Lang Rifle Club and the Department of Sustainability and Environment.
- Investigate the opportunity to incorporate a multi-use pedestrian and bicycle trail adjacent to the Lang Lang sand truck bypass.
- Construct Stage 1 of the Lang Lang sand truck bypass from Westernport Road to Mc Donalds Track via Range Road with funding from existing sand extraction companies in the Lang Lang area as demonstrated in Figure 6 (Open Space and Linkages).
- Construct Stage 2 from Mc Donalds Track to Westernport Road with funding mechanisms to be investigated.
- Ensure that adequate environmental management measures such as noise and amenity attenuation measures are constructed to decrease detriment from the Lang Lang sand truck bypass on nearby residential estates in the township.

### Roads:

- Advocate for a safe, functional and well-maintained declared arterial road network including Westernport Road and McDonalds Track.
- Advocate to Vic Roads the following traffic management initiatives to be established in the town centre along Westernport Road:
  - improved pedestrian crossings
  - reduced speed limit
  - increased lighting
  - create better vehicle sightlines of Westernport Road from the James Street intersection
  - investigate the feasibility of widening Westernport Road near the Lang Lang Primary School to allow a turning lane into James Street.
- Establish local road connections between properties as demonstrated in Figure 4 (Lang Lang Framework Plan).

### Car parking:

- Review car parking requirements and provisions in the Lang Lang Township to determine if additional off-street parking in the town centre is required, specifically for disabled and elderly people and mothers and fathers with young children.
- Investigate the opportunity for short term parking near the town centre and public toilets to cater for tourists with caravans and motor homes.

- Investigate the car parking requirements for the various events held at the Lang Lang Pastoral, Agricultural and Horticultural Showground, to determine if additional off-site car parking space is required. If so, investigate the location for car parking opportunities.
- Establish 'no standing signs' along James Street adjacent to the Lang Lang Primary staff car park to reduce car parking conflicts.
- Investigate the feasibility of expanding the car park at the intersection of Westernport Road and Station Street by relocating the existing basket ball court.

### **Public transport:**

- Advocate the Department of Transport and the bus industry to identify, reorganise and plan for improvements (both frequency and duration) of existing bus services that will meet local travel needs and act as feeders to the Principal Public Transport Network.
- Advocate the Department of Transport and VicTrack Access to identify and plan for improvements to the existing South Gippsland railway line for tourism and long-term purposes (potential passenger and freight services).
- Liaise with community transport service providers to promote the patronage of current services and linking them to existing and future bus services.

### **Pathways:**

- Construct paths and trails as shown in the Pedestrian and Bicycle Strategy (2003) as funds both internally and externally become available.
- Investigate the feasibility of upgrading and extending the pedestrian network as demonstrated in Figure 6, with priority given to:
  - Cambridge Street, Nellie Street, Roseberry Street, Oldbury Street and Carnarvon Street
  - a pathway linking James Street, Salisbury Street with Canarvon Street
  - a pathway along McDonalds Track, starting near Range Road to the Lang Lang cemetery
  - multi-use trail along McDonalds Track that links with James Street
  - multi-use trail adjacent to the Lang Lang Sand Truck Bypass
- Liaise with the State Government to determine the funding and implementation of a multi-use trail (pedestrian, bicycle and equestrian) along the South Gippsland Railway Line that creates a linkage between Lang Lang Township and Kooweerup Township.
- Consideration must be given to the design of the exit and entry of 1 Westernport Road, Lang Lang, and the location of the proposed gravel trail along McDonalds Track to decrease pedestrian and vehicle conflict.

### **Equestrian:**

- Develop and maintain a safe and interconnected network of equestrian trails in appropriate locations (that minimises environmental damage) as specified in the Equestrian Strategy (2001).
- Involve the equestrian riding community in the design and management of equestrian trials.

## **8. PHYSICAL INFRASTRUCTURE**

### **8.1 Overview**

Much of Lang Lang has been developed with the usual physical infrastructure that is generally expected for residential areas, such as sealed roads, underground drainage and sewers. Through a collaborative approach with key stake holders all reticulated sewage, water, gas, drainage facilities, telecommunications and electricity can be extended to cater for future development in the township.

### **8.2 Sewerage network**

A majority of properties in the Lang Lang Township are connected to reticulated sewage which is managed by South East Water. All sewage from the township is currently treated at a lagoon based treatment plant located along Westernport Road between the Lang Lang Pastoral, Agricultural and Horticultural Showground and the South Gippsland Highway.

South East Water has indicated that the Lang Lang Treatment Plant is presently working at full capacity treating effluent and is required to be upgraded within the next five years. South East Water is currently reviewing the treatment plant's disposal options prior to upgrading the plant. It is envisaged once the treatment plant is upgraded, all unsewered areas and future developments in the township will have the opportunity to connect to the South East Water Treatment Plant.

To control the impact of odour from the South East Water Treatment Plant, buffer distances between the treatment plant to sensitive land uses (e.g. residential development) have been established. Currently, the minimum buffer distance accepted by the Environment Protection Authority from the treatment plant to sensitive land uses is approximately 700 metres. The proposed upgrade to the South East Water Treatment Plant, will reduce the buffer distance between the treatment plant and all sensitive land uses to approximately 300 metres. In the meantime, all proposed sensitive land uses will be required to comply with South East Water and the Environment Protection Authority requirements.

### **8.3 Water**

Water supply to Lang Lang was once sourced from bore water that supplied a 3.7 megalitre reservoir located in Pioneer Road, Andrews Hill, some 2 kilometres north of the township. Today, water supply to Lang Lang is sourced from a reticulated system from the Koo Wee Rup Township, which is connected to the Cardinia Reservoir and the Upper Yarra Dam, of the Thompson river scheme. The water supply is managed by South East Water.

### **8.4 Gas**

In August 2005, the State Government and Multinet Gas pledged to connect Inverloch, Leongatha, Korumburra, Wonthaggi and Lang Lang to gas at a cost of \$70 million, utilising Bass Strait via the new Bass Gas processing plant. Multinet Gas has contracted Alinta Assessment Management to be the project manager responsible for the construction, operation and maintenance of the new gas network. Construction of the reticulated gas network pipeline in the Lang Lang Township has been completed and it is expected the supply of gas to the township will be commissioned and available in late 2008 or early 2009.

### **8.5 Telecommunications**

The telecommunications network in Lang Lang is managed by Telstra, while a local internet service provider (ISP) called Sympac operates from Warragul.

### **8.6 Electricity**

Electricity is provided by SPI Electricity and transmission is available through both overhead lines and underground cables, depending on the area, with voltage ranging from 420 kilovolts for residential and 430 kilovolts for businesses.

### **8.7 Drainage**

Cardinia Shire Council is the responsible authority for drainage in the Lang Lang Township, in consultation with Melbourne Water.

Formed underground stormwater drainage in the area is limited to lots within the urban growth boundary, predominately along local sealed roads. Maintenance of the drainage system has been identified as a significant issue by members of the community and provision of adequate drainage has been highlighted as a priority for areas where the catchments of water ends on private properties. Maintenance of the drainage network needs to be addressed as a priority.

Certain areas of Lang Lang are subject to a 1-in-100 year flood as designated by Melbourne Water and as specified in the Land Subject to Inundation Overlay of the Cardinia Planning Scheme. Most developments within the 1-in-100 year flood area will require approval from Melbourne Water and Cardinia Shire Council prior to commencing works.

## **8.8 Issues**

The key issues can be summarised as:

- the capacity of the existing South East Water Treatment Plant to treat waste
- provision of reticulated sewerage
- provision of reticulated gas to the township
- maintenance of drainage infrastructure
- efficient management of physical services.

## **8.9 Objectives**

The objectives are to:

- provide or upgrade utility services to improve the health, environment and amenity of residents and to minimise environmental impacts.

## **8.10 Policy**

The policies are to:

- encourage the connection of all occupied properties and new dwellings within a sewerage area to connect to a reticulated sewer system as soon as practicable following the availability of this service
- sensitive land uses (residential subdivision and dwellings) must not be located within 300 metres from the South East Water Treatment Plant unless permitted by South East Water, the Environmental Protection Authority and Cardinia Shire Council
- progressively implement water-sensitive urban design principles. Include water conservation measures (including water tanks) in all new dwellings to reduce water use and stormwater runoff.

## **8.11 Actions**

- Liaise with South East Water to ensure the treatment plant facility is upgraded within the next five years to accommodate future urban growth in the township.
- Liaise with South East Water to ensure the timely provision of reticulated sewerage to the balance of the township.
- Liaise with Alinta to ensure the timely provision of reticulated gas is delivered to the Lang Lang Township.
- Advocate for the overhead electrical cables in the town centre along Westernport Road to be either aerial bundled cables or placed underground.
- Ensure any development or works adjacent to a waterway or drainage path does not impede the passage of stormwater or flood water to the detriment of other properties.
- Investigate drainage measures in the township and ensure sediment and pollution is controlled from entering Westernport Bay.

## 9. OPEN SPACE

### 9.1 Open space strategy

Cardinia's Open Space Strategy (4 December 2000) defines recreational open space as land set aside for people to undertake any activity in their free time for their personal enjoyment or health, on land set aside for its aesthetic, recreational, sporting, cultural or environmental values. The Cardinia Open Space strategy recommends that open space be provided at a rate of 5 hectares per 1,000 of the population. This should comprise 2 hectares of active open space and 3 hectares of passive open space.

Local level open space is generally regarded as having a population catchment of 500 metres.

District level open space is generally regarded as having a population catchment of 2,000 metres.

The minimum recommended size for district sporting facilities in the strategy is 6–8 hectares, located within 2 kilometres of the majority of urban residences. District facilities are also meant to service rural and semi-rural areas over a greater distance. In terms of facility size, a greater area is preferred wherever possible, as this provides for greater flexibility of use over time, as well as resulting in management efficiencies. The district facility is recommended in the strategy as it is preferable to build larger, integrated facilities rather smaller, individual facilities such as neighbourhood sporting reserves.

Cardinia's Open Space Strategy indicates in the southern part of Cardinia Shire, the Lang Lang Township provides a district outdoor sporting facility (Lang Lang Pastoral, Agricultural and Horticultural Showground) and a local outdoor recreation facility (Stafford Reserve).

The Lang Lang area is adequately provided with local outdoor recreational areas (passive open space and open space for the appreciation of environmental areas), while the district sporting facility is generally considered sufficient to meet sporting demands of the township and wider community.

*Dick Jones Memorial Reserve*



*Source: Cardinia Shire Council*

### 9.2 Recreation facilities

Passive and active recreational opportunities are seen by the Lang Lang community as a high priority as they provide local residents with the opportunity to participate in a variety of different recreational, sporting and cultural activities and help to create social cohesion and wellbeing. The following table lists the various open space reserves available in Lang Lang:

**Table 12: Open space in Lang Lang 2008**

Reserves/land	Facilities available
Bill Thwaites Memorial Park	Playground equipment
Col Lesson Reserve	Road reserve planted with native species along McDonalds Track
Kester Kitchen Park	Public toilets, historical society building, war memorial, seats
Dick Jones Park	Skate park, playground equipment, rotunda, tennis courts
James Street Reserve	Playground equipment and seats
Lang Lang Pastoral and Agricultural and Horticultural Showgrounds	Cricket, Equestrian, football and netball facilities. Clubrooms/Pavilions
Stafford Reserve	Open grassland (collaborated with Lang Lang Pastoral, Agricultural and Horticultural Showgrounds)
Tresize Court Reserve	Open grassland
Crown Land along Range Road	Rifle Range and natural bushland

*Source: Cardinia Shire Council*

The Bill Thwaites Memorial Park and Kester Kitchen Park are the key passive open spaces in the township. These areas are owned by Council and provide parkland facilities for the community to enjoy public open space.

