



LATROBE CITY COUNCIL

MINUTES FOR THE ORDINARY COUNCIL MEETING

HELD IN NAMBUR WARIGA MEETING ROOM
CORPORATE HEADQUARTERS, MORWELL
AT 5.30PM ON
07 OCTOBER 2013

CM421

PRESENT:

Councillors:	Cr Sandy Kam, Mayor	East Ward
	Cr Sharon Gibson, Deputy Mayor	West Ward
	Cr Peter Gibbons	West Ward
	Cr Dale Harriman	East Ward
	Cr Graeme Middlemiss	Central Ward
	Cr Kellie O'Callaghan	East Ward
	Cr Michael Rossiter	East Ward
	Cr Christine Sindt	Central Ward
	Cr Darrell White	South Ward
Officers:	Paul Buckley	Chief Executive Officer
	Michael Edgar	General Manager Community Liveability
	Carol Jeffs	General Manager Governance
	Zemeel Saba	General Manager Organisational Excellence
	Jamey Mullen	Acting General Manager Recreation, Culture & Community Infrastructure
	Jacinta Saxton	Manager Community Relations

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**ORDINARY COUNCIL MEETING MINUTES
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The Opening Prayer was read by the Mayor.

2. ACKNOWLEDGEMENT OF THE TRADITIONAL OWNERS OF THE LAND

The Recognition of Traditional Landholders was read by the Mayor.

3. APOLOGIES AND LEAVE OF ABSENCE

NIL

4. DECLARATION OF CONFLICT OF INTEREST

Cr Harriman declared an indirect interest under Section 78C of the Local Government Act 1989 in relation to Item 16.6 - Consideration of submissions to and adoption of the Traralgon North Development Plan And Development Contribution Plan

Cr Gibson declared a direct interest under the *Local Government Act 1989* in relation to Item 18.9 – 2013/21 - Notice Of Rescission - 18.7 Review Of Governance Processes Associated With The Moe Activity Centre Plan/Moe Rail Precinct Revitalisation Project

Cr Kam declared an indirect interest under Section 78 and under Section 78A of the *Local Government Act 1989* in relation to Item 18.9 – 2013/21 - Notice Of Rescission - 18.7 Review Of Governance Processes Associated With The Moe Activity Centre Plan/Moe Rail Precinct Revitalisation Project

Cr Gibbons declared a direct interest under the *Local Government Act 1989* in relation to Item 18.9 – 2013/21 - Notice Of Rescission - 18.7 Review Of Governance Processes Associated With The Moe Activity Centre Plan/Moe Rail Precinct Revitalisation Project

Cr Gibbons advised of an interest in relation to Item 18.9 – 2013/21 - Notice Of Rescission - 18.7 Review Of Governance Processes Associated With The Moe Activity Centre Plan/Moe Rail Precinct Revitalisation Project

Cr Rossiter declared an indirect interest under Section 78A of the *Local Government Act 1989* in relation to Item 10.1 – Investigation into the Operations Gippsland Water

Cr Harriman advised of an interest in 18.7 2013/14 Community Grants Program

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The Mayor, Cr Kam, called for nominations for a temporary Chair for all matters relating to Item 18.9 2013/21 - Notice Of Rescission - 18.7 Review Of Governance Processes Associated with the Moe Activity Centre Plan/Moe Rail Precinct Revitalisation Project as the Mayor and Deputy Mayor both had a conflict of interest in this matter.

Cr Rossiter nominated Cr Harriman to take the Chair

Moved: Cr Rossiter
Seconded: Cr Gibbons

That the Motion be adopted.

CARRIED UNANIMOUSLY

5. ADOPTION OF MINUTES

The Chief Executive Officer withdrew the Adoption of Minutes from this Agenda. Amended Minutes for 16 September 2013 to be considered at the next Ordinary Council Meeting.

6. PUBLIC QUESTION TIME

NIL

7. ITEMS HELD OVER FOR REPORT AND/OR CONSIDERATION

Suspension of Standing Orders

Moved: Cr Gibson
Seconded: Cr Gibbons

That Standing Orders be suspended to allow members of the gallery to address Council in support of their submissions.

CARRIED UNANIMOUSLY

Standing Orders were suspended at 5.33 pm

Mr John Stewart addressed Council in relation to Item 8.1 2013/22 - Notice Of Rescission - Item 6.1 Special Council Meeting Held On 16 September 2013

Mr John Guy addressed Council in relation to Item 8.1 2013/22 - Notice Of Rescission - Item 6.1 Special Council Meeting Held On 16 September 2013

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Mr Tony Flynn addressed Council in relation to Item 8.1 2013/22 - Notice Of Rescission - Item 6.1 Special Council Meeting Held On 16 September 2013

Ms Jude Symes addressed Council in relation to Item 8.1 2013/22 - Notice Of Rescission - Item 6.1 Special Council Meeting Held On 16 September 2013

Ms Christine Waterhouse addressed Council in relation to Item 8.1 2013/22 - Notice Of Rescission - Item 6.1 Special Council Meeting Held On 16 September 2013

Ms Susan Broadbent addressed Council in relation to Item 8.1 2013/22 - Notice Of Rescission - Item 6.1 Special Council Meeting Held On 16 September 2013

Ms Anne Murphy addressed Council in relation to Item 8.1 2013/22 - Notice Of Rescission - Item 6.1 Special Council Meeting Held On 16 September 2013

Mr Mark Answerth addressed Council in relation to Item 8.1 2013/22 - Notice Of Rescission - Item 6.1 Special Council Meeting Held On 16 September 2013

Ms Elizabeth Jefferson addressed Council in relation to Item 9.1 Planning Permit Application 2012/319, Use And Development Of A Dwelling And Ancillary Outbuilding And Creation Of An Access Onto A Road Zone Category 1, Traralgon-Balook Road, Callignee

Mr Stuart Strachan addressed Council in relation to Item 9.1 Planning Permit Application 2012/319, Use And Development Of A Dwelling And Ancillary Outbuilding And Creation Of An Access Onto A Road Zone Category 1, Traralgon-Balook Road, Callignee

Mr Joe Peel addressed Council in relation to Item 14.1 Request for Speed Humps in Alexander Avenue Moe

Mr Michael Boljic addressed Council in relation to Item 16.5 Proposed Sale of Land - Northern Avenue, Newborough

Moved: Cr Gibson

Seconded: Cr Rossiter

That Standing Orders be resumed.

CARRIED UNANIMOUSLY

Standing Orders were resumed at 6.21 pm

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Cr White sought Council's consent to bring forward and out of Items Closed Item 18.9 2013/21 - Notice Of Rescission - 18.7 Review Of Governance Processes Associated With The Moe Activity Centre Plan/Moe Rail Precinct Revitalisation Project

Cr Gibson and Cr Gibbons left the Council Chamber at 6.22 pm due to a direct interest

Cr Kam left the Council Chamber at 6.22 pm due to an indirect interest under Section 78 and 78A of the *Local Government Act 1989*. Cr Harriman took the chair as per Council's previous resolution.

Moved: Cr White
Seconded: Cr O'Callaghan

That item 18.9 2013/21 - Notice Of Rescission - 18.7 Review Of Governance Processes Associated With The Moe Activity Centre Plan/Moe Rail Precinct Revitalisation Project be brought forward for consideration.

For the Motion

Councillor/s Middlemiss, Sindt, White, O'Callaghan

Against the Motion

Councillor/s Rossiter, Harriman

The Chair confirmed that the Recommendation had been CARRIED

Cr Kam, Cr Gibson and Cr Gibbons returned to the Council Chamber at 6.37 pm

Councillor Kam resumed as Chair

NOTICES OF MOTION

8. NOTICES OF MOTION

**8.1 2013/22 - Notice of Rescission - Item 6.1 Special Council
Meeting Held on 16 September 2013**

Cr Darrell White

That the Resolution of this Special Council Meeting be rescinded.

Moved: Cr White
Seconded: Cr O'Callaghan

That the Motion be adopted.

For the Motion

Councillor/s Middlemiss, Sindt, O'Callaghan, White

Against the Motion

Councillor/s Rossiter, Gibbons, Gibson, Kam, Harriman

The Mayor confirmed that the Motion had been LOST

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That, prior to the planned major maintenance upgrades to the Latrobe Leisure Morwell Facility, Council officers engage the LLM Users Group to assess the current stadium facilities and identify potential opportunities for the future.

The outcome of this assessment to be reported to council for consideration in the annual budget process and of possible external funding support.

Moved: Cr Middlemiss

Seconded: Cr Sindt

That the Motion be adopted.

CARRIED UNANIMOUSLY

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That council rescind item 18.7 Review of Governance processes associated with the Moe Activity Centre Plan/Moe Rail Precinct Revitalisation Project passed at the meeting of 2/9/13.

Cr Gibson and Cr Gibbons left the Council Chamber at 7.07 pm due to a direct interest.

Cr Kam left the Council Chamber at 7.07 pm due to an indirect interest under Section 78 and 78A of the *Local Government Act 1989*. Cr Harriman took the chair as per Council's previous resolution.

Moved: Cr Rossiter
Seconded: Cr Harriman

That the Motion be adopted.

For the Motion

Councillor/s Rossiter, Harriman

Against the Motion

Councillor/s Middlemiss, Sindt, White, O'Callaghan

The Chair confirmed that the Motion had been LOST

ADDITIONAL MOTION

That council note the report that was received in relation to the Review of Governance processes associated with the Moe Activity Centre Plan/Moe Rail Precinct Revitalisation Project and that it be made available for public scrutiny.

Moved: Cr White
Seconded: Cr O'Callaghan

That the Motion be adopted.

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For the Motion

Councillor/s Middlemiss, Sindt, White, O'Callaghan

Against the Motion

Councillor/s Rossiter, Harriman

The Chair confirmed that the Motion had been CARRIED

Cr Kam and Cr Gibbons returned to the Council Chamber at 7.26 pm

Councillor Kam resumed as Chair

Cr Gibson returned to the Council Chamber at 7.27 pm

**ITEMS REFERRED BY
THE COUNCIL TO THIS
MEETING FOR
CONSIDERATION**

9. ITEMS REFERRED BY THE COUNCIL TO THIS MEETING FOR CONSIDERATION

9.1 Planning Permit Application 2012/319, Use and development of a dwelling and ancillary outbuilding and creation of an access onto a road zone category 1, Traralgon-Balook Road, Callignee

General Manager

Governance

For Decision

PURPOSE

The purpose of this report is to determine Planning Permit Application 2012/319 for the use and development of a dwelling and ancillary outbuilding and creation of an access onto a Road Zone Category 1 at Traralgon-Balook Road, Callignee.

DECLARATION OF INTERESTS

No officer declared an interest under the Local Government Act 1989 in the preparation of this report.

STRATEGIC FRAMEWORK

This report is consistent with Latrobe 2026: The Community Vision for Latrobe Valley and the Latrobe City Council Plan 2013-2017.

Latrobe 2026: The Community Vision for Latrobe Valley

Strategic Objectives – Built Environment

In 2026, Latrobe Valley benefits from a well planned built environment that is complimentary to its surroundings and which provides for connected and inclusive community.

Latrobe City Council Plan 2013 - 2017

Strategic Direction – Built Environment

- *Promote and support high quality urban design within the built environment; and*
- *Ensure proposed developments enhance the liveability of Latrobe City, and provide for a more sustainable community.*

Legislation –

The discussions and recommendations of this report are consistent with the provisions of the Planning and Environment Act 1987 (the Act) and the Latrobe Planning Scheme (the Scheme), which apply to this application.

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SUMMARY

Land:	Traralgon-Balook Road, Callignee, known as Lot 6 on LP 122228
Proponent:	Elizabeth Jefferson
Zoning:	Rural Living Zone-Schedule 6
Overlay	Bushfire Management Overlay

A Planning Permit is required for the use of the land for a dwelling (as a Section 2 use) pursuant to Clause 35.03-1 of the Rural Living Zone.

A Planning Permit is also required for buildings and works associated with a use in Section 2 pursuant to Clause 35.03-4 of the Rural Living Zone.

A planning permit is required for buildings and works for 'accommodation' under the provisions of Clause 44.06-1 of the Bushfire Management Overlay.

A planning permit is also required for the creation of an access onto a Road Zone Category 1 pursuant to Clause 52.29 Land Adjacent to a Road Zone, Category 1 or a Public Acquisition Overlay for a Category 1 Road.

PROPOSAL

The application is for the use and development of the land for a single storey dwelling and an ancillary outbuilding and creation of an access onto a Road Zone Category 1.

The single storey dwelling is proposed to be located towards the southern end of the site and consists of a kitchen, dining/living area, three bedrooms, study, laundry and a garage. The dwelling will be orientated towards the north eastern part of the site and will have an outdoor living area north east of the dining and living area. The dwelling is proposed to be constructed from rendered face brickwork with a flat concrete roof slab. The roof will be waterproofed using geotextile drainage layers. There will also be 600mm sand roof covering that will help facilitate a proposed roof garden that will be covered with native ground cover plants. The dwelling will be designed so as to blend into the landscape by being cut into the natural topography of the site with the sides of the dwelling and the roof being suitably landscaped so as to appear part of the natural sloping topography of the site.

The proposed outbuilding would have a floor area of 162 square metres and be located to the rear of the dwelling, 15 metres from the southern boundary of the lot.

Access to the buildings would be achieved from an existing track which runs in a north east direction of the proposed dwelling development site and via a new access that will connect to the existing access track to the south of the proposed dwelling development site. This will also provide

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access to the proposed outbuilding and be accessed via a new access point from the eastern boundary of the site.

A copy of the plans can be found at Attachment 1.

Subject Land:

The subject land is four hectares in area, irregular in shape and gently slopes from south to north. The site has a frontage to Traralgon – Balook Road that runs along its entire eastern perimeter. Traralgon – Balook Road curves around the eastern perimeter of the site.

The site is currently vacant and generally cleared pasture. There is a drop of slope of 15 metres from south to the north of the property over a distance of 250 metres. There are a number of individual gum trees within 100 metres of the proposed development area. There are a number of mature trees that are located along the eastern perimeter of the site adjoining Traralgon – Balook Road. A designated waterway runs in a north east – south direction through the site.

The site is located approximately 3.5 kilometres south west of the Traralgon south township.

Surrounding Land Use:

North	North of Traralgon – Balook Road is a forest of native vegetation controlled by the DEPI. In close proximity to the north western boundary of the subject site is a dwelling located at 370 Traralgon – Balook Road.
South	South of the subject site there are a number of blocks within the Rural Living Zone and Farming Zone areas. There is an existing dwelling at 415 Traralgon – Balook Road while a dwelling 465 Traralgon – Balook Road was burnt down during the bushfires of 2009. Both of these properties are located in the Farming Zone. There are a number of vacant lots south east of the subject site within the Rural living zone with a mix of lot sizes.
East	There is a mix of lot sizes and uses in the lots to the east. These include rural living type activities, forestry and grazing. These lots are included within the Farming Zone
West	The lots to the west range in area. Occupancy for rural living type activities of these lots is about 50%. A designated waterway also runs through these lots, and this creek line is surrounded by established native vegetation.

A locality plan can be found at Attachment 2.

HISTORY OF APPLICATION

A history of assessment of this application is set out in Attachment 3. The provisions of the Scheme that are relevant to the subject application have been included in Attachment 4.

LATROBE PLANNING SCHEME**State Planning Policy Framework (SPPF)**

The proposal has been considered against the relevant clauses under the State Planning Policy Framework.

Clause 11.05-4: 'Regional planning strategies and principles', the objective of which is to ensure there is a sufficient supply of appropriately located residential, commercial, and industrial land across a region to meet the needs identified at regional level.

The proposal would facilitate the use of appropriately located rural living land for rural living purposes. As the original subdivision of the land (late 1970's) was to allow for the rural residential development of the area, the development and on-going use of the land for a dwelling is considered to be appropriate.

Clause 13.05: 'Bushfire', the objective of which is to strengthen community resilience to bushfire. A strategy to implement this objective is to only permit new development where:

- The risk to human life, property and community infrastructure from bushfire can be reduced to an acceptable level.
- Bushfire protection measures, including the siting, design and construction of buildings, vegetation management, water supply and access and egress can be readily implemented and managed within the property.
- The risk to existing residents, property and community infrastructure from bushfire is not increased

The defendable space area around the development area will have to be managed as per the requirements of the CFA. The construction of the dwelling will require a minimum bushfire attack level of BAL-29 protection in order for the development to proceed. The development is considered to be in an appropriate location on the site and is considered to meet the objective of this clause. The application has been assessed by the Country Fire Authority which has raised no objections to the proposal subject to appropriate conditions.

Clause 14.02-1: 'Catchment planning and management' has an outlined objective to assist the protection and, where possible, restoration of catchments, waterways, water bodies, groundwater, and the marine environment'.

The subject site has a designated waterway running through the property. As a result the design and siting of all elements associated with the dwelling development have to be carefully sited so as to minimise any possible negative effects of the proposal. The proposal in its current form identifies a buffer distance of approximately 60 metres from the development area including the waste water treatment from the current alignment of the waterway and dam on site. This setback will also address the concerns of the WGCMA and Councils Health Team and as a result the proposal is considered consistent with this clause.

Clause 15: 'Built environment and heritage', which states that planning should achieve high quality urban design and architecture that:

- Contributes positively to local urban character and sense of place.
- Reflects the particular characteristics, aspirations and cultural identity of the community.
- Enhances liveability, diversity, amenity and safety of the public realm.
- Promotes attractiveness of towns and cities within broader strategic contexts.
- Minimises detrimental impact on neighbouring properties.

The aim of this clause is to ensure that development achieves a high quality urban design and architecture that respects the cultural, physical and architectural values of the area. The dwelling has been designed to reflect the natural change of the slope of the subject site and has been designed so as to become part of the site rather than being an addition too it due to a flat roof line and suitable landscaping provided. It is considered as a result the proposal is consistent with consistent natural characteristics of the site.

Clause 16.02-1: 'Rural Residential Development', the objective of which is to identify land suitable for rural living and rural residential development. As the subject site has previously been zoned and consequently subdivided for rural living purposes the proposed use and development of the site for a dwelling is considered to be an appropriate and legitimate use that is consistent with the general spirit of the zone.

Local Planning Policy Framework (LPPF)

The proposal has been considered against the relevant clauses under the Local Planning Policy Framework.

Clause 21.03-8 'Wildfire' contains objectives to 'ensure that new land use and development does not increase the level of fire risk' and to 'ensure that new land use and development includes adequate fire protection measures'. These objectives are to be achieved by implementing by suitable strategies including:

- Identify(ing) areas of a high fire risk.

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- Require(ing) adequate fire protection measures as part of permission.

The subject site has a suitable area for the maintenance of defensible space for bushfire protection requirements that will be managed in accordance with the requirements of CFA conditions. As detailed previously any dwelling will have be constructed to a minimum BAL 29 protection level.

Within the Local Planning Policy Framework Clause 21.04-2 'Settlement Overview' highlights that the diversity in housing types available in the municipality contributes to the lifestyle choices provided and the overall attractiveness of the municipality as a place to live and invest.

Clause 21.04-3: 'Rural Living Overview' acknowledges that rural residential living has been a popular and attractive lifestyle choice in Latrobe City and continues to attract residents. As the subject site has previously been identified for rural residential purposes and subdivided to allow for the lot to be used as such, it is considered that the proposal reflects this trend, is appropriate, legitimate and consistent with the general spirit and intent of this clause.

Zoning

Rural Living Zone (Schedule 6) –Clause 35.03

The subject site is located within the Rural Living Zone (Schedule 6). The 'Purpose' and 'Decision Guidelines' of the zone have been taken into account as part of the assessment of this application, which is considered to be consistent with the provisions of the Planning Scheme on the basis that the proposal would:

- provide for residential use in a rural environment;
- provides for a limited agricultural land use of the land ancillary to primary use of the dwelling which would not adversely affect the amenity of surrounding land uses; and
- not compromise any natural resources, biodiversity or landscape and heritage values of the area

These elements will be further discussed in the 'Issues' section of this report.

Overlay

Bushfire Management Overlay – Clause 44.06

The purpose of the Bushfire Management Overlay is:

- To assist to strengthen community resilience to bushfire.
- To identify areas where the bushfire hazard requires specified bushfire protection measures for subdivision and buildings and

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works to be implemented.

- To ensure that the location, design and construction of development consider the need to implement bushfire protection measures.
- To ensure development does not proceed unless the risk to life and property from bushfire can be reduced to an acceptable level.

The proposed development is considered to be consistent with the Bushfire Management Overlay (discussed later in this report)

Particular Provisions

Land Adjacent to a Road Zone, Category 1 or Public Acquisition Overlay for a Category 1 Road – Clause 52.29

The proposal also proposes creation of an access onto a Road Zone Category 1. Correspondence has been received from VicRoads on the proposal on 27 March 2013 and 15 July 2013. VicRoads have now consented to the proposal, subject to specific design standards for the construction of the proposed access.

It is considered as a result that the proposal is consistent with this particular provision subject to appropriate conditions as requested by VicRoads being attached to any issue of a permit.

Bushfire Protection: Planning Requirements – Clause 52.47

The purpose of Clause 52.47 - Bushfire Protection, Planning Requirements are:

*'To ensure that development is only permitted if the risk to life, property and community infrastructure can be reduced to an acceptable level', and
'To specify requirements for buildings, works and subdivision on land to which the Bushfire Management Overlay applies'.*

The application has been assessed against the requirements of this provision and is consistent with its intent.

Decision Guidelines (Clause 65):

The relevant decision guidelines have been considered as part of the assessment of this planning application and where relevant have been discussed in this report.

ISSUES

Strategic direction of the State and Local Planning Policy Frameworks:

It is considered that the proposed use and development of the site for a single dwelling and ancillary outbuilding satisfies both the State and Local

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Planning Policy Frameworks in that the site is an appropriate location for rural residential living and is a legitimate use within the context of the provisions of the Rural Living Zone (RLZ).

Sufficient supply of RLZ land exists in Traralgon South to satisfy forecast demand for such land over the next 15 years; however vacant land will need to be released to the market in the meantime as there is only a nine year supply of RLZ available for development based on the high growth scenario.

'Purpose' and 'Decision Guidelines' of the Rural Living Zone:

The subject land is currently within the Rural Living Zone (Schedule 6) the provisions of which require the submission of a planning permit application for the use of the land for a dwelling if the lot size is below the scheduled minimum of 8ha. The subject land is 2ha in area. Historically speaking, the site is located within the Traralgon South Precinct (as per the, 'Residential and Rural Residential Land Assessment' study (the Study) adopted by Council in April 2009 and is identified (in the Study) as a 'vacant lot' within the Rural Living Zone. This is primarily the consequence of the earlier (1970's) subdivision of the land which created a number of lots of varying areas from 2ha to 5.5ha.

Whilst the provisions of the Clause stipulate a minimum lot size of 8ha – this applies to the use of the land for a dwelling as an 'as of right' use not requiring a planning permit. This does not preclude the use of land for a dwelling on lots of less than 8ha for rural living purposes; rather, it triggers the need for a formal planning permit to enable Council to consider the individual merits of a proposal in accordance with the relevant provisions of the Latrobe Planning Scheme.

Having considered the historic subdivision of the land, previous developments and the purpose of the Rural Living Zone, it is considered that the proposal is both a legitimate use and is consistent with the relevant provisions of the zone.

'Purpose' and 'Decision Guidelines' of the Wildfire (Bushfire) Management Overlay:

The planning application has been assessed against the provisions of Clause 44.06, the purpose of which is:

- To assist to strengthen community resilience to bushfire.
- To identify areas where the bushfire hazard requires specified bushfire protection measures for subdivision and buildings and works to be implemented.
- To ensure that the location, design and construction of development consider the need to implement bushfire protection measures.
- To ensure development does not proceed unless the risk to life and property from bushfire can be reduced to an acceptable level.

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Under the provisions of Clause 44.06-2, the application was accompanied by a locality and site description and a bushfire management statement – both of which have been assessed by the Country Fire Authority. The latter has raised no objection to the grant of a planning permit subject to appropriate planning conditions.

Submissions

As a result of the notification process, the application received a single objection. The issues raised in the objection were as follows:

1. The potential density of dwellings in the immediate area will be approximately one dwelling per 2ha which is far higher than the 1 dwelling per 8ha that is preferred for the RLZ6 Zone. There is currently an oversupply of rural living zoned allotments in Callignee.

Officer Comment:

The fundamental land-use planning considerations associated with this application relate specifically to the assessment of the extent to which the use and development of a dwelling within an area that has been identified for rural residential uses within a rural environment is acceptable based on the provisions of the Rural Living zone.