There are three active recreational areas within the study area: Dick Jones Park, Lang Lang Pastoral, Agricultural and Horticultural Showground and Stafford Reserve. Diverse sporting facilities are available at each of these reserves.

The Lang Lang Pastoral, Agricultural and Horticultural Showground and Stafford Reserve will continue to be a focus for sporting activities. The Lang Lang Pastoral, Agricultural and Horticultural Showground and Stafford Reserve are privately owned by an incorporated trust and managed by a committee of management. The committee of management is responsible for the ongoing maintenance and development of the showgrounds, including ground and building maintenance. Council provides support to the committee in the form of maintenance and capital development grants, ancillary maintenance like garbage collection, and such. The showgrounds committee of management have recently received a \$60,000 grant from the State Government to upgrade and improve facilities at the showgrounds. The community has expressed the need for progressive updates to the existing facilities as funding (both internal and external) are made available.

The Dick Jones Park will continue to be a focus for active and passive recreational activities. The land is owned by VicTrack Access (State Government) while Council leases and manages the land.

Lang Lang also sustains various private enterprises that provide passive and active recreational pursuits:

- Lang Lang Golf Club
- Lang Lang Bowling Club
- Lang Lang Rifle Club.

### **9.3 Crown land known as Range Road**

Land at 75 Range Road is located outside the urban growth boundary of the Lang Lang Township. The then Commonwealth provided a permissive occupancy of the area in 1924 to the Lang Lang Rifle Club. The permissive occupancy allows the Lang Lang Rifle Club to use the land on the provision it is a rifle range. The Lang Lang Rifle Club has been in operation for approximately 106 years. Due to the location of the rifle range, the proposed Lang Lang Sand Truck Bypass and proximity of residential

land, the operation of the Lang Lang Rifle Club is in jeopardy. The license to operate the rifle club will be revoked by the Victorian Police as soon as construction on the Lang Lang sand truck bypass or residential developments nearby commences, if alternative arrangements for the stop butts or gun baffles have not been established by the rifle club.

Adjacent to the rifle range are other recreational pursuits (greyhounds, bushwalking). The area is also a natural bushland with a diverse range of environmental qualities and considerable conservation significance and status, as shown in Figure 7 (Vegetation Coverage and Status). The land is Crown land managed by the Department of Sustainability and Environment and Parks Victoria.

## 9.4 Equestrian strategy

The Equestrian Strategy (2001) identifies equestrian activities can be broadly broken into recreational and sporting activities (pony clubs, riding clubs and commercial equestrian centres). Existing equestrian facilities in Lang Lang are shown in Table 13.

**Table 13: Equestrian facilities**

Location	Facilities	Used by
Lang Lang Pastoral, Agricultural and Horticultural Showgrounds	Outdoor dressage/jumping arenas	Port Phillip Show Jumping Club

Recreational equestrian activities involve activities associated with trail riding, endurance rides, show jumping, dressage and competitions.

Please refer to Figure 6 (Open Space and Linkages) with regard to equestrian trails and linkages in Lang Lang.

## 9.5 Issues

The key issues can be summarised as:

- quality of existing active and passive open space and recreation facilities
- protection of reserves with environmental and conservation values
- continuity of pedestrian and multi-use linear trails and linkages
- location of the Lang Lang Rifle Range and Club
- management and maintenance of bushland reserve along Range Road
- provision of additional youth activities.

## 9.6 Objectives

The objectives are to:

- provide open space to meet the active and passive recreational needs of the community
- provide a legible and permeable interlinked open space network
- ensure the adequate provision of land for the protection of areas with environmental significance
- support upgrades to the Lang Lang Pastoral and Agricultural and Horticultural Showgrounds
- resolve the function and purpose of the Range Road Reserve.

## 9.7 Policy

The policies are to:

- use and manage open space reserves for the purposes as set out in Table 14 (below).
- consider a range of uses and facilities when designing new local reserves
- recognise and protect the significance of open space reserves with cultural and environmental values
- facilitate co-location of community and recreation facilities and joint management of these facilities
- balance the recreational, environmental and wildfire management objectives of open space reserves
- maximise opportunities for open space along creeks and waterways.

**Table 14: Open space reserves and their functions**

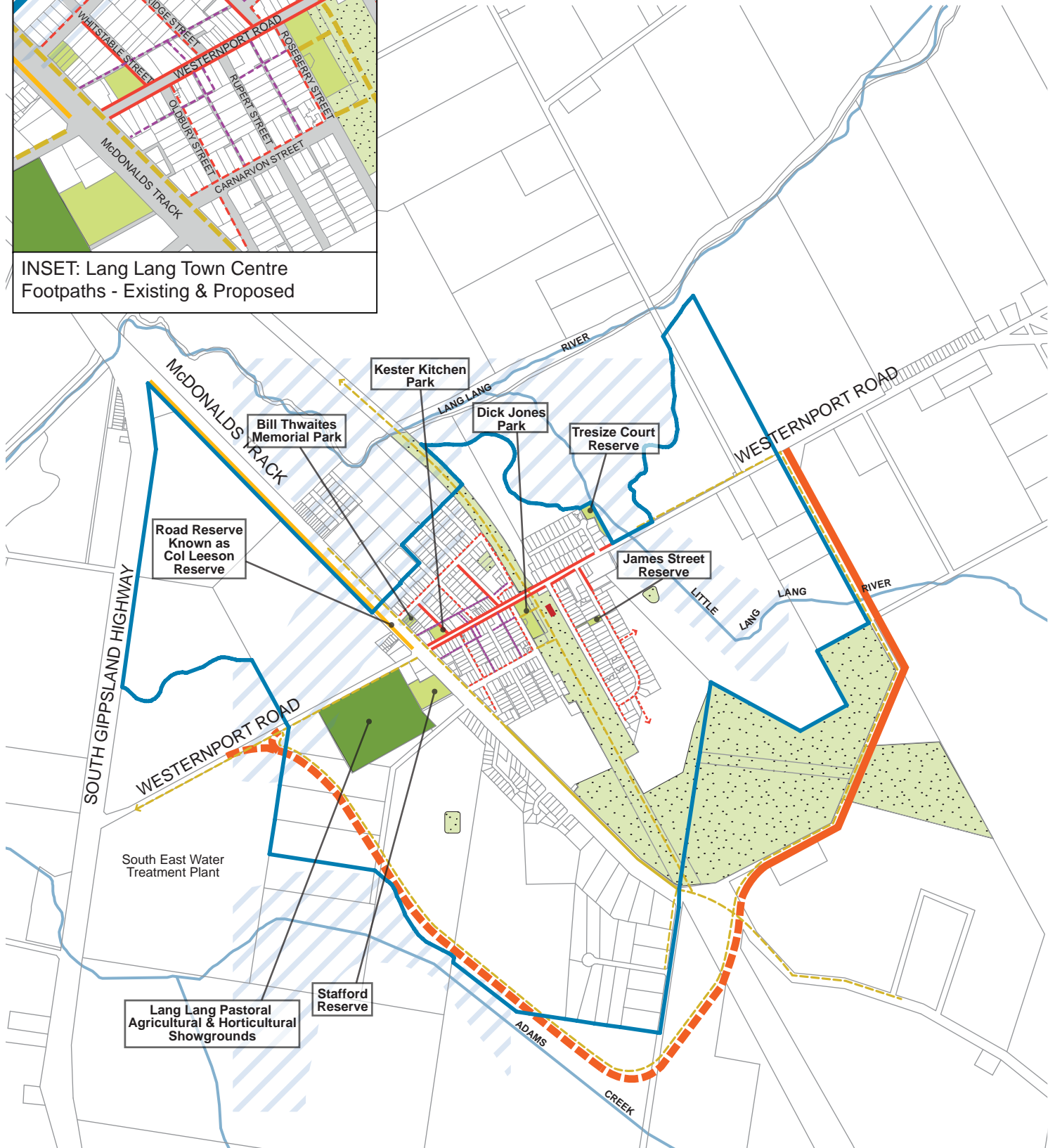
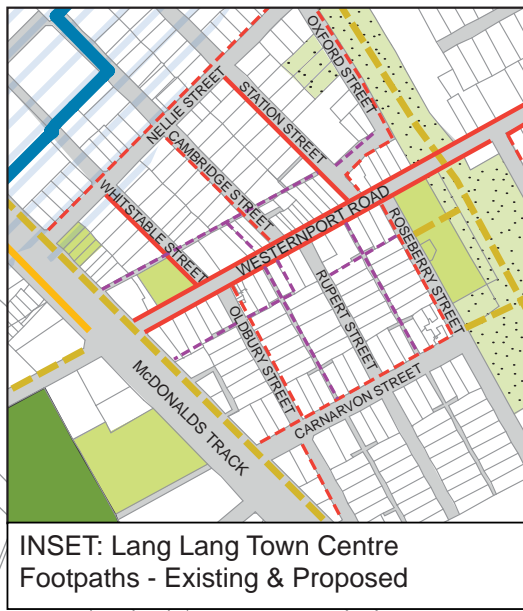
Reserves/Land	Purpose and function
Bill Thwaites Memorial Park	Local recreation reserve (play equipment, community facilities)
Col Lesson Reserve	Local environmental reserve (road reserve planted with native species along McDonalds Track)
Kester Kitchen Park	Local recreation reserve (play, community facilities, passive recreation)
Dick Jones Park	Local recreation reserve (sport, play, community facilities, passive recreation)
James Street Reserve	Local recreation reserve (play, passive recreation)
Lang Lang Pastoral, Agricultural and Horticultural Showgrounds	District sporting reserve (outdoor sports)
Stafford Reserve	Local recreation reserve (equestrian and other sports)
Tresize Court Reserve	Passive recreation
Lang Lang Bowling Club	Local recreation reserve (sport)
Range Road (Crown land)	Local environmental reserve and local recreation

*Source: Cardinia Shire Council*

## 9.8 Actions

- Encourage and support the involvement of the community in the management of open space reserves.
- Continue to collaborate with the Lang Lang Pastoral, Agricultural and Horticultural Showgrounds.
- Secure the ongoing use of Dick Jones Park as open space in collaboration with VicTrack Access.
- Support progressive improvements to the Lang Lang Pastoral, Agricultural and Horticultural Showgrounds and Stafford Reserve as the focus for active recreation and sporting activities including improved access and car parking as funding becomes available.
- Review the master plan for Kester Kitchen Park and progressively implement.
- Progressively undertake improvements of existing local reserves and open spaces, with priority to be given to Kester Kitchen Park, Dick Jones Park (in collaboration with VicTrack Access) and Tresize Court Reserve as funding becomes available.
- Investigate the feasibility of providing additional open space in the long term as shown in Figure 6 (Open space and linkages).
- Investigate the need for providing additional facilities for netball, basketball and tennis in the township.

- Advocate for the development of a management plan in collaboration with Department of Sustainability and Environment, Parks Victoria and Lang Lang Rifle Club for Range Road bushland.
- Investigate opportunities to relocate the Lang Lang Rifle Club and in the interim implement measures to ensure safety and amenity impacts from the rifle club are controlled.
- Investigate the opportunity to relocate the basketball court on the corner of Westernport Road and Station Street to Dick Jones Park.
- Utilise publicly owned land for passive recreation, sporting facilities or environmental conservation, particularly along drainage lines and easements where appropriate.
- Advocate the State Government for the South Gippsland railway line reservation to be used as an open space linkage for the purposes of a rail trail between Lang Lang and Koo Wee Rup Township.
- Maintain, upgrade and provide areas for equestrian activities in appropriate locations as specified in the Equestrian Strategy (2001).
- Involve the equestrian riding community in the design and management of equestrian facilities.