The provisions of Clause 35.03-1 provide a mechanism (i.e. the planning permit trigger) through which planning permit applications for proposals which do not necessarily meet the scheduled minimum lot size requirements of the zone (in this instance 8ha), can be considered on their own individual planning merits and site-specific circumstances.

The State Planning Policy Framework states that (within Regional areas of Victoria) responsible authorities should provide adequate and competitive land supply. This approach is supported within Latrobe City where it remains Council policy that each town should grow in its own right and maintain a 10 to 15 year urban land supply within them.

The 'Residential and Rural Residential Land Assessment' study formally adopted by Council in April 2009 identified that, within the Traralgon South precinct (which includes the application site) there is (currently) an adequate supply of total vacant lot potential in regard to RLZ land to meet forecast demand over the next 15 years. Under a 'high growth' scenario (forecast demand of up to approximately 20 additional dwellings) an estimated 16 year supply of total vacant lot potential exists on RLZ land in Traralgon South. On this basis, the current supply of RLZ land within the Traralgon South precinct is consistent with both State and Local Planning Policy requirements.

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2. Increasing the density of rural living style allotments will disrupt the community of Callignee by increasing the number of rural living dwellers and create an imbalance in the population using land for rural living versus the population using land for farming. This will place the smaller number of broad-acre farmers at a disadvantage if changes to the district are proposed on a quasi-democratic basis that has no special regard for the minority group of farmers that extensive rural living creates.

Officer Comment:

Clause 21.04-3 highlights the fact that rural residential living has been a popular and attractive lifestyle choice in Latrobe City and continues to attract residents. The Latrobe Planning Scheme supports rural living development in appropriate locations, taking into account current supply and demand for these types of subdivisions.

Clause 21.07-5 identifies that there is pressure for rural residential development and acknowledges that it is a legitimate land use. The Traralgon South Precinct is an area within which rural living is identified as a legitimate land use, a facet of which is a corresponding increase in population.

3. The application does not comply with the provisions of Section 35.03

Officer Comment:

Under the provisions of Clause 35.03 a purpose of the Rural Living Zone is to provide for residential use in a rural environment. The application would provide for a residential use within a rural environment and is therefore in compliance with the Planning Scheme.

4. The proposal will prevent the consolidation of vacant lots surrounding the property and will further reduce the area in question to achieve the required lot size as required under the schedule of the zone.

Officer Comment:

No planning permit is required for the consolidation of lots. There is also no restructure overlay covering the subject area. The land has been identified for rural living purposes and it is not considered that this point of objection is relevant to the assessment of the application as it relates more to strategic planning concerns as opposed to the assessment of the merits of the application.

5. The lot is in a Wildfire Overlay. Bushfire research indicates that rural living is inappropriate in such areas whereas general farming or forestry is appropriate. This is not addressed in the current planning scheme. Planners would be wise to restrict the proposed type of development in these areas.

Officer Comment:

The Latrobe Planning Scheme contains provisions which trigger requirements for detailed mitigation measures and design considerations for those areas where fire danger is considered to be a significant risk to life.

The application site is located within the Bushfire Management Overlay and as such was referred to the Country Fire Authority who have assessed the application and raised no objections to the grant of a planning permit subject to appropriate conditions.

6. The dwelling will result in the fragmentation of agricultural land and proliferation of dwellings in an agricultural area.

Officer Comment:

The application does not involve the subdivision of the existing lot. The provisions of Clause 35.03-3 prevent the land from being further subdivided on the basis that a minimum lot size of 8ha could not be achieved.

As such it is not considered that the proposed development will result in the potential for fragmentation of land and/or proliferation of dwellings in the area.

7. The proposed dwelling will have an adverse impact on agricultural activity on adjoining land and unreasonably restrict adjacent properties expanding in compliance with the intent of an RLZ6 Zone.

Officer Comment:

A purpose of the Rural Living Zone is to provide for agricultural land uses which do not adversely affect the amenity of surrounding land uses. It is considered that the proposal addresses this requirement and will not result any adverse impact on the use or amenity of adjoining land.

Relevant Victorian Civil and Administrative Tribunal Case

It should be noted that a recent VCAT decision (VCAT reference no. P576/2013) is a relevant consideration in the assessment of this application. The submission received in objection to this planning permit application is similar in nature to the application for review considered and assessed by VCAT for planning permit application 2012/158 under Section 82 of the *Planning and Environment Act 198*.

It should be noted that the decision of the responsible authority in relation to this permit application no. 2012/158 was affirmed by VCAT and a

planning permit was granted. Please see attachment 6 for a copy of the VCAT order.

FINANCIAL, RISK AND RESOURCES IMPLICATIONS

Additional resources or financial cost will only be incurred should the planning permit application require determination at the Victorian Civil and Administrative Tribunal (VCAT).

Risk has been considered as part of this report and it is considered to be consistent with the Risk Management Plan 2011-2014.

INTERNAL / EXTERNAL CONSULTATION

Engagement Method Used:

Notification:

The application was advertised pursuant to Section 52(1)(a) and Section 52(1)(d) of the Act. Notices were sent to all adjoining and adjacent landowners and occupiers and an A3 notice was displayed on the site frontage for 14 days.

External:

The application was referred pursuant to Clause 55 of the Act to the Country Fire Authority and VicRoads, who did not object to the grant of a permit subject to conditions. Pursuant to Section 52(1)(d) the WGCMA were also notified of the application. They also had no objection subject to conditions.

Internal:

Internal officer comments were sought from Council's Infrastructure Planning Team who had no objection to the granting of a planning permit subject to appropriate conditions and notes.

Comments were also sought from Council's Environmental Health Team who raised no objections to the grant of a planning permit subject to appropriate conditions.

Details of Community Consultation following Notification:

Following the advertising and referral of the application, one objection was received.

At the request of the applicant, a mediation meeting was not held.

ORDINARY COUNCIL MEETING MINUTES 07 OCTOBER 2013 (CM421)

OPTIONS

Council has the following options in regard to this application:

- 1 Issue a Notice of Decision to Grant a Planning Permit.
- 2 Issue a Refusal to Grant a Planning Permit.

Council's decision must be based on planning grounds, having regard to the provisions of the Latrobe Planning Scheme.

CONCLUSION

The proposal is considered to be:

- Consistent with the strategic direction of the State and Local Planning Policy Frameworks;
- Consistent with the 'Purpose' and 'Decision Guidelines' of the Rural Living Zone.
- Consistent with the 'Purpose' and 'Decision Guidelines' of the Wildfire Management Overlay; and
- Consistent with Clause 65 (Decision Guidelines).

The objection received has been considered against the provisions of the Latrobe Planning Scheme and is not considered to form planning grounds upon which the application should be refused.

Attachments

1. Plans
2. Subject Site
3. History of application
4. Relevant ordinance
5. Submission received
6. VCAT Order

RECOMMENDATION

A. That Council issues a Notice of Decision to Grant a Planning Permit for the use and development of a dwelling and ancillary outbuilding and creation of an access onto a Road Zone Category 1 at Traralgon-Balook Road, Callignee known as Lot 6 LP 122228 with the following conditions:

- 1. Amended Plans**
Prior to the commencement of works, revised plans must be submitted to and approved by the Responsible Authority.
The plans must be consistent with those provided but

modified to show:

Any required changes to comply with condition 12 (VicRoads)

When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and three copies must be provided.

Standard Conditions

- 2. The use and development as shown on the endorsed plans must not be altered without the written consent of the Responsible Authority.**
- 3. Upon completion of the works, the site must be cleared of all excess and unused building materials and debris to the satisfaction of the Responsible Authority.**
- 4. The outbuilding must not be used for human habitation at any time.**
- 5. The exterior colour and cladding of the buildings must be of a non-reflective nature to the satisfaction of the Responsible Authority.**
- 6. Once building works have commenced they must be completed to the satisfaction of the Responsible Authority.**
- 7. All buildings and works must be maintained in good order and appearance to the satisfaction of the Responsible Authority.**

Engineering Condition

- 8. Before an Occupancy Permit is issued for the dwelling hereby permitted, or by such later date as is approved by the Responsible Authority in writing, the following works must be completed in accordance with the endorsed plans and to the satisfaction of the Responsible Authority:**
 - a) All stormwater discharging from the site, buildings, vehicle access ways and works must be discharged to a water tank, soakwell or otherwise discharged so as not to cause erosion, flooding or nuisance to the subject or surrounding land to the satisfaction of the Responsible Authority.**
 - b) The areas provided within the property for vehicle access to the permitted dwelling and associated buildings and works, must be constructed and**

surfaced with concrete, reinforced concrete, brick paving, gravel, crushed rock or hot mix asphalt so as to prevent mud, crushed rock or other debris from being carried onto the road.

Health Conditions

9. The owner must ensure that all waste waters emanating from the dwelling are contained and treated within the boundaries of the lot in accordance with the State Environment Protection Act 1970 and to the satisfaction of the Responsible Authority.
10. The septic tank (waste water system) must be set back a minimum of 60m from all surface waters (dams/watercourses).
11. The permit to install has a condition contained on it that the installation of the system must comply with the conditions within the land capability assessment conducted on the 14 October 2012.

VicRoads

12. The operator of this permit must comply with the following conditions from VicRoads:
 - a) The new access to the allotment will be permitted. This must be at a location that achieves the maximum sight distance achievable to the satisfaction of VicRoads.
 - b) The access must create a level pad, perpendicular to the road. This pad must be a minimum of 6m x 6m and be constructed to provide a compacted base suitable for the trafficable loads.
 - c) Prior to any construction, a plan demonstrating the achievable access including sight distance must be designed by a qualified civil engineer and contain appropriate drainage system for the area must be submitted to VicRoads for approval.
 - d) Prior to occupancy, the access must be constructed generally in accordance with VicRoads drawing SD20064A to the satisfaction of VicRoads.

CFA Condition

13. The operator of this permit must comply with the following requirements from the Country Fire Authority (CFA):

Mandatory condition (as per Clause 44 06-4)

The bushfire mitigation measures forming part of this permit or shown on the endorsed plans, including those relating to construction standards, defendable space water supply, and access, must be maintained to the satisfaction of the responsible authority and the relevant fire authority on a continuing basis This condition continues to have force and effect after the development authorised by this permit has been completed.

CFA Specific Conditions**a) Building Construction**

A site assessment for the purpose of determining the bushfire attack level for the site has been considered as part of the application for the planning permit The construction of buildings must be to a minimum bushfire attack level of BAL-29 in accordance with the relevant sections to AS3959-2009.

b) Defendable Space

Within 10 metres of a building (including all landscaping over the roof of the dwelling), flammable objects such as plants, mulches and combustible fences must not be located close to vulnerable parts of the building such as windows, decks) eaves, roof vents or roofing to lower courtyard areas.

Trees must not overhang the roofline of the building, touch walls or other elements of a building.

All vegetation for 35 meters from the outer edge of the building facade, or t the property boundaries (Whichever distance is the lesser) must be maintained to the following defendable space inner zone prescriptions:

- a) Grass must be no more than 5 centimetres in height.**
- b) All leaves and vegetation debris are to be removed at regular intervals.**
- c) Shrubs must not be planted under trees and must be separated by at least 1.5 times their mature height.**

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- d) **Plants greater than 10 centimetres in height at maturity must not be placed directly in front of a window or other glass feature;**
- e) **Tree canopy separation of 2 metres and the overall canopy cover of no more than 15 per cent at maturity.**
- f) **Tree branches within metres of ground level must be removed.**
- g) **All vegetation for 18 meters from the outer edge of the defensible space inner zone, or to the property boundaries (whichever distance is the lesser), must be maintained to the following defensible space outer zone prescriptions.**
- h) **Grass must be no more than 10 centimetres in height and leaf and other debris mowed, slashed or mulched at regular intervals.**
- i) **Shrubs and or trees must not form a continuous canopy and must not have an overall canopy cover of greater than 30%.**
- j) **Tree branches within 2 metres of ground level must be removed.**
- k) **Trees may touch each other with an overall canopy cover of no more than 30 per cent at maturity.**
- l) **Shrubs must not be in clumps of greater than 10 square metres and clumps of shrubs must be separated from each other by at least 10 metres.**

C) Water Supply Requirements

Prior to the initial occupation of the dwelling, a static water supply must be provided. The static water supply must:

- a) **a minimum of 10,000 litres that is maintained solely for fire fighting purposes.**
- b) **be stored in an above ground water tank constructed of concrete, steel or corrugated iron.**
- c) **the water supply must be located within 60 metres of the dwelling.**

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- d) Be located so that fire brigade vehicles must be able to get to within four metres of the water supply outlet.
- e) Incorporate a vortex inhibitor (or an additional water capacity to the satisfaction of CFA must be provided) to ensure that the volume of water available is not restricted by a vortex. Refer to Section 5 of AS.2419 for requirements for vortex inhibitors.
- f) Be readily identifiable from the building or appropriate signage must be provided which:
 - i) Has an arrow pointing to the location of the water supply.
 - ii) Has dimensions of not less than 310 mm high and 400 mm long.
 - iii) Is red in colour, with a blue reflective marker attached.
 - iv) Is labelled with a "W" that is not less than 15cm high and 3 cm thick.

The water supply outlet/s must be attached to the water tank and must face away from the building if located less than 20 metres from the building to enable access during emergencies.

All pipework between the water supply and the outlet/s must be a minimum of 64 mm nominal bore.

All fixed above-ground water pipelines and fittings must be of non-corrodible and non-combustible materials.

The water supply must incorporate an additional outlet with a ball or gate valve to provide access to water by the resident of the dwelling.

D) Access

Access to the building and water supply must be designed to allow emergency vehicle access and, must meet the following requirements:

- a) Must provide a minimum trafficable width of 3.5 metres.
- b) Must be clear of encroachments for 4 metres vertically and 0.5 metres each side of the trafficable width.

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- c) Must be designed, constructed and maintained for a load limit of at least 15 tonnes 'and be of all weather construction.
- d) Curve's in driveway must have a minimum inner radius of 10 metres.
- e) The average grade must be no more than 1 in 7(14.4%) (8.1°) with a maximum of no more than 1 in 5 (20%) (11.3°) for no more than 50 metres.
- f) Dips must have no more than a 1 in 8(12.5%) (7.1°) entry and exit angle.

As the driveway is longer than 100 metres, a turning area for fire fighting vehicles close to the dwelling must be provided, by either:

- a) a turning circle with a minimum radius of eight metres; or
- b) the driveway encircling the dwelling; or
- c) AT head or V head with a minimum formed surface of each leg being eight metres in length measured from the centre point of the head, and four metres trafficable width.

WGCMA Condition

14. The wastewater management system and storage area must be located outside the 60 metre buffer zone from the current alignment of the designated waterway

Expiry Condition

15. This permit will expire if one of the following circumstances applies:
- a) The development is not started within two years of the date of this permit; or
 - b) The development is not completed and the use has not commenced within four years of the date of this permit.

The Responsible Authority may extend the periods referred to if a request is made in writing before the permit expires or within three months afterwards.

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Moved: Cr Harriman
Seconded: Cr Middlemiss

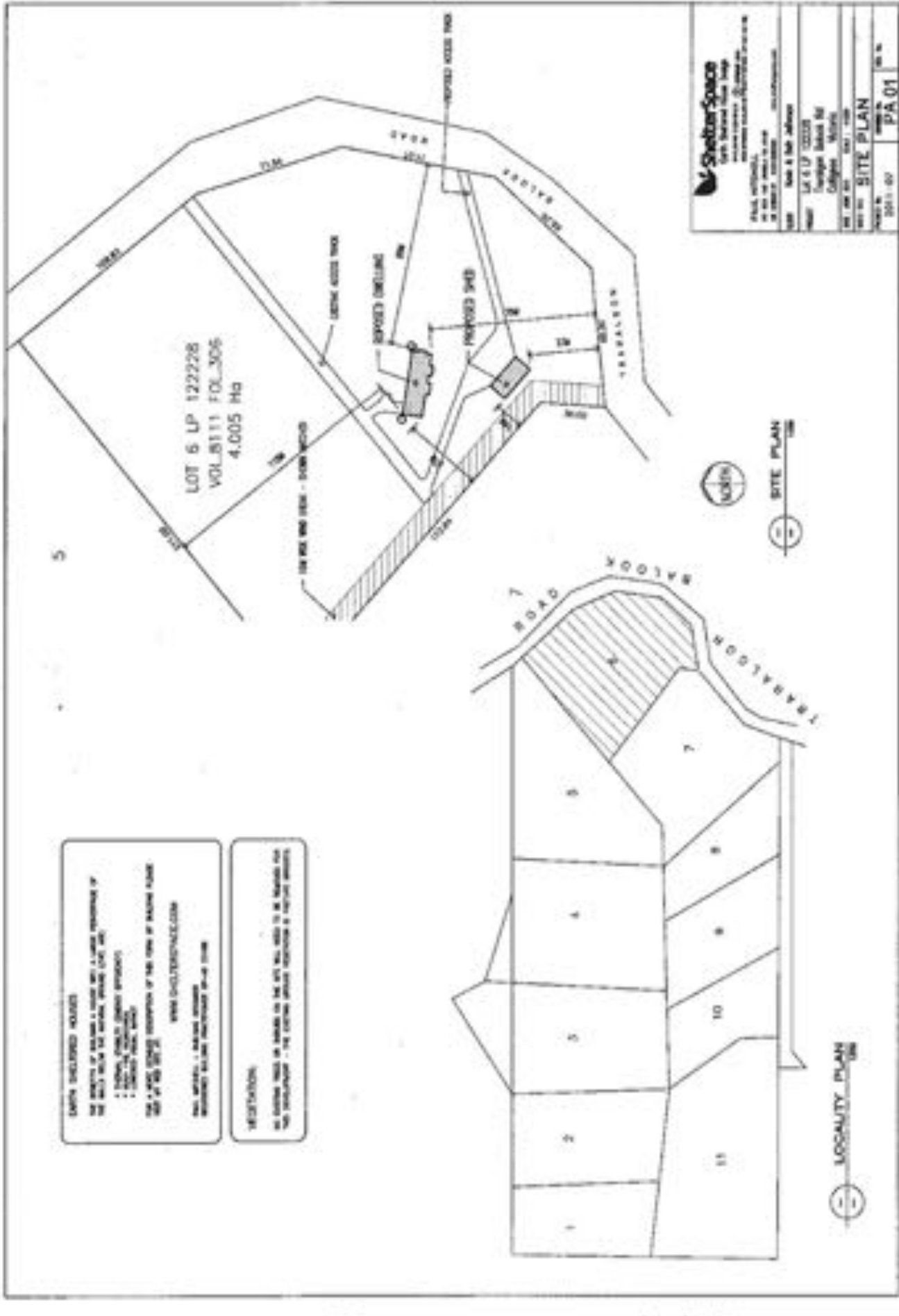
That the Recommendation be adopted.