#### LEGEND

- Township Boundary/Urban Growth Boundary
- Waterways
- Railway Station (Defunct)
- Land Subject To Inundation

#### LINKAGES

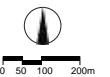
- Existing Footpath
- Potential Footpath
- Existing Gravel Path
- Potential Gravel Path
- Potential Shared Laneways (Pedestrian/Vehicle Access)
- Proposed On Road Cycle Trails

#### MOVEMENT NETWORK

- Potential Lang Lang Sand Truck Bypass (Stage 1)
- Potential Lang Lang Sand Truck Bypass (Stage 2)

#### OPEN SPACE NETWORK

- District Sporting Reserves
- Local Recreation Reserves
- Potential Reserves



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**FIGURE 6: OPEN SPACE & LINKAGES**

## 10. ENVIRONMENT

### 10.1 Overview of Lang Lang

Catchment area	146km <sup>2</sup>
Major land uses	Rural Use – 78% (114km <sup>2</sup> )
Rainfall	>650mm/yr
Soil permeability	Poor
Slope	Gentle (2-8%)
Depth of water table	Poor (<1.5 metre)
Soil thickness	Thin (<1.0 metre)

### 10.2 Flora and fauna

Lang Lang has been substantially cleared of native vegetation due to the conversion of swampland to farmland during the 1890s until the present time. Nonetheless, Lang Lang does retain environmental qualities with various conservation significance and status, as depicted in Figure 7 (Vegetation Coverage and Status).

A bio-site is a physical area of land or water containing biological assets with particular attributes, such as the presence of rare or threatened flora, fauna or habitat required for their survival and rare or threatened vegetation communities. Knowledge of these assets and location of bio-sites are held in a Department of Sustainability and Environment database. Bio-sites are classified as national, state or regional significance. The Lang Lang Township retains three bio-sites, while Westernport Bay is of regional, national and international significance.

Various flora and fauna species as identified in the national, state and regional significance classifications are located within the Lang Lang Township, predominately along road reserves, the South Gippsland Railway Line, open drains and land near to Range Road. It is noted that previous studies undertaken have sited various species such as spotted quail thrush, great egret, royal spoonbill, pied cormorant, musk duck, growling grass frog, southern toadlet, southern brown bandicoot, Cape Barren goose, Caspian tern, little egret, pacific gull, eastern curlew or regent honeyeater in the area.

Roadsides and railway reserves with intact native vegetation and fauna habitat are of value to the community for various reasons. They act as 'linkages' or corridors for wildlife to travel through, they can act as a reference point for land managers to assist in appropriate indigenous native species selection for landscaping and revegetation. Roadsides also add to the rural landscape of the local township.

The removal and degradation of indigenous vegetation, especially as a result of land subdivision and from private land holdings is of environmental concern to the community. The State Government's *Native Vegetation Management – A Framework for Action* (the framework) establishes the strategic direction for the protection, enhancement and revegetation of native vegetation across Victoria. Its goal is 'a reversal, across the entire landscape, of the long-term decline in the extent and quality of native vegetation, leading to a net gain'. In applying net gain, the framework sets out a three-step approach.

1. Avoid adverse impact, particularly through native vegetation removal.
2. If impacts cannot be avoided, minimise impacts through appropriate planning and design.
3. Identify appropriate offset options to obtain a gain.

When a planning permit is required to remove native vegetation, planning and responsible authorities must have regard to the framework when considering proposals involving native vegetation removal. Planning and responsible authorities must also assist the conservation of the habitats of threatened and endangered species and communities as identified under the *Flora and Fauna Guarantee Act 1988*, including communities under represented in conservation reserves such as native grasslands, grassy woodlands and wetlands.



*Source: Cardinia Shire Council*

Council encourages private land holders to protect remnant native vegetation on their land using a range of incentive programs and supports schemes such as Landcare and Land for Wildlife. State Government initiatives such as BushBroker (a native vegetation credit registration and trading system) and BushTender (auction-based approach to improving the management of native vegetation on private land) also seeks to encourage private land owners to protect native vegetation on their land.

### **10.3 Westernport Bay**

The mangrove-salt marsh vegetation of Westernport Bay is of regional, national and international significance, in recognition of its natural habitat values, particularly for migratory birds. This marsh vegetation plays an important role in stabilising the coastal system, in nutrient cycling and in providing wildlife habitat.

### **10.4 Waterways**

Significant environmental features of Lang Lang are the Lang Lang River, Little Lang Lang River, Adams Creek and more than 600 kilometres of drains and levee banks constructed as part of the Koo Wee Rup Flood Protection District. The Lang Lang River originally discharged into the Koo Wee Rup Swamp as opposed to Westernport Bay; the current discharge point is the result of drainage works undertaken over the past 100 years. The course of Adams Creek was, prior to European settlement, a wetland during periods of flood rather than a defined stream course.

The key risks to the region's waterways include: degradation of the streamside zone, land use change, hydrological stress, native vegetation removal, pollutants that reduce water quality, barriers (such as dams, weirs and road crossings), erosion of bed and banks, stock access, introduced species and climate change.

Most stormwater from the shire discharges to Western Port Bay. Cardinia Shire Council has only a minor direct role in the management of Western Port Bay; however, 80 per cent of the municipality's runoff drains into Western Port Bay via waterways and drains, which has a direct impact on the health of the bay. Any development needs to embrace catchment and waterway management principles to limit sediment runoff into the drainage system and stormwater system, while maintenance of the drainage system to protect against flooding is important.

### **10.5 Land and soil**

The soils of the area are dominated by soils of peaty clay with a higher sand content. The soils are considered to have slow permeability, found on the flat alluvial plains which tend to have an acid pH level and are high in organic matter.

## 10.6 Weeds

At present, Cardinia Shire Council's prime focus on weed management has been guided by the existing Weed Management Strategy 2007. Council will commence a rolling program with annual reviews over a three year period that addresses weed control and management priorities across the shire, including Lang Lang. During the 2008–09 year, an initial pilot will target ragwort, blackberry and sweet pittosporum on roadsides in an integrated fashion with adjoining landholders, communities and public land managers. There is support for the initiation of a 'first-year' pilot program of weed control that would produce a 'lead by example' to the community and other public land managers such as VicRoads, Parks Victoria, Melbourne Water and other agencies. This concept of a 'blitz' would be further boosted by the engagement of private landholders through education, involvement, Council grant incentives and regulations.

## 10.7 Heritage

The Cardinia Shire Heritage Study 1996 identified two sites of heritage significance in Lang Lang and both have been incorporated into the Cardinia Planning Scheme:

- H050 – Bayview House (house, dairy shed and well), 115 Jetty Lane, Lang Lang
- HO131 – Cottages, 4 Whitstable Street, Lang Lang.

These sites are considered to be of regional significance.

A Cardinia Local Heritage Study Review 2007 and 2008 has been undertaken by Council to identify, assess and document places of post-contact cultural significance for the entire municipality. Some of these places have been identified and assessed by previous heritage studies and incorporated into the Cardinia Planning Scheme. About 250 places identified by previous heritage studies have not yet been considered for inclusion into the Heritage Overlay.

In Lang Lang, 21 individual places (including one precinct) have been identified as high priority and further evaluation and assessment needs to be undertaken for these places, to determine their heritage value and whether they should be protected through inclusion in the Heritage Overlay of the Cardinia Planning Scheme. They are:

- Lang Lang Cemetery and trees – McDonalds Track
- St Mary's Catholic House – 22 Carnarvon Street
- Missions Butchers shop and residence – 34 to 36 Westernport Road
- Railway ganger's house – 22 Roseberry Street
- ANZ Bank – 47 Westernport Road
- Railway ganger's house – 26 Rosebery Street
- Great Southern Railway – Tooradin to Lang Lang
- house – 27 Rosebery Street
- Lang Lang railway station site – Westernport Road
- Finlay McQueen Uniting Church – 46 Westernport Road
- Palace Hotel – Westernport Road
- Lang Lang Bakery – 35 to 37 Westernport Road
- House and former dairy – 1 Westernport Road
- Priestley's store site and oak – 49 (rear) Westernport Road
- house – 13 Westernport Road
- Lang Lang Infant Welfare Centre (former) – 5 to 9 Westernport Road
- Stafford house and hedge – 130 Westernport Road

- Lang Lang War Memorial – 5 to 9 Westernport Road
- Lang Lang Butter Factory (former) – 1 to 7 Oxford Street
- Precinct – Lang Lang, Carnarvon Street – 14–22 to 19–25 Carnarvon Street and 2 to 4 Rupert Street
- St John the Evangelist Anglican Church complex – 6 to 10 Whitstable Street
- Station masters house – 17 Rosebery Street
- a brick trough – 190 Westernport Road.

#### *Palace Hotel*



*Source: Cardinia Shire Council*

## **10.8 Aboriginal heritage**

Aboriginal cultural heritage appreciation and protection is a priority for Council as reflected in its role in the Inter-Council Aboriginal Consultative Committee and appointment of an Aboriginal Policy Advisor.

Cardinia Shire is located near a boundary between two dialect groups of the Kulin clans. Traditional ownership of land in the Lang Lang area has been attributed to the Boonerwung people, one of several clans speaking the Woiworung dialect of the East Kulin Language. The Boonerwung people claim all country south of the Yarra River, whose creeks and inlets fall into the sea from the Werribee River west to the Tarwin River, east of Cape Paterson. This would include the catchments of Cardinia Creek, Toomuc Creek, Bunyip River and Lang Lang River.

Anecdotal local history suggests that Aboriginal people moved down from the hills during summer months, probably following paths along waterways such as Cardinia Creek and Toomuc Creek and finally entering the Koo Wee Rup Swamp during the driest season.

The site register maintained by Aboriginal Affairs Victoria (AAV) indicates various Aboriginal sites recorded in the region, that are predominately isolated stone artefacts or diffuse stone artefact scatters, which are situated in late Pleistocene dunes, frequently associated with freshwater swamps and creeks or land subject to flooding. Stone artefacts were made from a range of raw materials with quartz, quartzite, silcrete, chert and quartz conglomerate represented. One scarred tree has also been recorded in the area.

All proposed developments, re-developments and subdivisions need to be mindful of the requirements specified by the *Aboriginal Heritage Act 2006* and Aboriginal Heritage Regulations (2007) governing the management of pre- and post-contact Aboriginal sites.

## **10.9 Open air burning policy**

Councils Open Air Policy (April 2008) acknowledges that burning is an accepted practice to effectively remove fuel for a fire, particularly in the fire prone areas of the shire. It is also acknowledged that open

air burning can severely impact on the quality of life of some residents. The Open Air Burning Policy has attempted to strike a balance between these two matters by delineating three zones which provide guidelines for open air burning on private land other than during the fire danger period, total fire bans or smog alert days.