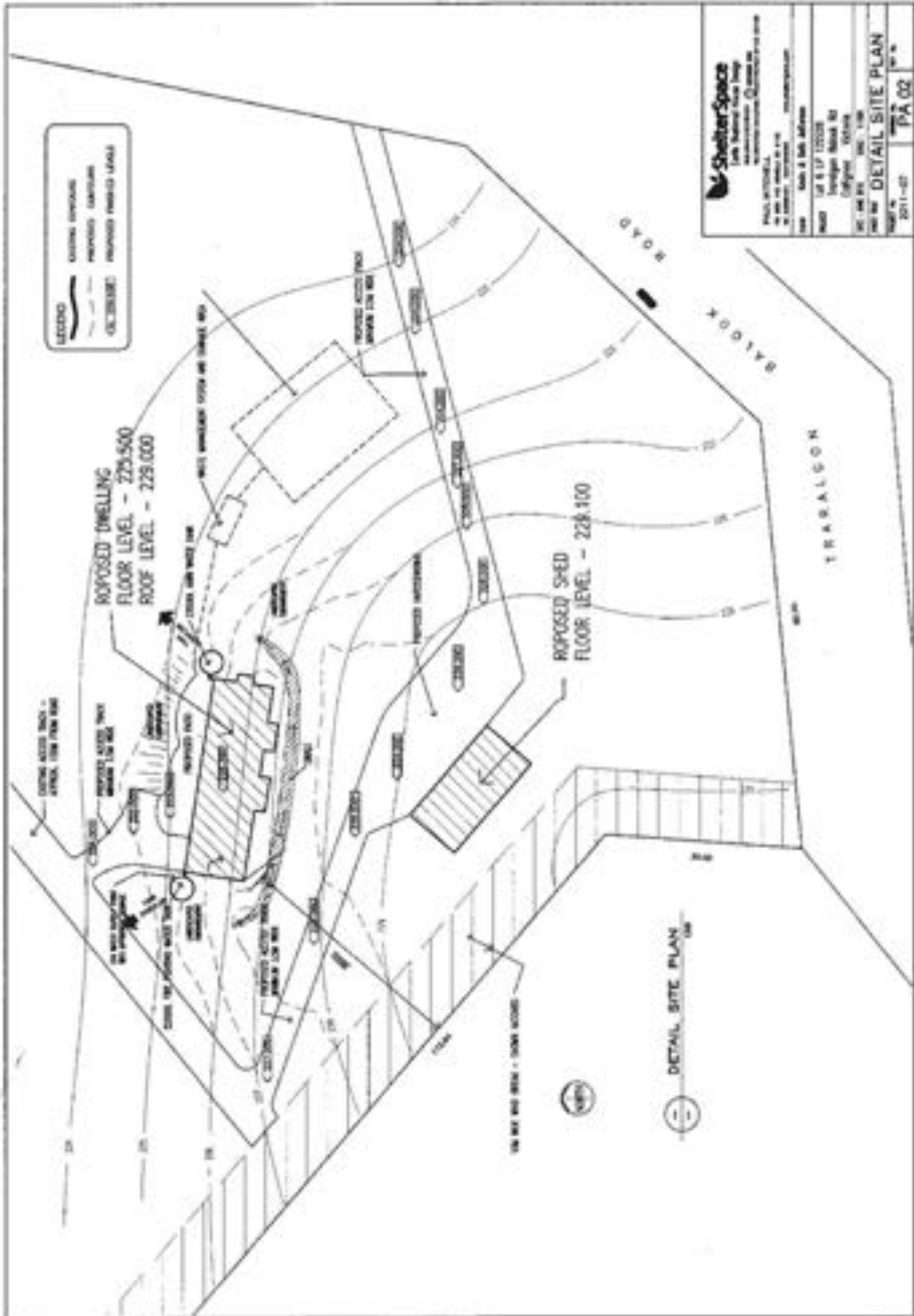
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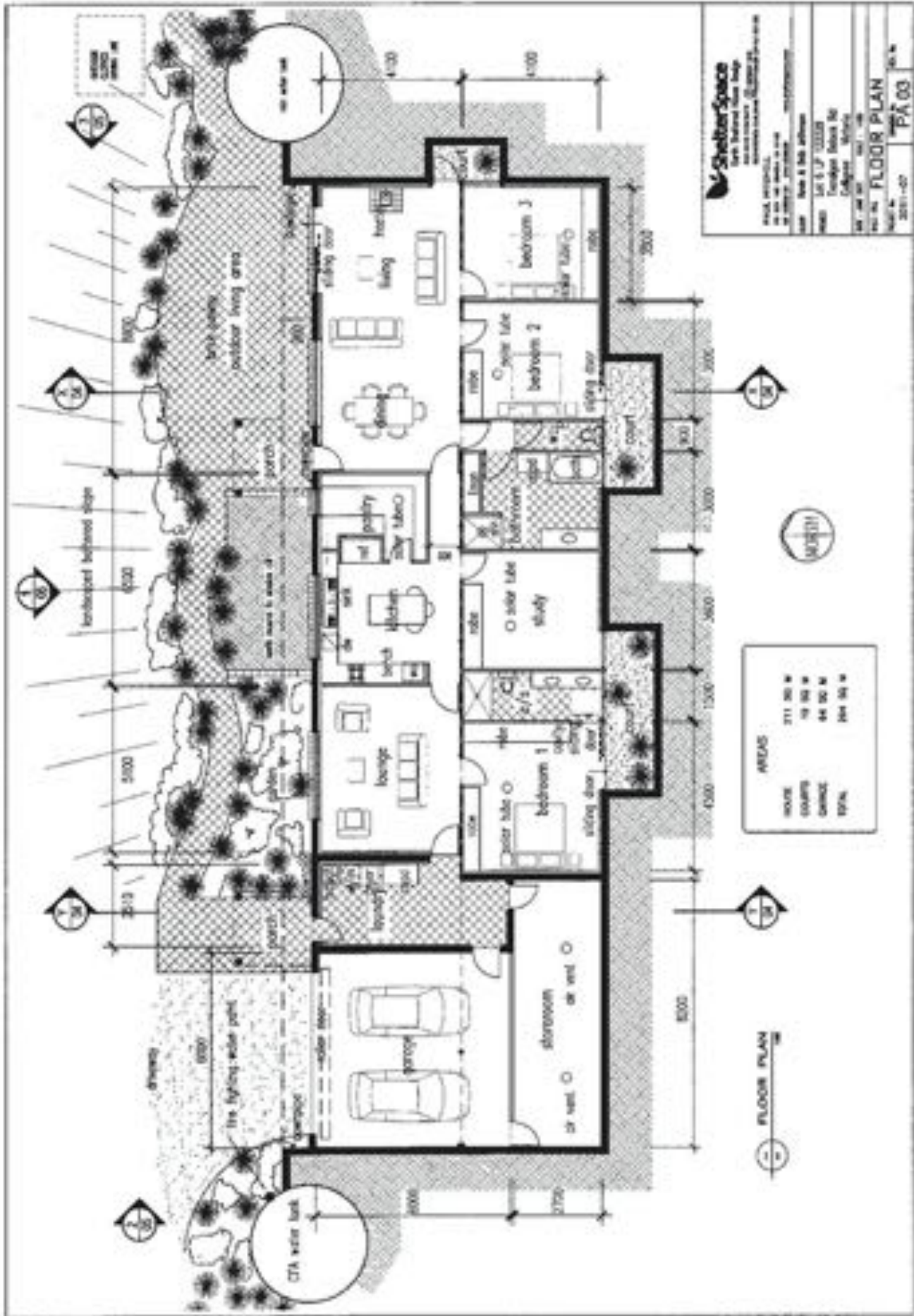
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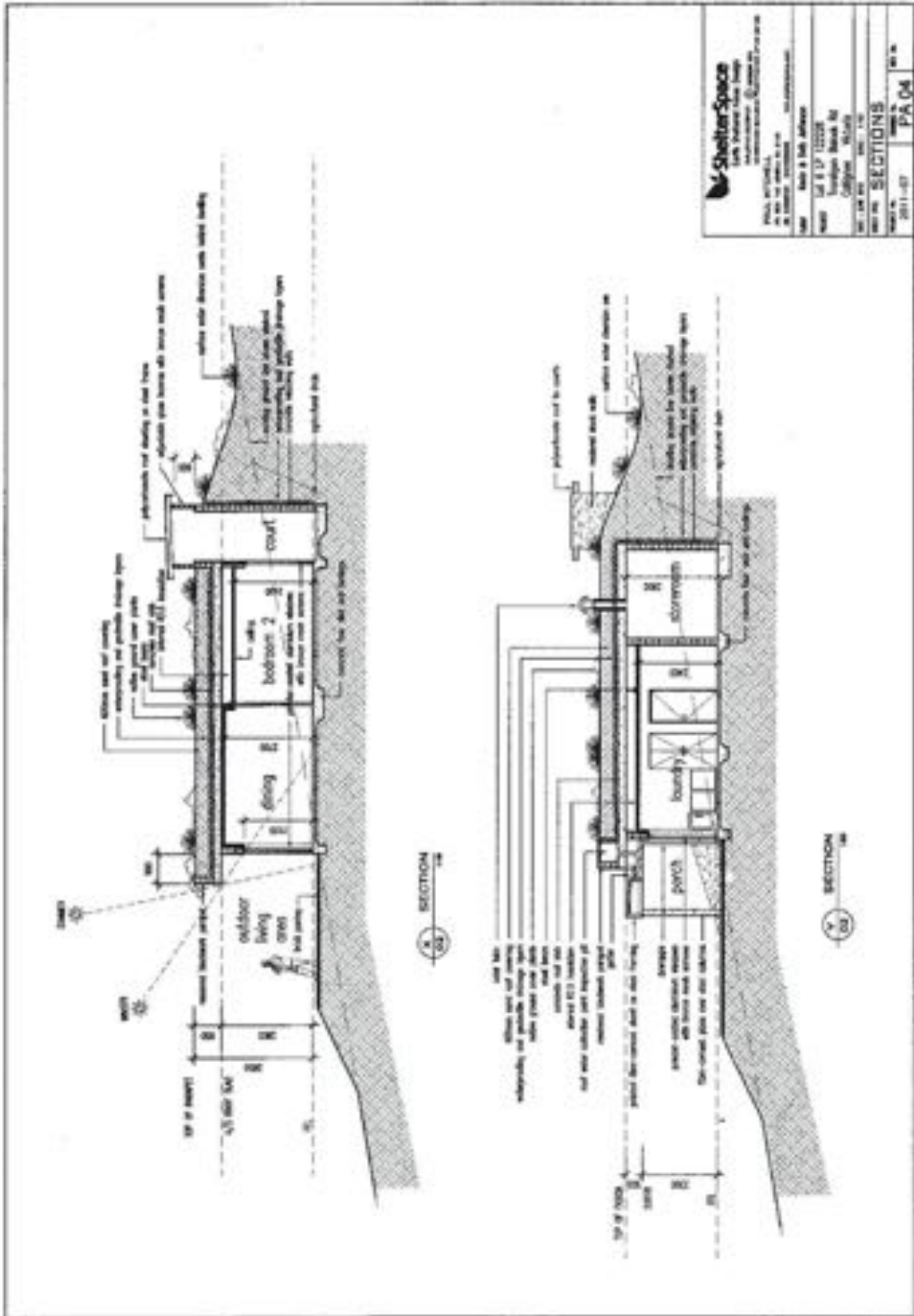
PLANNING PERMIT APPLICATION 2012/319, USE AND DEVELOPMENT OF A DWELLING AND ANCILLARY OUTBUILDING AND CREATION OF AN ACCESS ONTO A ROAD ZONE CATEGORY 1, TRARALGON-BALOOK ROAD, CALLIGNEE

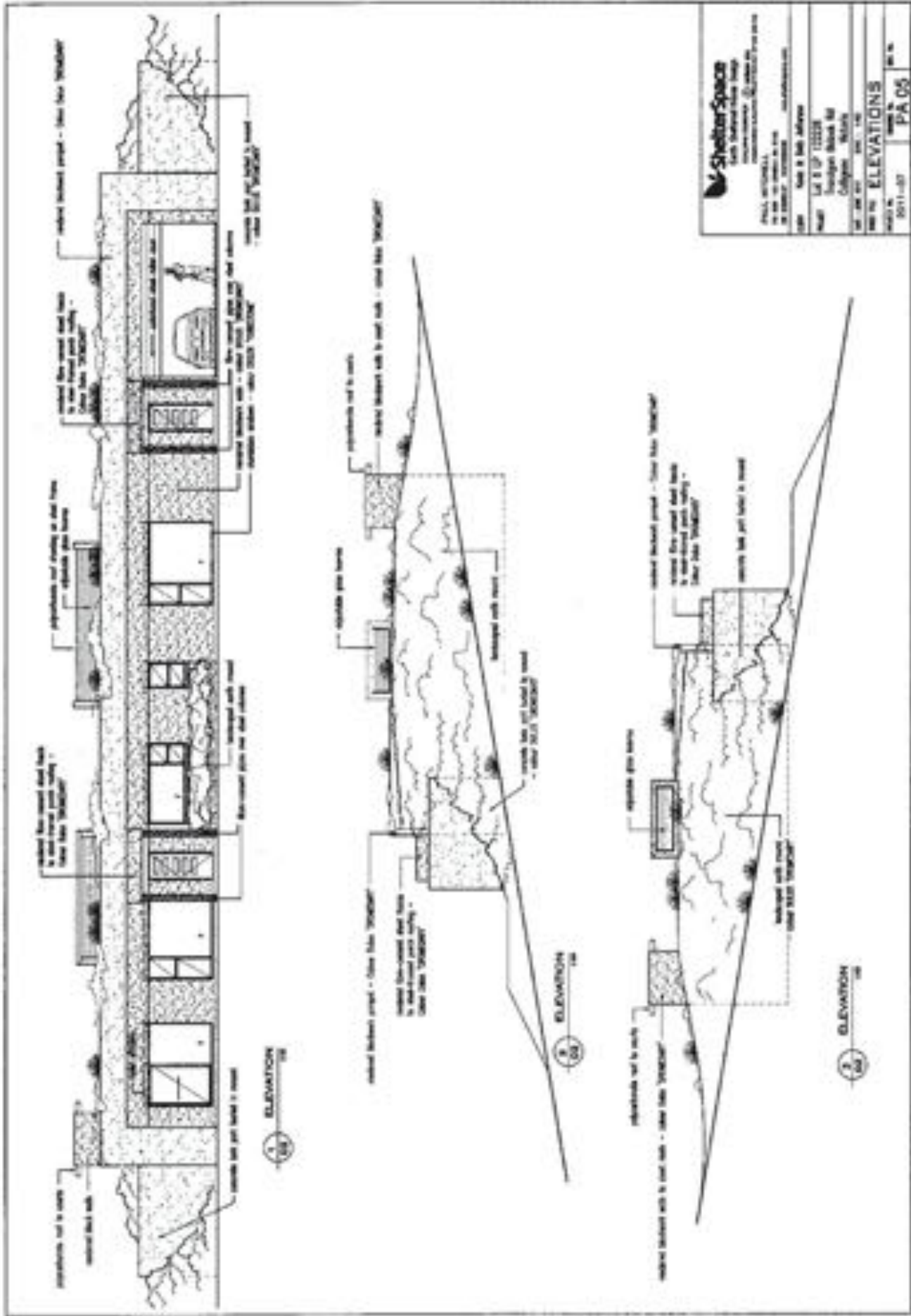
1	Plans	37
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3	History of application	49
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5	Submission received	53
6	VCAT Order	55