The zones consists of:

- Zone 1** No open air burning without a permit. (This includes all commercial and industrial property) Properties larger than 2 hectares are exempt.
- Zone 2** Open air burning for fuel reduction or fire prevention permitted on Thursday, Friday and Saturday between the hours of 8am to 8pm (excluding CFA declared Fire Restriction Period, declared Total Fire Ban days or EPA declared smog alert days.) Open air burning in this zone may only be undertaken in accordance with the general guidelines for zone two as specified in the Open Air Policy
- Zone 3** Is designated as all other areas not included in zones one or two where burning can occur, during daylight hours any day except Sundays (excluding CFA declared Fire Restriction Period, declared Total Fire ban days or EPA declared smog alert days.) Open air burning in this zone may only be undertaken in accordance with the general guidelines for zone three as specified by the Open Air Policy

In the Lang Lang township Zone 1 is relevant. Please refer to Appendix 13.2 demonstrating the Open Air Burning Zones in the area.

## **10.10 Climate change**

There is now an overwhelming view that human activities have resulted in the emission of high concentrations of greenhouse gases. These gases have been associated with global warming and other physical phenomena linked to climate change including drought, bushfires, sea level rise, flooding, increased storms and erosion. The various physical effects of climate change will require mitigation efforts and adaption to the effects of climate change. Climate change is complex and it will create threats, challenges and opportunities for the community of Lang Lang.

## **10.11 Volunteer environmental organisations**

### **Cardinia Environment Coalition (CEC):**

Cardinia Environment Coalition (CEC) is an umbrella group comprising 25 local friends, Landcare and conservation groups. The CEC works across the Central Western Port and part of the Southern Yarra Ranges catchments. The organisation promotes, educates and provides comment on sustainability, planning and infrastructure issues, especially on vegetation removal or inappropriate developments.

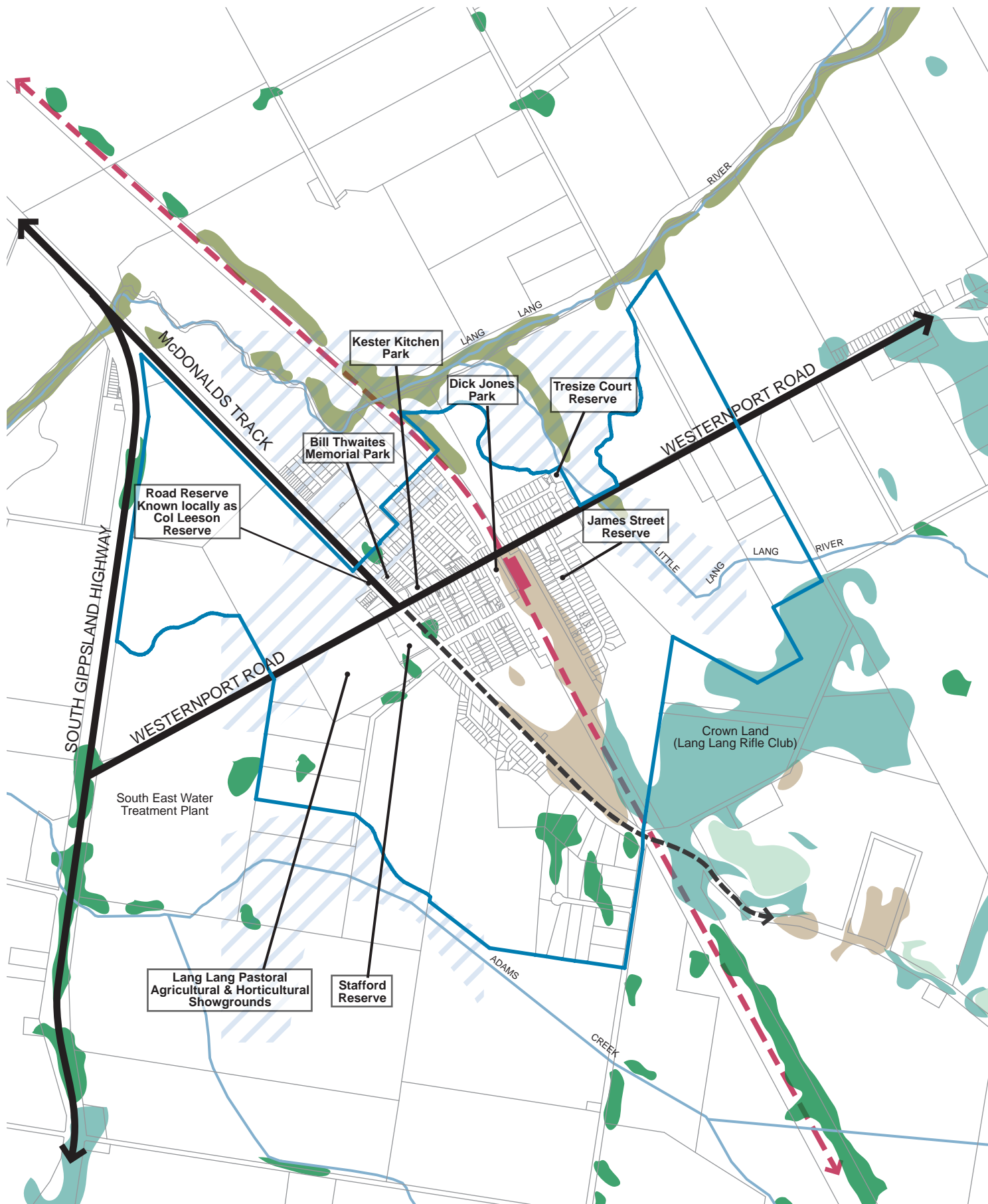
### **Westernport Swamp Landcare**

The Westernport Swamp Landcare group meet regularly with a vision to conserve and improve the biological diversity of the Westernport swamp and bay.

## **10.12 Key issues**

The key issues can be summarised as:

- vegetation removal and loss of biodiversity and habitat
- weed infestation and animal invasion
- sediment runoff in waterways
- places of heritage significance
- degradation of waterways, open drains and levee banks
- climate change and its effects.

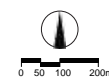


#### LEGEND

- Township Boundary/Urban Growth Boundary
- Arterial Road
- Local Arterial Road
- South Gippsland Railway Line & Station (defunct)
- Waterways
- Land Subject To Inundation

#### VEGETATION

- |                              |                   |
|------------------------------|-------------------|
| <b>Locally Common</b>        | <b>Endangered</b> |
| Heathy Woodland              | Swamp Scrub       |
| <b>Vulnerable</b>            | Grassy Woodland   |
| Damp Sands Herb Rich Wetland | Swampy Woodland   |



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**FIGURE 7: VEGETATION COVERAGE & STATUS**

### 10.13 Objectives

The objectives are to:

- protect existing remnant indigenous vegetation and habitat given its environmental significance
- enhance and improve the water quality of watercourses and creeks
- control the spread of weeds
- identify and protect places of heritage value
- mitigate and adapt to climate change.

### 10.14 Policy

The policies are to:

- ensure that the siting and design of new buildings and works avoids or minimises the removal and fragmentation of indigenous vegetation
- maximise opportunities for habitat corridors and open space along creeks, waterways, roadsides and railway reserves
- prevent soil and waterway degradation resulting from incompatible development
- require future developments to maintain urban stormwater velocity to predevelopment levels
- prevent and minimise weed infestation
- ensure the protection of places of heritage value
- Ensure that land use and development fosters sustainable principles that assist in reducing greenhouse emissions.

### 10.15 Actions

- Investigate opportunities, in consultation with the local community, for the Lang Lang Township to reduce its ecological footprint by involvement in programs for resource recovery and greenhouse reduction (energy usage, water conservation and public place recycling).
- Advocate for Federal and State legislation, policy and guidelines are changed to reflect the potential impacts of climate change.
- Support Melbourne Water, the Westernport Swamp Landcare group and the township committee in undertaking regular maintenance of creek corridors and reserves.
- Commence a rolling program with annual reviews over a three year period that addresses weed control and management priorities targeting ragwort, blackberry and sweet pittosporum on roadsides and private properties.
- Develop a vegetation precinct plan for the township that includes all public and private land and road reserves.
- Implement actions from the Southern Brown Bandicoot Regional Strategy 2009.
- Investigate and nominate an offset area in Lang Lang for native vegetation regeneration and replanting to facilitate the implementation of the *Victoria Native Vegetation – Framework for Action*. Effectively, the primary goal for such an area must be for environmental purposes rather than recreation and open space. A revegetation plan would be required to strategically direct the indigenous species selection and diversity of such a planting area.
- Determine the location of highly significant road-side vegetation within the Lang Lang Township and drive the recognition and education of protecting significant roadside vegetation.
- Collaborate with Parks Victoria, the Department of Sustainability and Environment and the township committee in undertaking management and preservation practices of Range Road, specifically the removal of rubbish dumped at Range Road Reserve.

- Document and assess the heritage values associated with the twenty-one individual places (including one precinct) as part of implementation of stages A, B1 and B2 of the Cardinia Local Heritage Study Review (2007 and 2008).
- Provide practical assistance and support for the adaptive reuse of heritage buildings whose use has become redundant.
- Encourage and support the development of ‘water-wise’ indigenous gardens in public places.
- In collaboration with Melbourne Water and the Port Phillip and Westernport Catchment Management Authority, initiate an education program to decrease sediment runoff and communities’ impact on Westernport Bay.
- Encourage residential, commercial and industrial developments to utilise recycled water from grey water systems, water tanks or sustainable water sources.

## **11. URBAN DESIGN**

### **11.1 Overview**

The Lang Lang town centre is the economic hub of the township and offers a number of retail and commercial activities which are located along Westernport Road. The present shopping strip retains a random pattern of development and is dispersed with retail and commercial uses, interspersed with housing and undeveloped lots. The presentation of the town centre is a critical factor in facilitating the creation and maintenance of a liveable, sustainable and amendable environment. Analysis of the existing town centre has revealed a number of urban design issues which can be grouped into five themes: land use; movement and connection; gateways; views and township character (streetscape and built form) as described in Figure 8 (Study Area Analysis Plan) and Appendix 13.3 (Urban Design Analysis, Existing Issues).

### **11.2 Lang Lang Town Centre Urban Design Framework**

The Lang Lang Town Centre Urban Design Framework 2008 has been developed with the objective of creating:

- a sense of identity and place for the community
- a consolidated town centre which has active retail, commercial and civic uses
- an attractive, functional and safe town centre.

The Lang Lang Town Centre Urban Design Framework outlines the built form and design principles to achieve the preferred form of new development in the Lang Lang Town Centre. Development in the town centre, in general, will require consideration of the following built form and design principles:

#### ***Land use***

The urban design objectives for land use are:

- consolidate the town centre
- create points of focus
- encourage an active town centre.

#### **Opportunities:**

In order to achieve the objectives for land use, a number of opportunities have been identified. They are noted on Figure 9 (Land Use Opportunities) and summarised as:

- create a consolidated and active town centre through the development of existing vacant lots and residential lots in the main street between McDonalds Track and South Gippsland Railway Reserve
- further enhance and define three precincts in the town centre as activity zones or points of focus. The three precincts are Community and Cultural Precinct, the Commercial, Retail and Business Precinct and the Railway Reserve Precinct
- develop a master plan for the Railway Reserve Precinct (South Gippsland Railway Line) to guide future recreation, open space and potential development
- future development of gateway sites should enhance and define these important sites.

#### ***Connections and movement***

The urban design objectives for connections and movement within Lang Lang are:

- create a safe environment for pedestrians
- develop an integrated recreational trail network
- encourage pedestrian permeability and 'walkability' within the town centre
- investigate possible sites for future car parks as demand increases.