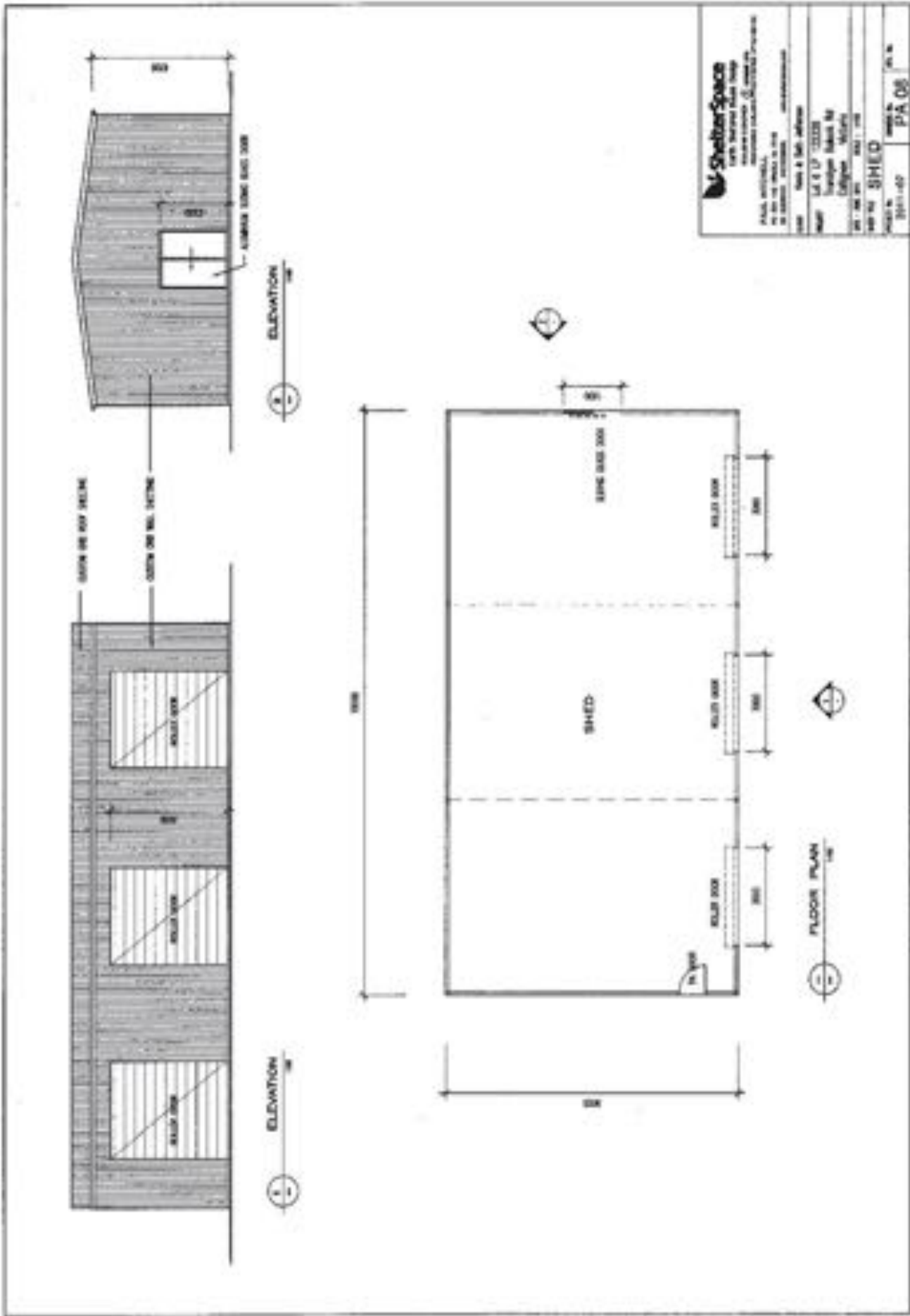


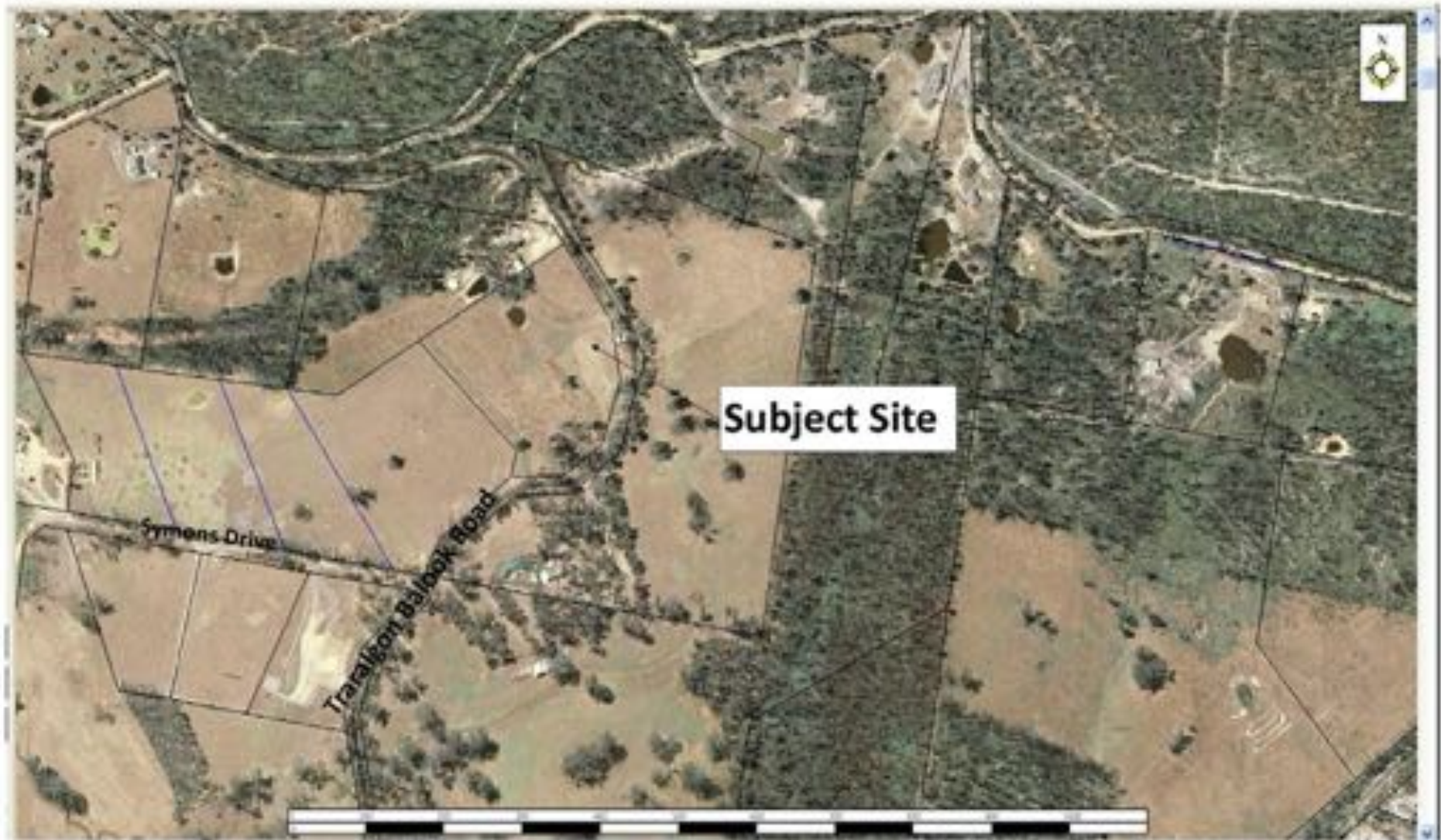












History of Application

7 December 2012	Planning Permit application received by Council.
20 December 2012	Further information in relation to fees requested
9 January 2013	Applicant advised to give notification of the application. Application referred internally to Councils and Engineering department Referred CFA under Section 55 of the Act.
29 January 2013	Response from the CFA and the Health Team received.
7 February 2013	Statutory Declaration received.
1 March 2013	All internal responses received
4 March 2013	Objection received from a third party.
7 March 2013	Referred under Section 55 to VicRoads
23 April 2013	Further information requested from the applicant in relation to the designated waterway that runs through the property and to address the requirements of VicRoads given that they stated that only one access point would be allowed onto Traralgon-Balook Road.
26 July 2013	Amended response received from VicRoads which allows a second access onto the Road Zone Category 1.
26 August 2013	Section 52 notification of the application sent to WGCMA.
2 September 2013	Response received from the WGCMA
11 September 2013	Updated response from the Health Team to ensure consistency with approved septic tank permit and WGCMA condition.

LATROBE PLANNING SCHEME

State Planning Policy Framework

Clause 11.05-4: Regional planning strategies and principles

Clause 13.05: Bushfire

Clause 14.02-1 Catchment planning and management

Clause 15: Built environment and heritage

Clause 16.02-1: Rural residential development

Local Planning Policy Framework

Clause 21.04-2: Settlement Overview

Clause 21.04-3: Rural Living Overview

Clause 21.07-5: Agriculture Overview

Zoning – Residential 1 Zone

The subject land is located within the Rural Living Zone (Schedule 6) at

Clause 35.03.

Overlay

The site is subject to the Wildfire Management Overlay (also illustrated as Bushfire Management Overlay) at Clause 44.06.

Particular Provisions

Clause 52.29 Land adjacent to a Road Zone, Category 1, or a Public Acquisition Overlay if the purpose of acquisition for a Category 1 road.

Clause 52.47: Bushfire protection: planning requirements

General Provisions

Clause 65 'Decision Guidelines'

Incorporated Documents

There are no relevant Incorporated Documents

8 March 2013

Bentley
 35 Neaves Road
 CALLIGNEE VIC 3844

Latrobe City Planning Department
 141 Commercial Road
 Latrobe City
 Morwell VIC 3840



Attention: Ms J. Power

Dear Ms Power,

Re: Planning Application 2012/319 Traralgon-Balook Road Callignee

I wish to object to the above application as it is inappropriate development in a RL26 Zone because a dwelling development on this size lot is more closely suited to urban style residential purposes, not rural living.

My objection is to the construction of a dwelling and is as follows:

- The potential density of dwellings in the immediate area will be approximately one dwelling per 2Ha. This is far higher than the 1 dwelling per 8 Ha that is preferred for an RL26 Zone under the Latrobe Planning Scheme. There is currently an oversupply of rural living zoned allotments in Callignee. This is particularly the case for RL24 zones which allow for lot sizes of 4Ha and also in Lay Yang Park, an anomaly to the Latrobe Planning scheme which provides for dense living in an RL26 zone by way of a structured agricultural operation and lot sizes of generally 0.7Ha. These are only some of the reasons why this style of development should not be promoted. The ability to undertake this style of development is currently available to the applicants on lots where owners are currently permitted to reconstruct dwellings under 2009 bushfire rebuilding amendments to the Planning Scheme;
- Increasing the density of rural living style allotments will also disrupt the community of Callignee by increasing the number of rural living dwellers. Increasing the number of rural living dwellers will create an imbalance in the population using land for rural living versus the population using land for farming. This will place the smaller number of broadacre farmers at a disadvantage if changes to the district are proposed on a quasi democratic basis that has no special regard for the minority group of farmers that extensive rural living creates. This conflict is well documented in research into new rural landowners;
- The application does not comply with the provisions of Section 35.D3;
- The dwelling prevents the inclusion of nearby allotments to enable compliance with the current requirements of the zone. Effectively this is an application of backzoning to achieve closer compliance with the intent of the zone. It is acknowledged that compliance with the zone requirements will not be achieved in a short period of time, more likely the timeframe will be measured in decades. Therefore this development will put compliance with the zoning intent back decades;

- The lot is in a wildfire overlay (or its current nomenclature). Bushfire research indicates that rural living is inappropriate in such areas whereas general farming or forestry is appropriate. This is not addressed in the current planning scheme. However, research indicates that planners would be wise to restrict the proposed type of development in these areas. Because the lot concerned is less than that scheduled in the Latrobe planning scheme this wisdom can be reasonably demonstrated; and
- As previously indicated this application for a dwelling will result in
 - the fragmentation of agricultural land,
 - it is likely the dwelling will be adversely affected by other agricultural pursuits,
 - this dwelling will lead to a proliferation of dwellings at a density that is inappropriate in an RL26 Zone; and
 - provision of a dwelling on this allotment will unreasonably restrict adjacent properties, or in fact this property, from expanding to comply with the intent of an RL26 zone. To achieve compliance with the preferred density in an RL26 zone this lot would need to be consolidated with adjacent lots.

In conclusion, this application is for a dwelling on a small lot in an RL26 zone. Low density urban lots are available nearby in Traralgon South township and RL24 subdivisions are also available nearby. Appropriate usage of this size lot in an RL26 zone is simply for trading between occupiers to provide extensions to the use on other properties. These small parcels are not intended for dwellings in an RL26 zone. Enabling small lot usage also limits the availability of a larger rural residential land supply in Latrobe City as a progressive buffer between urban development and Farming Zones. Clearly the applicant is merely trying to impose inappropriately dense residential development on an RL26 Zone in Callignee.

However, should the applicant expand the landholding to more than 20ha and either combine the titles or provide section 176 protection to the land I would not have an objection.

Yours faithfully

[signed]

Stuart Strachan



VICTORIAN CIVIL AND ADMINISTRATIVE TRIBUNAL
ADMINISTRATIVE DIVISION

PLANNING AND ENVIRONMENT LIST

VCAT REFERENCE NO: P518/2013
PERMIT APPLICATION NO: 2012/158

CATCHWORDS

Section 88 of the Planning & Environment Act 1987, Latrobe Planning Scheme,

Rural Living zone, Schedule 4 dwelling, purpose of zone, 7 Hektars lot

APPLICANT	Stuart Strachan
RESPONSIBLE AUTHORITY	Latrobe City Council
REFERRAL AUTHORITY	Country Fire Authority.
RESPONDENT	Beveridge Williams and Co. Pty Ltd
SUBJECT LAND	Lot 2, Symons Drive, Callignee
WHERE HELD	Melbourne
BEFORE	Alison Glynn
HEARING TYPE	Hearing
DATE OF HEARING	9 August 2013
DATE OF ORDER	12 August 2013
CITATION	

ORDER

- 1 The decision of the responsible authority in relation to permit application no. 2012/158 is affirmed.
- 2 A permit is granted in relation to land at Lot 2, LP 126629, Symons Drive, Callignee. The permit will allow use and development of a dwelling in a rural living zone and bushfire management overlay in accordance with the enclosed plans and subject to the conditions contained in the Notice of Decision to Grant a Permit issued by the responsible authority on the 25 February 2013.

Alison Glynn
Member

APPEARANCES

Mr Stuart Strachan	In person
For Latrobe City Council	Mr Adrian Voloder
For G Fletcher Builders	Ms Nicole Stow, town planner of Beveridge Williams Pty Ltd.

INFORMATION

Description of Proposal	Construction and use of a single storey dwelling on a 2 hectare rural living lot.
Nature of Proceeding	Application under Section 82 of the <i>Planning and Environment Act 1987</i> .
Zone and Overlays	Rural Living Zone – Schedule 6 Bushfire Management Overlay
Permit Requirements	Clause 35.03: Use and development of a dwelling in a rural living zone, with an area less than 8 Hectares. Clause 44.06 – 1: Construction of a dwelling in a Bushfire Management Overlay.
Relevant Scheme policies and provisions.	Clauses 11, 14, 16, 21.04, 35.03, 44.06 and 65.
Land Description	The land forms a 2 Ha generally cleared lot, with some scattered vegetation. The land slopes approximately 10 metres from east to west, across the site's frontage to Symons Drive, and from the rear, southern boundary to the front of the lot. A dwelling is under construction on the adjoining lot to the east, that has a similar size. Land to the west and south remains open grazing land, but is also zoned Rural Living. A number of other dwellings are located to the north and north west, also zoned Rural Living.
Cases Referred To	Strachan v LaTrobe CC [2012] VCAT 414, Strachan v Latrobe CC [2011] VCAT 764

REASONS¹

What is this proceeding about?

- 1 In February 2013, Latrobe City Council issued a notice of decision to grant a planning permit for the use and development of a dwelling on a 2 hectare lot at Symons Drive, Callignee. It is a decision that Mr Strachen, who lives further south east in the Callignee area has asked the tribunal to review.
- 2 As Mr Stachan explained, since the bushfires of 2009 that destroyed a large part of this area, he has sought to campaign against unnecessary fragmentation of farming land and the introduction of additional dwellings into areas of high fire danger.
- 3 He is particularly concerned that the proposal will introduce a dwelling onto a lot that is below the minimum lot size for dwellings in a Rural Living zone, that may impact on agricultural production on the land and surrounding land. He is also concerned that the dwelling will add to the number of dwellings in the area that may be inappropriately located in a significant bushfire.
- 4 From the submissions made and material provided I find it firstly useful to explain the context of decision making for this application and then to address the issues raised by Mr Strachen in light of this context. This includes whether the dwelling will lead to a loss of high quality agricultural land, will fragment farming land or presents an unreasonable fire risk.
- 5 The Tribunal must decide whether a permit should be granted and, if so, what conditions should be applied, based on the provisions of the Latrobe Planning Scheme as they currently stand. Having considered all submissions and evidence presented with regard to the applicable policies and provisions of the Latrobe Planning Scheme, I have decided to affirm the decision of Council and direct that a planning permit issue, subject to conditions contained in the notice of decision issued by Council. My reasons follow.

What is the scope of review?

- 6 Much of Mr Stachan's submissions opposing the use and development of a dwelling on this lot were based a premise that the lot is too small to support a rural living use and that the use of the land, and indeed the zoning of the site and surrounds for rural living was inappropriate given the value of the land for agricultural purposes and the high fire danger of the area. In essence he questioned whether a Rural Living Zone was appropriate for this site, and the priority of this zone to facilitate housing rather than agriculture.
- 7 My role is to review this permit application in the role of responsible authority for the grant of a permit. Section 14 of the *Planning and*

¹ I have considered all submissions presented by the parties although I do not recite all of the contents in these reasons.

Environment Act 1987 directs that a responsible authority's relevant² duty in this case is to efficiently administer and enforce the planning scheme, as it stands. A responsible authority must also implement the objectives of the planning in Victoria, however, it does this by administering the scheme as it stands. This is quite distinct and confined, in comparison to Section 12 of the Act, that directs the role of a planning authority to:

- provide sound, strategic and co-ordinated planning of the use and development of land in its area;
- review regularly the provisions of the planning scheme for which it is a planning authority; and
- prepare amendments to a planning scheme for which it is a planning authority;

- 8 My consideration of the issues raised in this review must be confined to administering the planning scheme, based on the zoning and overlay provisions that currently apply to the land. My reasons below therefore do not address some of the broader, strategic planning issues raised by Mr Strachen about whether it is appropriate for this land to be zoned Rural Living, as these are matters for a planning authority.

Will a dwelling on this lot remove land from agricultural purposes?

- 9 Mr Strachen submitted this land, being only 2 hectares, was too small to support both a dwelling and agricultural use, noting the minimum lot size for a dwelling on this land is 8 hectares³.
- 10 It is unclear how the minimum lot size was derived, based on submissions made to me, however, as I have explained above it is not within my consideration to examine this in any detail, but simply to address the planning scheme provisions as they stand. These direct that a dwelling on a lot less than 8 hectares requires a planning permit.
- 11 The decision guidelines under the Rural Living Zone then direct me to consider a number of matters including:
- a. The capability of the land to accommodate the proposed use.
 - b. The capacity of the site to sustain agriculture and any impact of this on adjoining and nearby agricultural land uses.
 - c. The design and siting of the dwelling.
- 12 The planning scheme directs⁴ that this needs to be done in context of the purposes of the zone which, relevantly, include:

² The Act also requires a responsible authority to enforce a planning scheme and provide information and reports required by regulations to the Act.

³ Schedule 6 of the Rural Living Zone requires a planning permit for a dwelling on a lot less than 8 hectares. A dwelling on a lot over this size is a Section 1 use.

⁴ At Clause 31.02

- a. To provide for residential use in a rural environment.
 - b. To provide for agricultural land uses which do not adversely affect the amenity of surrounding land uses.
- 13 Mr Strachan raised concern that a dwelling on this lot will remove land from agricultural use. I accept Mr Strachan's submission that this land has a Class 3 land capability, making it generally good quality land for agricultural purposes. However, given its zoning and size, the capacity of this land to form a viable agricultural entity does not exist. Nor does it need to, in order to allow a dwelling on this lot, as the purpose of the zone does not require this. It is also worth noting, as highlighted by Mr Voloder, that the use of agriculture does require a planning permit in this zone, unlike that in the Farming zone. This correlates with the purposes to ensure that agriculture does not affect the amenity of the area. The land will not be used primarily for agricultural purposes, but the Rural Living Zone does not require this, it simply requires consideration of the agricultural viability of the land, any impact the dwelling may have on this and the surrounding land. The focus of the Rural Living Zone, as also noted by Ms Stow in the practice note to applying the rural zones⁵ is to cater for residential use in a rural setting. This practice note also acknowledges that farming is subordinate to other land uses in this zone.
- 14 The use of a dwelling on this 2 hectare lot, rather than an 8 hectare lot I find has little material difference in any capacity to sustain agricultural use on the land. The land at 8 hectares would not be a sustainable enterprise, even on Mr Strachan's own submissions, merely a larger hobby farm. To this extent there is some merit to minimising the extent of land associated with a dwelling in a Rural Living Zone, as it makes more efficient use of the Rural Living zoned land to accommodate dwellings, thereby reducing the pressure to establish small hobby farm lots or dwellings in Farming Zones, or to expand the area of Rural Living Zone.
- 15 In this respect the proposal on this site is quite distinct from two other decisions of the tribunal, referred to by Mr Strachan⁶. These other decisions related to dwellings on land zoned Farming, where the zone purpose and decision guidelines to establish a dwelling are quite different. In the case before me, the primary issue is whether the size of the lot is capable of sustaining a dwelling in its own right, rather than the test under the Farming zone which is whether the dwelling is needed to farm the land.
- 16 No submission was made that this lot was too small to accommodate on site effluent disposal or presented any environmental impediment that may impact the construction and use of a dwelling on a lot of 2 hectares. The land is surrounded by other rural living lots in the Rural Living Zone and

⁵ Applying the Rural Zones - VPP Practice Note - March 2007.

⁶ Strachan v LaTrobe CC [2012] VCAT 414, Strachan v Latrobe CC [2011] VCAT 764

therefore any impact of the dwelling on adjoining agricultural land is also limited.

- 17 I find whether the land is 2 hectares or 8 hectares, will make little difference on the viability of this lot as an agriculturally productive site, but that in any event, the purpose of the zone does not require that the dwelling is dependant on any such viability. Given there is no other environmental influence that directs the need for a lot larger than 2 hectares, and the surrounding zoning of the land, also as Rural Living, I find the use and development of the dwelling on this land acceptable under the tests of the Rural Living Zone.

Does this dwelling presents an unreasonable fire risk to future residents of the dwelling?

- 18 Mr Strachan commented that in 2009 this area was the subject of catastrophic bushfire, that led to the loss of human life and property. In this context he submitted any decision to establish new dwellings in the area needs to be carefully considered, referring to comments made by expert planning evidence given to the 2009 Victorian Bushfires Royal Commission.
- 19 I accept these issues and the risks associated with new development in this area are real. The site is located in an area of Bushfire Management Overlay, requiring any new dwelling to address bushfire risk. The application was referred to the Country Fire Authority (CFA), who in turn was a party to the review on this referral body status.
- 20 The CFA is satisfied that the dwelling can meet the appropriate tests to meet the provisions of the Bushfire Overlay, including providing appropriate access, construction to a BAL 29 standard, and provision for static water supply on site. These provisions do not make a property immune from the risk of fire, simply that the risk is acceptable under the tests of the planning scheme.
- 21 I find the proposal has adequately addressed the risk of bushfire in accordance with the bushfire management overlay applying to the land.

Do any other matters warrant rejection of the proposal?

- 22 Mr Strachan also submitted there was no demand for additional dwellings in the area. This is not an issue I find relevant to this case, which is simply whether a dwelling can be supported on a 2 hectare, lot rather than an 8 hectare lot, not introducing a new lot.

Conclusion

- 23 For reasons explained above it follows that I will affirm the decision of Council and direct that a planning permit issue in accordance with the notice of decision issued by Council in February 2013.

Alison Glynn
Member

CORRESPONDENCE

10. CORRESPONDENCE

10.1 INVESTIGATION INTO THE OPERATIONS GIPPSLAND WATER

General Manager

Governance

For Information

PURPOSE

The purpose of this report is to present to Council correspondence received from the Minister for Water in relation to the investigation into Gippsland Water.

DECLARATION OF INTEREST

No officer declared an interest under the Local Government Act 1989 in the preparation of this report.

OFFICER COMMENTS

At the Ordinary Council Meeting held on Monday, 1 July 2013, Council resolved:

That Latrobe City Council supports an investigation into the operations of Gippsland Water with regard to the following questions and issues:

- *Does every water authority have to submit a water plan to the ESC each year, or is it only when a 'substantial event' has occurred? Commissioner Dennis Kavagna has stated there are 5 x 1 year water plans yet East Gippsland Water refer to a 5 year plan, and Gippsland Water say they are obliged to submit a plan every year?*
- *Why were there no Gippsland Water board members present at Water Plan 3 public meetings?*
- *If CPI is consistent across the State then why do water plans have to be submitted every year to ESC?*
- *Confusion remains on how compounding interest is applied particularly from a customer perspective. For example in Water Plan 2 Gippsland Water said there would be a 71.4% increase in 5 years however the real increase was close to 100%. Surely there is a better system where consumers can be provided with the 'real' price increases.*
- *Gippsland Water state that environmental contributions fall under the Water Industry Act 1994 but Gippsland Water actually operate under the Water Act 1989? How does this work?*
- *With regards to the Loch Sport project reference is made that 1500 dwellings will be serviced but another reference is made to 2,700 properties. What is correct and how is this explained? Which figure was the project priced at? Current works have commenced on this project but it has not been ratified under Water Plan 3. Government funding was available in Water Plan 2 but if ESC rejected parts of the*

ORDINARY COUNCIL MEETING MINUTES 07 OCTOBER 2013 (CM421)

project in Water Plan 3 what happens to the project? A reference was made in newspapers that "the tender document" was available yet there are actually a number of tender documents. Gippsland Water commissioned Deloitte to undertake a review with a very narrow terms of reference without including the issues mentioned above which is a waste of money. Allegedly the majority of the Loch Sport community are not in favour of this project and indeed Government has a strategy in place to try and increase population so why is the project happening at all if there is a diminishing population that primarily supports holiday homes?