### **Opportunities:**

In order to achieve these objectives, a number of opportunities have been identified. These are noted on Figure 10 (Connections and Movement Plan) and summarised as:

- improve pedestrian safety and amenity by finalising requirements for the Lang Lang sand truck bypass to remove heavy vehicles from the town centre
- reduce vehicle speed limits through the town and improve pedestrian safety with formalised crossing points
- develop a network of multi-use shared recreational trails within the town and create a regional linkage with other townships
- utilise the existing laneway network as shared connection routes, creating greater access and permeability within the town centre for both pedestrians and vehicles. Use of this network increases opportunities for future developments to have shared rear car parking with pedestrian linkages through to the main street
- maintain and improve pedestrian permeability and accessibility in the town centre by utilising and building upon existing pedestrian linkages and developing the existing laneway network.

### ***Township character***

The urban design objectives for township character for Lang Lang are:

- respect, but not mimic, the existing heritage elements in the town centre
- strengthen the built form character of the town centre
- enhance gateways to the town
- create an amenable streetscape
- strengthen the visual impact of the proposed recreational links.

### **Opportunities:**

In order to achieve these objectives, a number of opportunities have been identified. These are noted on Figure 11 (Township Character), Figure 12 (Streetscape Character) and Figure 13 (Section Streetscape Character) and summarised as:

- enhance and define the gateways to the town through appropriate development of these sites
- improve the gateway to the west of the town with tree planting to create an avenue effect adjacent to the showgrounds
- provide additional tree planting along Westernport Road in the town centre
  - foreshorten the long views along the street and provide a sense of intimacy and enclosure to the street
  - provide extra shade for seating and car parking
  - develop the theme of ‘clump of trees’, the translation of ‘lang lang’
  - enhance the rural feel of the town
- place powerlines underground through the town centre to improve the amenity of the main street
- provide tree planting along the proposed recreational trails
- strengthen the built form character of the town centre through design guidelines that respect the existing context of the town centre
- utilise the design guidelines for development in the town centre precincts in order to:
  - respect the heritage elements in the town centre
  - strengthen the built form character
  - utilise architecture and design of its time, reflecting the evolving character and eras of the town.

## ***Precinct design guidelines***

Precinct design guidelines (Table 15: Precinct design guidelines) have been created for the three precincts known as the Community and Cultural Precinct; Commercial, Retail and Business Precinct and the Railway Reserve Precinct (South Gippsland Railway Reserve) as demonstrated in Figure 9 (Land Use Opportunities Plan).

The objectives of the precinct guidelines are:

- activation of the town centre
- recognising and responding to the existing grid pattern of the town
- encouraging contextual development that reflects and encourages an understanding of place
- encouraging permeability in the town centre
- encouraging appropriate design that maintains key elements such as verandas
- encouraging environmentally responsive design.

### **11.3 Issues**

The key design and built form issues in Lang Lang can be summarised as:

- undeveloped and underutilised sites in the town centre
- undefined gateways to the township
- fragmented network of paths for pedestrians and cyclists
- township character
- potential use and development of the Railway Reserve Precinct (South Gippsland Railway Reserve) in the town centre.

### **11.4 Objectives**

The objectives are to:

- create a sense of identity and place for the community
- create a consolidated town centre which has active retail, commercial and civic uses
- create an attractive, functional and safe town centre that responds to the needs of the community.

### **11.5 Policy**

The policies are to:

- ensure developments comply with the Lang Lang Urban Design Framework Plan 2009 (figures 9, 10, 11, 12 and 13) and Table 15 (Precinct Design Guidelines)
- encourage urban design which creates a strong character and identity for the area, provides for a functional built environment and promotes community and personal safety
- encourage urban design that reinforces the character of the town, through sympathetic building design and standard design elements which are in keeping with the rural atmosphere of the town.

### **11.6 Actions**

- Create a final master plan for the Railway Reserve Precinct identifying the preferred use and development of land presently known as the South Gippsland Railway Line that traverses the township in consultation with the local community and VicTrack Access.
- Create entrances and/or gateways to the Lang Lang Township in consultation with the local community.
- Investigate increasing pedestrian access and safety across Westernport Road as highlighted in Figure 10 (Connections and Movement Plan) in consultation with VicRoads.

- Investigate funding opportunities to carry out urban design improvements, including progressive implementation of entrance improvements to the town centre and pedestrian pathways.
- Allocate funds in the budget for town centre design and landscape improvements.
- Investigate funding opportunities to carry out design and landscape improvements, including progressive implementation of underground powerlines in the town centre.
- Promote the maintenance and upkeep of the commercial premises (i.e. repainting, refurbishment).
- Facilitate the rezoning of land known as 140 Westernport Road and 150 McDonalds Track, Lang Lang as shown in the Community and Cultural Precinct from Residential Zone to Mixed Use Zone as shown on Figure 9 Land Use Opportunities.

**Table 15: Precinct design guidelines**

<p><b>Precinct 1: Community and cultural</b></p> <p>This precinct will cater primarily for community and cultural functions at a key gateway intersection into the town centre. The precinct incorporates the Rural Transaction Centre and Community complex, the Senior Citizens Hall, Kester Kitchen Park, the Palace Hotel, existing residences and businesses and abuts the Lang Lang Pastoral, Agricultural and Horticultural Showground</p>
<p><b>Land use</b></p>
<p><b>Preferred land use</b></p> <ul style="list-style-type: none"> <li>• Community, civic and cultural focussed uses with complementary shops, cafes, restaurants and related retail facilities.</li> <li>• Active uses.</li> <li>• Uses that promote evening and weekend community activity such as meeting spaces, exhibition, gallery spaces, as well as cafes restaurants, shops and related retail facilities.</li> <li>• Recreational, playground and public open space.</li> </ul> <p><b>Inappropriate/Incompatible Land Use</b></p> <ul style="list-style-type: none"> <li>• Non-active uses.</li> <li>• Residential development, with the exception of shop top housing or housing located to the rear of a development that has an active frontage to the street.</li> <li>• Light industrial and purposes listed in the table to Clause 52.10 of the Cardinia Planning Scheme</li> <li>• Uses that do not address the gateways, main streets or public open spaces</li> </ul>
<p><b>Desired form and character</b></p>
<ul style="list-style-type: none"> <li>• Strong landscape setting and retention of existing vegetation building on the “Clump of Trees theme.</li> <li>• Civic associations.</li> <li>• ‘Human’ scale of development, responsive to form of activity and land use.</li> <li>• Design quality in built form, given its gateway location</li> <li>• Heritage and cultural associations.</li> <li>• Sustainable development.</li> <li>• High pedestrian amenity and connections.</li> <li>• High levels of activity.</li> <li>• Controlled signage.</li> <li>• Off street car parking to the rear.</li> </ul>
<p><b>Guidelines</b></p>
<p><b>Setback, Entry, Address</b></p> <ul style="list-style-type: none"> <li>• Maintain setbacks as landscaped open space that allows for the retention of existing vegetation.</li> <li>• Front setbacks for car parking should be avoided.</li> <li>• Require active edges on street frontages and along all pedestrian connections, avoiding blank facades.</li> </ul>

- Where the site is on a corner or is a gateway site, buildings shall address all street frontages and view corridors, with no blank facades
- Generally the main entry of the development shall be orientated to front existing and/or proposed streets.

#### **Orientation**

- Orientation of new developments to be responsive to the grid layout of the Lang Lang town centre.
- Buildings are to be orientated to the north where possible to maximise daylight penetration. (see Environmental Sustainable Design / Water Sensitive Urban Design initiatives)
- Promote natural surveillance and observation of streets, rear car parks, pedestrian networks and public open spaces.
- Capitalise on existing site features and vegetation.

#### **Built Form**

##### **Scale:**

- Reduce visual bulk through:
  - detailing and articulation of facades
  - varied building types and forms
  - forms relative to human scale
  - mix and contrast
  - the appearance of several smaller buildings
- Changes of building height between existing buildings and new buildings should be graduated.

##### **Detailing:**

- Encourage innovative design and a high standard of built form design and detailing.
- Avoid tokenism and inappropriate design replication.
- Minimise visual exposure through selection of appropriate colour schemes and non reflective materials.

##### **Response to context and culture:**

- Contemporary design that continues to represent the evolving character and eras in the history of the town.
- Providing building envelopes that are sympathetic to the scale, height and location of existing trees.
- Capitalises and compliments existing site features (Palace Hotel and Stafford House) and vegetation.

#### **Environmental Sustainable Design/Water Sensitive Urban Design initiatives**

Developments shall:

- Function well when subjected to prevailing winds, seasonal variations in temperature and rainfall.
- Be designed to minimise fossil fuel energy use.
- Maximise use of natural ventilation, daylight penetration and use of solar energy.
- Use local and recycled materials, energy efficient, water saving and sustainable materials.
- Implement Water Sensitive Urban Design initiatives, considering the systems such as swale trenches / bio retention cells, retention basins, sediment traps and interceptor systems.

##### **Access**

- Pedestrian connections shall be:
  - sealed, well lit and all weather
  - separate from roadways
  - along desire lines
  - Disability and Discrimination Act compliant
  - free from obstructions.
- Maintain the absence of vehicle access points from Westernport Road within the town centre.
- Encourage permeability by integrating new pedestrian connections with the established circulation patterns around the Rural Transaction Centre Complex Senior Citizen Hall
- Access to buildings shall be all weather.
- Access for the disabled shall be provided.

<p><b>Amenity</b></p> <ul style="list-style-type: none"> <li>• Loading, equipment and storage areas to be sited to ensure minimal visual exposure and to provide suitable screening and noise attenuation measures.</li> </ul> <p><b>Car Parking</b></p> <ul style="list-style-type: none"> <li>• Encourage a mix of on street and off street car parking to the rear of buildings.</li> <li>• Rear shared car parking that has good pedestrian linkages through to the main street.</li> </ul>
<p><b>Precinct 2: Commercial, Retail and Business</b></p> <p>This precinct will cater for the retail and commercial activities along Westernport Road extending from the allotments adjacent to the gateway lots at the intersection of McDonalds Track and Westernport Road to the South Gippsland Railway Reserve.</p>
<p><b>Land use</b></p>
<p><b>Preferred land use</b></p> <ul style="list-style-type: none"> <li>• Retail.</li> <li>• Commercial.</li> <li>• Active uses.</li> <li>• Uses that promote evening and weekend activity such as cafes, restaurants and bars.</li> </ul> <p><b>Inappropriate/Incompatible Land Use</b></p> <ul style="list-style-type: none"> <li>• Non-active uses.</li> <li>• Uses that require vehicle access from the street frontage (i.e. petrol station, drive through bottle shop or car sales yard).</li> <li>• 'Traditional' residential development or ground floor residential development.</li> <li>• Light industrial and purposes listed in the table to Clause 52.10 of the Cardinia Planning Scheme</li> </ul>
<p><b>Desired form and character</b></p> <ul style="list-style-type: none"> <li>• Formal street landscaping and tree avenues, landscaped car parks to the rear.</li> <li>• Building height to be in context with existing development patterns.</li> <li>• 'Human' scale of development, responsive to form of activity and land use.</li> <li>• Design quality in built form, in context with existing forms of development.</li> <li>• Heritage and cultural associations.</li> <li>• Sustainable development.</li> <li>• High pedestrian amenity and connections.</li> <li>• High levels of activity.</li> <li>• Controlled signage and on-street retail displays.</li> <li>• Mix of on street and off street car parking to the rear.</li> </ul>
<p><b>Guidelines</b></p>
<p><b>Setback, Entry, Address</b></p> <ul style="list-style-type: none"> <li>• Front setbacks shall be consistent with the existing zero setbacks.</li> <li>• Front setbacks for car parking should be avoided.</li> <li>• Require active edges on street frontages and along all pedestrian connections, avoiding blank facades.</li> <li>• Corner and gateway sites shall address all street frontages and view corridors, with no blank facades</li> <li>• Generally the main entry of the development shall be orientated to front existing and/or proposed streets.</li> <li>• Side setbacks that encourage pedestrian permeability.</li> </ul> <p><b>Orientation</b></p> <ul style="list-style-type: none"> <li>• Orientation of new developments to be responsive to the grid layout of the Lang Lang town centre.</li> <li>• Buildings are to be orientated to the north where possible to maximise daylight penetration. (see Environmental Sustainable Design / Water Sensitive Urban Design initiatives)</li> <li>• Promote natural surveillance and observation of streets, rear car parks, pedestrian networks and public open spaces.</li> </ul>

## **Built Form**

### **Scale:**

- The width of Westernport Road would support two storey developments.
- Reduce visual bulk through:
  - detailing and articulation of facades.
  - varied building types.
  - forms relative to human scale.
  - mix and contrast.
  - the appearance of several smaller buildings.
- Changes of building height between existing buildings and new buildings should be graduated.

### **Detailing**

- Encourage innovative design and a high standard of built form design and detailing.
- Avoid tokenism and inappropriate design replication.
- Minimise visual exposure through selection of appropriate colour schemes and non reflective materials.
- Response to context and culture
- Encourage a continuous veranda or cover.
- Contemporary design that continues to represent the evolving character and eras in the history of the town.

## **Environmental Sustainable Design / Water Sensitive Urban Design**

Developments shall:

- Function well when subjected to prevailing winds, seasonal variations in temperature and rainfall.
- Be designed to minimise fossil fuel energy use.
- Maximise use of natural ventilation, daylight penetration and use of solar energy.
- Use local and recycled materials, energy efficient, water saving and sustainable materials.
- Implement Water Sensitive Urban Design initiatives

### **Access**

- Pedestrian connections shall be:
  - sealed, well lit and all weather
  - separate from roadways.
  - along desire lines.
  - Disability and Discrimination Act compliant.
  - free from obstructions.
- Maintain the absence of vehicle access points from Westernport Road.

### **Car Parking**

- Encourage a mix of on street and off street car parking to the rear of buildings.
- Rear shared car parking that has good pedestrian linkages through to the main street.

## **Precinct 3: South Gippsland Railway Reserve**

There is potential for VicTrack Access (the land owners and managers) to develop this parcel of land. Consideration needs to be given to how this site might be developed appropriately in the future.

The guidelines in this section relate to the development of a detailed urban design master plan for the site in consultation with Vic Track Access and the community

## **Land use**

### **Preferred land use**

- Open space connections.
- Scenic and environmental corridor (habitat) connections.
- Recreational multi-use trail (pedestrian, cyclists, equestrian)
- Recreational activities.

<ul style="list-style-type: none"> <li>• Restricted lineal residential or retirement village development.</li> </ul> <p><b>Inappropriate/Incompatible Land Uses</b></p> <ul style="list-style-type: none"> <li>• Non-active uses.</li> <li>• Uses that require vehicle access from the Westernport Road street frontage (i.e. petrol station, drive through bottle shop or car sales yard).</li> <li>• Business</li> <li>• Light industrial and purposes listed in the table to Clause 52.10 of the Cardinia Planning Scheme</li> </ul>
<p><b>Desired form and character</b></p> <ul style="list-style-type: none"> <li>• The retention of an open space corridor that extends to the boundaries of the existing development on the north side of Westernport Road.</li> <li>• Recognition of the green edge the precinct provides to the town centre.</li> <li>• Recognition of the gateway location to the town centre.</li> <li>• Respect for the historic and cultural associations of the railway.</li> <li>• High pedestrian amenity and connections.</li> <li>• Building height to be in context with existing development patterns.</li> <li>• 'Human' scale of development, responsive to form of activity and land use.</li> <li>• Design quality in built form, given its gateway location.</li> <li>• Sustainable development.</li> </ul>
<p><b>Guidelines</b></p> <p><b>Site Planning</b></p> <ul style="list-style-type: none"> <li>• Develop a master plan for the precinct that:</li> <li>• Provides a restricted development zone with boundaries that are limited to the extent of the existing boundaries of development to the north of Westernport Road.</li> <li>• Any development zone is to be subject to a separate Urban Design Framework that addresses: <ul style="list-style-type: none"> <li>– Site Planning.</li> <li>– Setback, Entry, Address.</li> <li>– Orientation.</li> <li>– Fences.</li> <li>– Built Form. (Scale, Detailing, Response to context and culture)</li> <li>– Environmental Sustainable Design / Water Sensitive Urban Design</li> <li>– Access.</li> </ul> </li> <li>• Retains the view of corridor along the reserve.</li> <li>• Retains the green and environmental corridor along the reserve.</li> <li>• Recognises the historic and cultural importance of this site to the town.</li> <li>• Recognises the gateway location and green edge condition of the site to the town centre</li> <li>• Demonstrates the flexibility to cater for the increased recreation demands associated with any future growth in the town.</li> <li>• Identifies potential sites for any future recreational built form. This would be subject to separate design guidelines, such as considering passive surveillance, visual bulk and recognition of gateway locations</li> <li>• Maximises the retention of existing vegetation.</li> <li>• Incorporates the development of a multipurpose recreational trail.</li> <li>• Addresses pedestrian access.</li> </ul>



- ### CONNECTIONS / MOVEMENT
- 1 Pedestrian links across McDonalds Track are hindered by the width of the road and an absence of safe crossing points.
  - 2 There are existing pedestrian links from the rear car park to the Transaction Centre, Hall and the Main Street.
  - 3 The pedestrian linkages between the showgrounds and the town centre are limited by the narrow width of the existing gravel track.
  - 9 There are a limited number of footpaths in side streets.
  - 10 There is an existing network of rear laneways that add a layer of shared vehicular and pedestrian permeability to the town.
  - 11 There is no formal pedestrian crossing point on Westemport Road.
  - 12 The presence of sand trucks in the main street is not conducive to pedestrian safety or amenity.
  - 13 A 250 m radius from the town centre takes in the Palace hotel and the railway easement. Therefore the town centre is of a good walking distance.
  - 19 There are numerous worn paths through the Railway Easement, indicating the desire for a path network across and along the reserve.
- ### GATEWAYS
- 4 The showgrounds form one of the gateway entrances to the town. The existing fence line planting effectively screens the fence and creates a green entry but lacks canopy trees and creates a lopsided appearance to the gateway as there is no planting on the other side of the road.
  - 5 Important gateway intersection. Any future development on the south east corner requires careful consideration.
  - 21 Avenue of *Melaleuca styphelioides* to either side of the road at a regular spacing of approximately 15m creates a good gateway entrance to the town but stops at the Railway Reserve.
- ### VIEWS
- 6 Long straight views along the main street make the street appear longer than it is.
- ### LAND USE
- 7 There are a number of residential and vacant lots within the Business 1 Zone.
  - 8 Car park to the rear of supermarket is not well utilised. It is not obvious from the main street and the pedestrian link is not visually legible.
  - 20 The railway easement is an important green corridor with cultural and historical connections to the town. It forms a green edge to the town centre.
- ### TOWNSHIP CHARACTER
- 14 The main street has an open and exposed feel due to the lack of canopy street trees and the width of the road reserve.
  - 15 There is a consistent pavement finish, in good condition along the length of the main street.
  - 16 The overhead powerlines along the main street are unsightly and limit potential street tree choice.
  - 17 The built form in the main street reflects the evolving character of the town and the different eras in which the buildings were constructed.
  - 18 Many of the commercial and retail buildings in the main street have a verandah awning.

## STUDY AREA ANALYSIS

### LAND USE



### CONNECTIONS



Scale: 1:2000 @ A1

Figure 8  
Study Area Analysis





# LAND USE OPPORTUNITIES

**PRECINCTS**  
ENCOURGE THE DEVELOPMENT OF ACTIVITY  
PRECINCTS AS POINTS OF FOCUS WITHIN THE  
TOWN CENTRE

- PRECINCT 1:  
COMMUNITY / CULTURAL / CIVIC  
PRECINCT
- PRECINCT 2:  
COMMERCIAL / RETAIL / BUSINESS  
PRECINCT
- PRECINCT 3: SOUTH GIPPSLAND  
RAILWAY RESERVE PRECINCT.

**TOWN CENTRE OPPORTUNITIES**  
ENCOURGE THE DEVELOPMENT OF  
VACANT LOTS, AND IN TIME, RESIDENTIAL  
LOTS, TO CONSOLIDATE THE TOWN CENTRE  
AND ENCOURAGE AN ACTIVE TOWN CENTRE.  
ENCOURGE A MIXTURE OF DEVELOPMENT  
TYPES.

**PRECINCT 1**  
EXISTING GATEWAY SITE.  
OPPORTUNITY TO DEVELOP AS  
COMMUNITY / CULTURAL /  
CIVIC USE

- PRECINCT 2**
- B** EXISTING RESIDENTIAL LOT WITHIN  
BUSINESS 1 ZONE. LONG TERM  
OPPORTUNITY TO DEVELOP AS  
RETAIL / COMMERCIAL.
  - B** EXISTING VACANT LOT WITHIN BUSINESS 1  
ZONE. LONG TERM OPPORTUNITY TO  
DEVELOP AS RETAIL / COMMERCIAL.
  - C** EXISTING VACANT LOT WITH LONG TERM  
POTENTIAL AS CAR PARKING AS DEMAND  
INCREASES.
  - C** POTENTIAL FOR FUTURE EXPANSION  
TO CAR PARK AS DEMAND INCREASES.  
EXISTING DEPOT COULD MOVE TO  
SHOWGROUNDS FACILITY.

- PRECINCT 3 - RAILWAY RESERVE OPPORTUNITIES**  
DEVELOP A MASTERPLAN FOR PRECINCT 3 TO DEMONSTRATE  
OPTIONS FOR ITS FUTURE USE THAT:
- D** MAINTAINS AN OPEN SPACE CORRIDOR, THAT RESPECTS  
THE HISTORIC AND CULTURAL CONNECTIONS OF THE  
RAILWAY TO THE TOWN.  
THERE IS COUNCIL AND COMMUNITY SUPPORT FOR A  
MULTIPURPOSE SHARED TRAIL.
  - E** DEMONSTRATES THE FLEXIBILITY TO CATER FOR THE TOWN'S  
INCREASED RECREATION DEMANDS

- F** THE FEASIBILITY OF A RESTRICTED  
LINEAL DEVELOPMENT ZONE WITH  
BOUNDARIES THAT ARE LIMITED TO  
MAINTAIN AN OPEN SPACE CORRIDOR
- G** CONSIDERATION SHOULD BE GIVEN  
TO THE RE-INTRODUCTION OF  
TRAIN SERVICES.  
THIS IS A LONG TERM VISION

- ACTIVITY GENERATORS**
- COMMUNITY / CULTURAL
  - COMMERCIAL / RETAIL
  - RECREATION
  - EXISTING GEOGRAPHIC  
TOWN CENTRE

Figure 9  
Land Use Opportunities





CONSTRUCT A DESIGNATED AND VISIBLE CROSSING POINT  
ACROSS WESTERNPORT ROAD IN THE TOWN CENTRE.

CONSTRUCT A DESIGNATED AND VISIBLE CROSSING POINT  
ACROSS WESTERNPORT ROAD IN THE TOWN CENTRE.

A circle with a vertical diameter. Two radii are drawn from the center to the upper endpoints of the diameter, forming an isosceles triangle with the diameter.



## TOWNSHIP CHARACTER

### DESIGN GUIDELINES

- OPPORTUNITIES:
1. RESPECT THE HERITAGE ELEMENTS IN THE TOWN CENTRE
  2. STRENGTHEN THE BUILT FORM CHARACTER
  3. UTILISE ARCHITECTURE AND DESIGN OF ITS TIME.
  4. REFLECT THE EVOLVING CHARACTER AND ERAS OF THE TOWN

### GATEWAYS

- ENHANCE THE GATEWAY TO THE TOWN CENTRE.
1. ENCOURAGE AN APPROPRIATE DEVELOPMENT ON THE EXISTING VACANT LOT THAT RESPECTS AND STRENGTHENS ITS GATEWAY POSITION AND FORMS PART OF THE COMMUNITY OR CULTURAL PRECINCT TO BE DEVELOPED IN THIS AREA.
  2. OPPORTUNITY TO DEVELOP A CULTURAL / COMMUNITY / RECREATION FOCUS (ie EVENTS, RELOCATED HISTORICAL SOCIETY, RECREATION, ARTS, COMMUNITY USE) TO PROMOTE INTEGRATION AND COINCIDE WITH OTHER MAJOR EVENTS ON THE LANG LANG SHOWGROUNDS (RODEO, MARKETS, SHOWS)

### STREETSCAPE

- AMENABLE STREETSCAPE PROPOSED TREES
1. FORESHORTEN THE VIEWS ALONG WESTERNPORT ROAD WITH ADDITIONAL TREE PLANTING TO PROVIDE EXTRA SHADE.
  2. PROVIDE SHADE FOR SEATING AND CAR PARKING.
  3. DEVELOP THE THEME OF "CLUMP OF TREES".
  4. ENHANCE THE RURAL FEEL OF THE TOWN.
  5. PROVIDE A SENSE OF INTIMACY AND ENCLOSURE TO THE STREET.
  6. ENHANCE THE GATEWAY TO THE WEST OF TOWN.

### EXISTING TREES

### UNDERGROUND POWERLINES

### GREEN LINKS

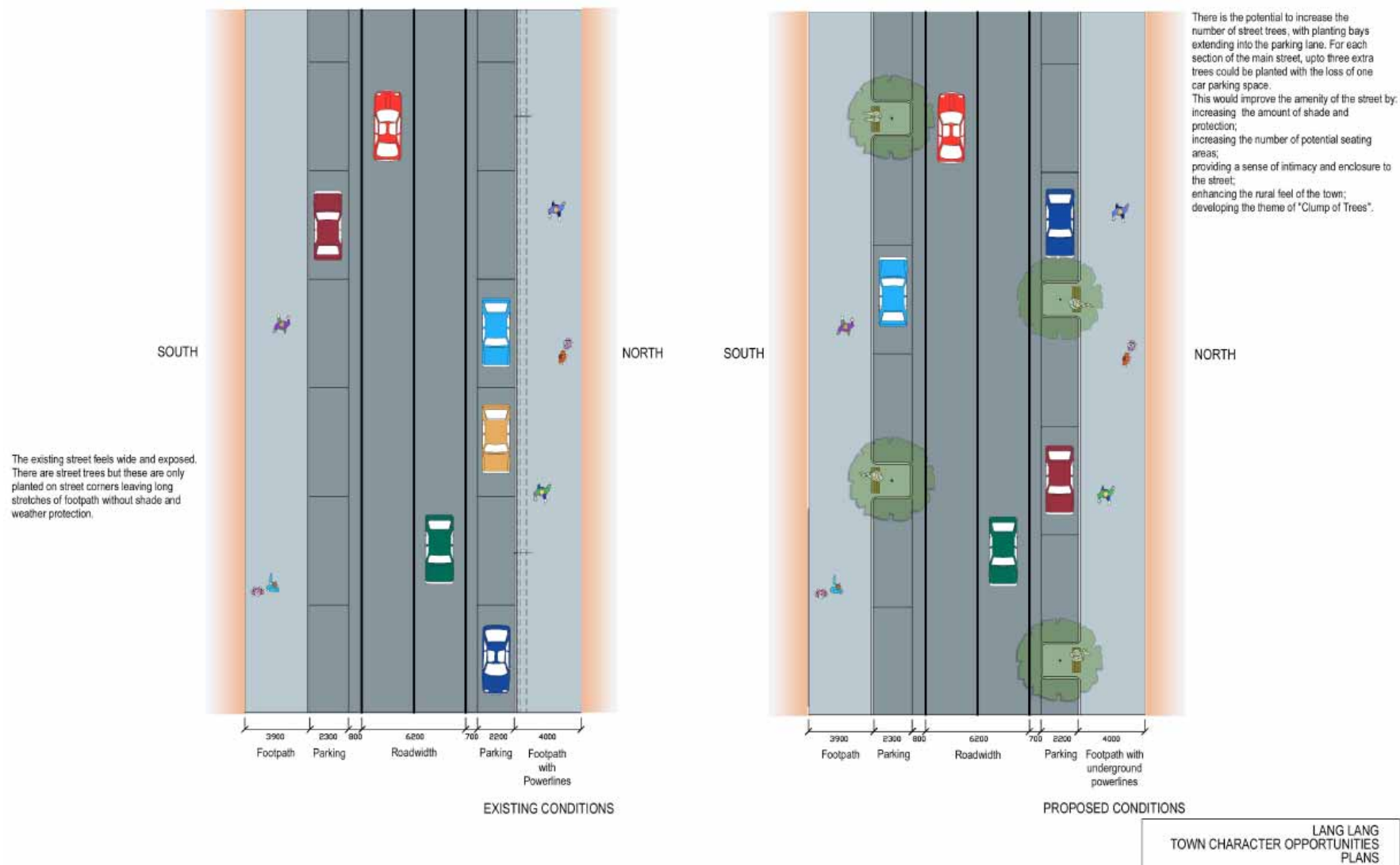
1. PROPOSED TREE PLANTING TO FORM PART OF THE MASTERPLAN FOR THE RAILWAY RESERVE TO STRENGTHEN THE VISUAL IMPACT OF RECREATIONAL TRAILS.
2. TREES ENHANCE THE IDEA OF "GREEN LINKS".

Figure 11  
Township Character

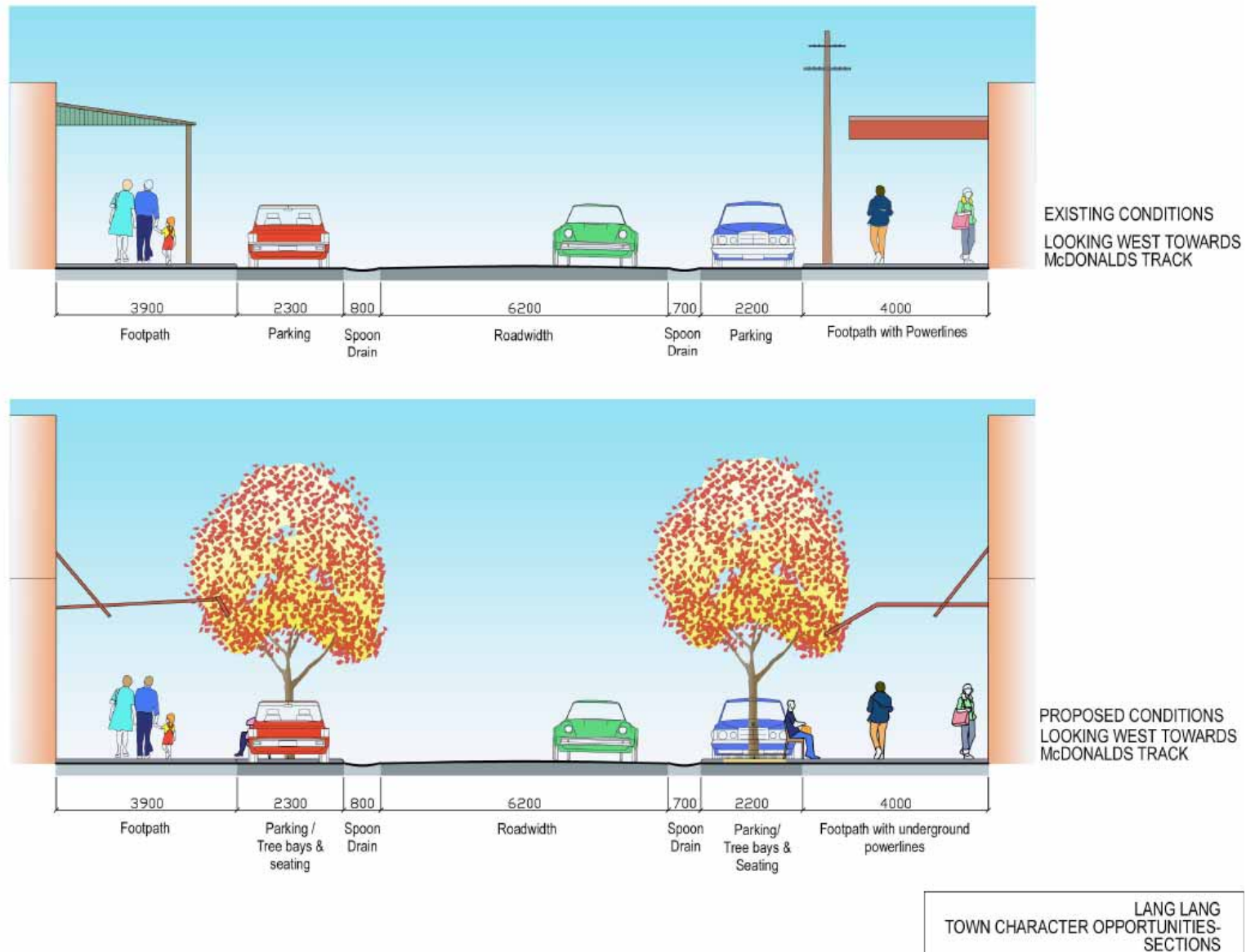
Scale: 1:1000 @ A1



Figure 12: Streetscape character



**Figure 13: Section streetscape character**



## **12. IMPLEMENTATION PLAN**

Implementation of the Lang Lang Township Strategy (2009) will be undertaken as outlined in an implementation plan. The implementation plan will identify responsibilities as well as set priority for actions. Some of the actions are to be entirely funded and implemented by Council, others by other levels of government and some by the Lang Lang community and developers. The priority of the actions will be identified as short term (1–5 years), medium term (5–10 years) or long term (10–15 years). The implementation plan will be reviewed annually in relation to actions completed and future priorities.

This is the first review undertaken since the preparation and adoption of the Lang Lang Township Strategy dated 2000. This review has given Council the opportunity to update the strategy in light of new and emerging issues. The key directions to address these issues have been informed by the feedback received during the community consultation process (See Appendix 13.1). To ensure that the strategy is relevant in light of any changes in the assumptions for development, it is recommended that a full review of the strategy should be undertaken in five years (2014).

## 13. APPENDICES

### 13.1 Feedback from community consultation

A community workshop forum was held in Lang Lang during 2005, 2006 and 2008. The key objective was to identify issues that the Lang Lang community considered important now and into the future.

The following table provides an outline of the issues raised:

#### ISSUES

##### RESIDENTIAL DEVELOPMENT

Retain country feel of the town. Protect the town from inappropriate development

Require aged care facility accommodation in the town

Prefer residential area to expand into Rupert Street before any other area

Maximise 1000 square metre blocks

Lot 28 Westernport Road, Council to over take upkeep and expenses. Needs to be negotiated with Colliers Jardine

Impact of future James Street residential development on flood prone land and adjoining neighbours

Need to plan further than 10 years. Should be 30-50 years – Melbourne 2030

Use of grey water for irrigation

Rural estate south of McDonalds Track

Residential estate north of McDonalds Track

##### ECONOMIC DEVELOPMENT

Accommodation e.g. caravan park, motel, bed and breakfast

Need more local employment

Need industrial land precinct to focus employment opportunities /provision of suitable land for industrial development

Attract local spending

Viability of the commercial centre

Information board showing history/logistics of sand mining in Lang Lang

##### COMMUNITY DEVELOPMENT

Possible expansion of the Lang Lang Primary School

New primary school to incorporate sporting facilities

##### OPEN SPACE

Would like a swimming pool

More netball/basket ball/ tennis courts (all sporting facilities in one place)

Would like a motorcycle/car track

Removal of rubbish in Range Road bushland

Need a horse riding trail

Railway reserve to be maintained and converted to recreation and public use

Passive recreation areas incorporated in new developments

Pathways for motorised-disabled transport

## **TRAFFIC AND TRANSPORT**

Reduce speed to 50 kph in township

Widen Westernport road between the Lang Lang Primary School and Pioneer Road to Highway

Realign the Lang Lang Bypass to avoid the Lang Lang Rifle Range

Improve public transport linkages in Cardinia including north/south link

Incorporate a walking track in sand bypass to create a loop track

Solar speed reduction signage for school hours

Traffic lights and pedestrian crossing at super market

Caravan parking adjacent to Dick Jones Park

Increase public transport

Widen McDonalds Track from township to railway crossing

Divert heavy vehicles from township and reduce speed for heavy vehicles approaching Lang Lang from east

## **PHYSICAL INFRASTRUCTURE**

Provide gas connection

Flood mitigation works to alleviate the Little Lang Lang/ Adams Creek issues

Reduction in sewage/water costs

## **ENVIRONMENT**

Concern for Lang Lang River (willows and junk)

## **URBAN DESIGN**

Define gateways entrances – with either a mown entrance, heritage hedge

Design of new buildings to include verandas

Development of public places Need for a pedestrian crossing with flashing lights in the main street, there is no safe place to cross and the existing crossing point is not obvious to pedestrians or drivers

Large trucks using the main street

Current speed limit of 60kmh is too fast

Insufficient signage to toilets and playgrounds

Insufficient seats, especially in shade

Outdated and unattractive rubbish bins

Completion of footpaths at both ends of town

History of some shops could be depicted

The two parks, improve the signage to them and improve entrance to Dick Jones Park

More signage of what is available

Entrance to Lang Lang alongside the Showground could be highlighted with planting

McDonalds Track is of historical significance, a heritage sign and district directory at exit of South Gippsland Highway would be an asset

The “op shop” is a landmark of many years but has a shabby appearance

Satisfactory at present, except at Memorial Hall

Car parking is limited and there is nowhere to leave a shopping trolley.

Need for a disabled car park outside supermarket

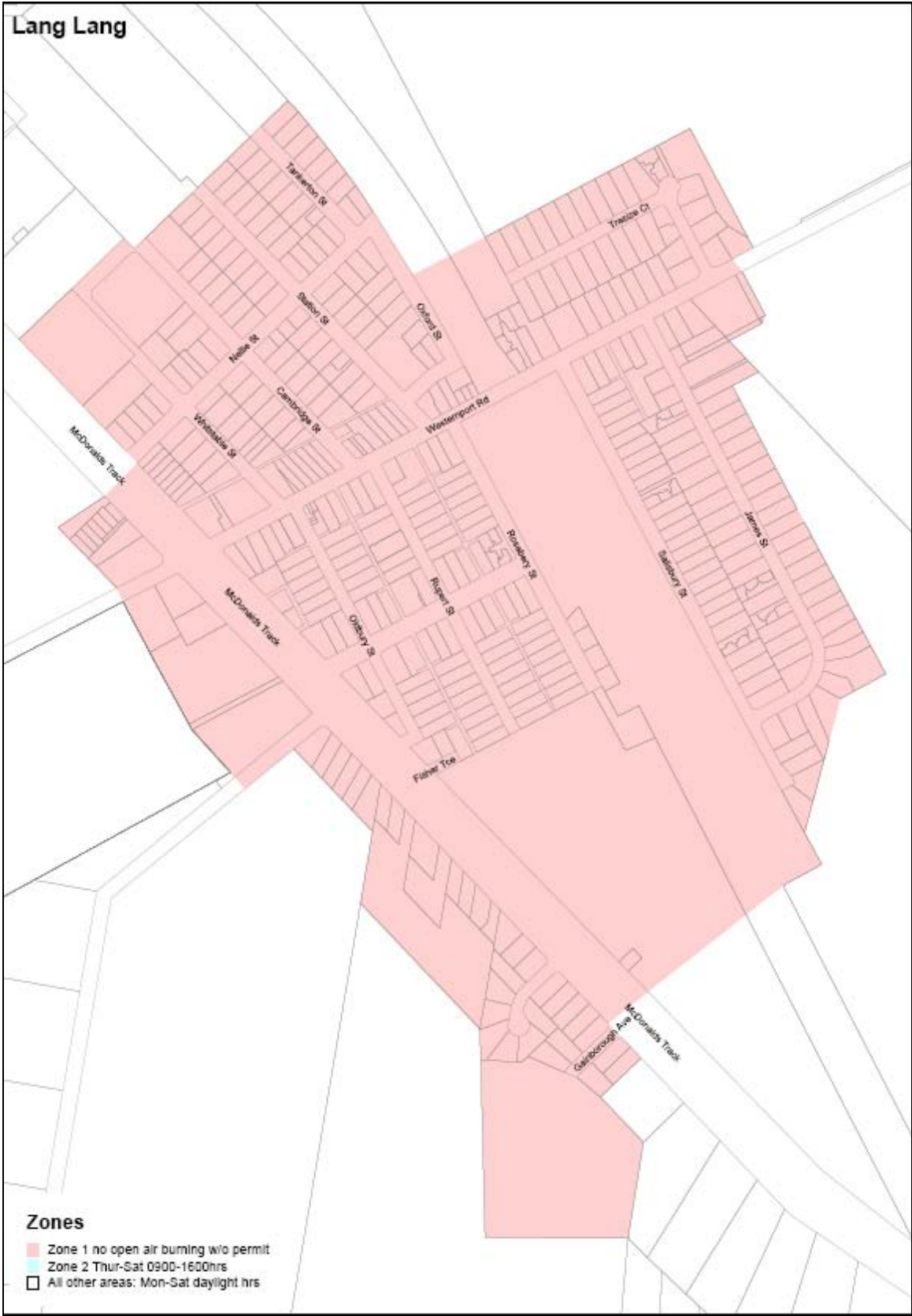
There is plenty of car parking in side streets if required

Maintain the roads

Maintain a tidy town

Township dates from the 1880's and played a role in opening up the country towards Nyora and Poowong.

13.2 Open air burning



Source: Cardinia Shire Council

### 13.3 Urban design analysis, existing issues

#### ***Land use***

- The main street of Lang Lang is designated as a Business 1 Zone. Currently this street has a number of vacant lots and residential lots which detract from any sense of a consolidated retail / commercial core.



*Residential lots in the main street.*

- The railway reserve currently forms a key open space area and a green edge to the town centre and provides the potential for green connections to other townships in the region. There are informal trails along and across the reserve linking the town centre to some residential areas. There is a cultural and historical connection of this land to Lang Lang because the rail line and station was once the lifeline of the town.



*Looking south along the rail reserve from Westernport Road towards the former platform.*

- The recreation area, based around Dick Jones Park is located within the Railway Reserve. Investigation into whether this site will continue to be suitable in meeting the anticipated future recreation needs of the town should be considered.



*The existing recreation area at Dick Jones Park.*

#### ***Movement and connections***

- McDonalds Track creates a barrier to pedestrian connections to the east due to its width and the absence of any formal pedestrian crossing points.



*Lack of formal pedestrian crossing points over McDonalds Track*

- The supermarket has rear car parking, however it is not obvious from the main street, and the pedestrian link is not visually legible. The idea of creating pedestrian connections to shared car parking at the rear of the shops and businesses is one that should be further encouraged.



*Car park to the rear of the supermarket and the pedestrian link to the main street from the car park end (centre) and from the main street (right)*

- There are a limited number of footpaths in side streets in the town centre.



*Absence of footpaths in many of the side streets*

- There is an existing network of rear and north – south laneways that have the potential to add a layer of permeability to the town centre.



### *North-south laneways south of Westernport Road*

- There is no formal pedestrian crossing point on Westernport Road in the town centre. There are painted markings on the road outside the supermarket; however these are not obvious to pedestrians or drivers.



*Absence of formal pedestrian crossing points over Westernport Road. The pram crossing to the eastern end of Westernport Road does not lead anywhere (right).*

- The presence of heavy vehicles in the main street has a number of local impacts including air and noise pollution, decreasing the amenity of the street; deterioration of the existing road network; and a perceived lack of safety for pedestrians in the main street.



*Large log truck in the main street. Sand trucks also regularly use the road*

- There are many worn pedestrian desire lines through the railway reserve, indicating the desire for a path network across and along the reserve.



*Informal pathway or desire line through the railway reserve*

### **Gateways**

- The showgrounds form one of the gateway entrances into the town. The existing fence line planting is effective in screening the fence to the show grounds and creating a green entry to the town. However it lacks a tree canopy and has a lop-sided appearance as there is no planting on the other side of the road.
- The intersection of McDonalds Track and Westernport Road is an important gateway intersection. Any future development at this intersection requires careful consideration to ensure the gateway site is acknowledged.



*Several views of the gateway intersection between Westernport Road and McDonalds Track.*

- The avenue of *Melaleuca styphelioides* to either side of Westernport Road at a regular spacing of 15 metres creates a good gateway entrance to the western end of the town that ends at the railway reserve.



*Avenue of Melaleuca styphelioides to the western end of the town.*

## **Views**

- The long straight views along the main street give the impression that the street is longer than it is. There is a sense of openness and exposure in the main street.



*Westernport Road looking west (left) and east (right).*

## **Town character – streetscape**

- There is a lack of canopy trees in the main street resulting in an open and exposed main street. This is not supportive of the meaning of 'lang lang' ('canopy of trees').



*There are several good street trees and planting areas, however the lengthy spacing between the trees does not provide sufficient shade to enough of the street and it feels open and exposed.*

- The width of the road reserve in the main street, including the wide pavements enhances the sense that it is open and exposed.
- There is a mixture of street furniture in the town centre, the more recent additions are aesthetically pleasing.



*The mix of street furniture in the main street, the recent addition to the right.*

- There is a consistent pavement finish that is in good condition along the length of the main street.



*The pavement type along the main street is consistent throughout and in good condition.*

- Overhead power lines in the main street are unsightly and limit potential street tree choice.



*Overhead power lines in Westernport Road*

## ***Built form***

- The built form in the main street rather it reflects the evolving character of the town and the different eras in which the buildings were constructed.



*Examples of the mixture of building styles and detailing in the town reflecting the evolution of Lang Lang through different eras.*

- The buildings are predominantly single storey.



*Predominantly single storey buildings in the main street.*

- Many of the commercial and retail buildings have a veranda awning providing shade and weather protection but this is not continuous along the street.



*Veranda awnings and cover in Westernport Road.*