- *Why was Tyers sewerage scheme not factored into water plan 3?*
- *Gippsland Water Factory is allegedly not operating or delivering on its original intent. Customers are currently paying for GWF but if it is not operating as it should then isn't this the same scenario as Wonthaggi Desalination Plant whereby customers were reimbursed. The same should apply to Gippsland Water customers in this instance.*
- *ESC have no oversight of the functions and operations of water authorities. There is no community consultation by ESC and GW on what communities want.*
- *GW in 2004/2005 had no borrowings and this has blown out to \$275 million!*
- *Water Plan 2 costs rose by 100% to effectively fund the construction of GWF. Given these costs are not relevant in Water Plan 3 surely costs should return close to what they were in 2008.*
- *An inquiry needs to be conducted into the failings of Gippsland Water on all the above points.*

The Mayor wrote to the Minister for Water on 15 July 2013 providing the Council resolution and the request for an investigation into the operations of Gippsland Water.

The Minister for Water subsequently replied on 11 September 2013, and advised that there is no cause for further investigation into Gippsland Water. This letter is now presented to Council.

Attachments

1. Response Letter from the Minister for Water

RECOMMENDATION

That Council note the correspondence from the Minister for Water.

**ORDINARY COUNCIL MEETING MINUTES
07 OCTOBER 2013 (CM421)****ALTERNATE MOTION**

That Council respond to correspondence from the Minister for Water:

1. Asking why none of the questions were answered
2. Asking why his ministerial advisers required the services of a consultant and the cost to the Victorian tax payer
3. Requesting a copy of the brief presented to Deloitte
4. Requesting a copy of the Deloitte report

Cr Rossiter left the Council Chamber at 7.30 pm due to an indirect interest under section 78A of the *Local Government Act 1989*

Moved: Cr Sindt
Seconded: Cr White

That the Motion be adopted.

For the Motion

Councillor/s Gibbons, Gibson, Sindt, Harriman

Against the Motion

Councillor/s Middlemiss, Kam, O'Callaghan, White

The Mayor confirmed that the Motion had been LOST

ALTERNATE MOTION

1. That the Mayor write to Gippsland Water to request in the future they delete the compounded CPI from the Water Plans and release the figure.
2. That the Mayor write to the Minister for Water to request a copy of the Deloitte report be provided and a copy of the brief provided to Deloitte.

Moved: Cr Gibson
Seconded: Cr Harriman

**ORDINARY COUNCIL MEETING MINUTES
07 OCTOBER 2013 (CM421)**

That the Motion be adopted.

CARRIED UNANIMOUSLY

Cr Rossiter returned to the Council Chamber at 7.56 pm

10.1

Investigation into the Operations Gippsland Water

- 1 Response Letter from the Minister for Water 67**



Minister for Water

Ref: DEP001477
[Barcode]

Cr Sandy Kam
Mayor
Latrobe City Council
PO Box 264
MORWELL VIC 3840

LATROBE CITY COUNCIL	
INFORMATION MANAGEMENT	
RECEIVED	
11 SEP 2013	
RUO:	DRG: []
Comments/Copies/Classified to:	
<input type="checkbox"/> Copy required - Districts	<input type="checkbox"/> Review - Information Management

8 Nicholson Street
East Melbourne Victoria 3002
Australia
PO Box 595
East Melbourne Victoria 3002
Australia
Telephone: +61 3 9637 9940
Facsimile: +61 3 9637 8254
DX 216095

10 SEP 2013

Dear Cr Kam

INVESTIGATION INTO THE OPERATIONS OF GIPPSLAND WATER

Thank you for your letter dated 15 July 2013 regarding an investigation into the operations of Gippsland Water.

I understand that there has been community concern in the past regarding Gippsland Water's operations and tariffs and how the water corporation and the Essential Services Commission (ESC) calculates prices for water consumers. In light of this, the ESC asked Deloitte to investigate the way in which Gippsland Water implemented the ESC's pricing determination for Water Plan 2. The independent report confirmed that Gippsland Water's charges were, at all times, compliant with the 2008 pricing determination.

Water prices in Victoria are approved by the state's independent economic regulator, the ESC, to reflect the cost of providing water and sewerage services. When approving prices, the ESC must take into account the need for each water business to recover the costs of providing water and sewerage services, as well as the interests of customers.

As part of Victoria's price regulation process the ESC has reviewed the pricing proposals of all Victorian water businesses for prudence and efficiency. It released its final decision for Victoria's regional urban businesses including Gippsland Water on 18 June 2013, for prices to apply from 1 July 2013 to 30 June 2018.

While Gippsland Water had proposed price increases of five per cent (excluding inflation) across the Water Plan period, the ESC approved a price decrease of 3.1 per cent (excluding inflation). Taking into account inflation, an average owner-occupier in the Gippsland Water region can expect a lower bill in 2013/14 than 2012/13 if they use the same amount of water.

The Water Plan process included extensive community consultation with the local residents and businesses as well as other interested stakeholders.

Privacy Statement

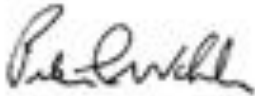
Any personal information about you or a third party in your correspondence will be protected under the provisions of the Information Privacy Act 2000. It will only be used or disclosed to appropriate internal, statutory, authority or departmental staff in support of the program for which it was provided, unless required or authorised by law. Requests about access or amendments about you held by the Department should be directed to the Privacy Coordinator, Department of Environment and Primary Industries, PO Box 260, East Melbourne, Victoria 3002.



Given that Gippsland Water has followed the pricing path laid out in Water Plan 2 and the extensive work recently undertaken by both the ESC and independent auditors, I do not believe there is any cause for further investigations into Gippsland Water.

Thank you again for raising this matter with me.

Yours sincerely



PETER WALSH MLA
Minister for Water

PRESENTATION OF PETITIONS

11. PRESENTATION OF PETITIONS

11.1 REQUEST FOR SPEED HUMPS IN ALEXANDER AVENUE, MOE

General Manager

Recreation, Culture &
Community Infrastructure

For Decision

PURPOSE

The purpose of this report is to present Council with a petition received to lodge a complaint about the speeding vehicles in Alexander Avenue, Moe.

DECLARATION OF INTEREST

No officer declared an interest under the *Local Government Act 1989* in the preparation of this report.

STRATEGIC FRAMEWORK

This report is consistent with Latrobe 2026: The Community Vision for Latrobe Valley and the Latrobe City Council Plan 2013-2017.

Latrobe 2026: The Community Vision for Latrobe Valley

Strategic Objectives – Built Environment

In 2026 Latrobe Valley benefits from a well-planned built environment that is complementary to its surroundings, and which provides for a connected and inclusive community.

Latrobe City Council Plan 2013 - 2017

Theme and Objectives

Theme 4: Advocacy for and consultation with our community

To ensure effective two-way communication and consultation processes with the community in all that we do

Theme 5: Planning for the future

To provide a well-planned, connected and liveable community

BACKGROUND

A petition was received on 28 August 2013 containing 32 signatures (attachment 1) to lodge a complaint about speeding vehicles in Alexander Avenue, Moe.

ISSUES

A traffic investigation of Alexander Avenue was completed in May 2010 (attachment 2). As there have been no significant changes in this area since this time, the results of the investigation are still considered current.

**ORDINARY COUNCIL MEETING MINUTES
07 OCTOBER 2013 (CM421)**

Analysis of the data as well as further engagement with residents in the area will be required to determine if there is a speeding problem that warrants a traffic calming scheme, or if there is isolated “hoon” behavioural problems that warrant police action.

FINANCIAL, RISK AND RESOURCES IMPLICATIONS

Risk has been considered as part of this report and it is considered to be consistent with the Risk Management Plan 2011-2014.

There are no immediate financial implications arising from the petition.

INTERNAL/EXTERNAL CONSULTATION*Engagement Method Used:*

There has been no specific community engagement activities completed at this time. Engagement with the residents of Alexander Avenue will be required to be completed as part of the traffic investigation.

OPTIONS

There are two options available to Council:

1. Lay the petition on the table and investigate this matter further; or
2. Deal with the petition at this Council Meeting.

CONCLUSION

It is usual practice for petitions to lay on the table as per Clause 63 of Council’s Local Law No.1.

Due to the subject matter and the time that will be required to analyse the data from the investigation and conduct further consultation with residents, it is recommended that the petition lay on the table until the 2 December 2013 Ordinary Council Meeting.

Attachments

1. Petition
2. Alexander Avenue Traffic Counts

RECOMMENDATION

- 1 That Council agrees to lay the petition lodging a complaint about speeding vehicles in Alexander Avenue Moe, on the table until the Ordinary Council Meeting to be held on 2 December 2013.
- 2 That the head petitioner be advised of Council’s decision in relation to the petition lodging a complaint about speeding vehicles in Alexander Avenue Moe.

**ORDINARY COUNCIL MEETING MINUTES
07 OCTOBER 2013 (CM421)**

Moved: Cr Gibson
Seconded: Cr Gibbons

That the Recommendation be adopted.

CARRIED UNANIMOUSLY

The Mayor called a short adjournment. The Meeting adjourned at 8.00pm and resumed at 8.08pm.

11.1

Request for Speed Humps in Alexander Avenue, Moe

- 1 Petition 78**
- 2 Alexander Avenue Traffic Counts 81**

Joe Peel 014 1734 7586

THIS IS A PETITION FROM THE RESIDENTS OF ALEXANDER AVENUE, MOE WHO WOULD LIKE TO LODGE A COMPLAINT ABOUT THE SPEEDING VEHICLES IN THE STREET.

RECEIVED
28 Nov 2013
CH Moe.

NAME	ADDRESS	PHONE	SIGNATURE
C. Dussan	38 Alex av	0422 919 431	[Signature]
R. Stence	42 ALEXANDER	5126 1190	[Signature]
C. Phillip	39 ALEXANDER	0417 149 291	[Signature]
R. UMBRAGAS	14 ALEXANDER	0452 123 525	[Signature]
K. Cross	27 ALEXANDER	0421 073 143	[Signature]
J. Fife	34 ALEXANDER	0435 030 837	[Signature]
C. Barber	22 ALEXANDER	0433 545 750	[Signature]
P. Jelenc	14 Alex av	5126 1521	[Signature]
P. [unclear]	11 Alexander	5127 5145	[Signature]
K. Johnson	21 Alexander	0491 806 79	[Signature]
R. Grant	6 Alexander	0427 815 25	[Signature]

THIS IS A PETITION FROM THE RESIDENTS OF ALEXANDER AVENUE, MOE WHO WOULD LIKE TO LODGE A COMPLAINT ABOUT THE SPEEDING VEHICLES IN THE STREET.

NAME	ADDRESS	PHONE	SIGNATURE
Rebecca Hanley	1 Alexander Ave	0433713582	[Signature]
Lynda Ferguson	3 Alexander Ave	51271950	[Signature]
Wendy Simons	110 Alexander	5127227	[Signature]
Wendy Bennett	1110 Alexander	043322630	[Signature]
B. Thomas	5/151 Alexander	5127324	[Signature]
D-CROSS	60 ALEXANDER ^{AV}	0432793721	[Signature]
BEV BURGESS	3 ALEXANDER	51272421	[Signature]
Rowan Marie	17 Alexander	04472047	[Signature]
Rachel Bond	10 ALEXANDER	51272027	[Signature]
William Bond	9 Alexander	51274542	[Signature]
Leslie Bond	11 Alexander	5127307	[Signature]
Fiona May	1/12 Alexander	0455478530	[Signature]
Michelle Lyden	13 Alexander	043209610	[Signature]
Krista Tomstone	17 Alexander	51271314	[Signature]
Chorinda Nelson	19 Alexander	51273585	[Signature]
H THOMAS	23 ALEXANDER AVE MOE	5127442	[Signature]
Doreen Bond	25 Alexander	0433435820	[Signature]
Sharon Heathcote	27 Alexander	035271703	[Signature]
Katherine Bond	32 Alexander	0427305306	[Signature]
Ros Burgess	3 Alexander	048512716	[Signature]
Melinda Bond	36 Alexander	0351275853	[Signature]

MetroCount Traffic Executive Weekly Vehicle Counts (Virtual Week)

R511468_0005-07 VrtWeeklyVehicle-317 -- English (ENA)

Datasets:

Site: [R511468_0005] Alexander Avenue, Moe - 50m North of Service Road North (opp.#46)
 Direction: 7 - North bound A>B, South bound B>A, Lane: 0
 Survey Duration: 10:32 Monday, 17 May 2010 => 10:23 Monday, 31 May 2010
 File: F:\Built & Natural Environment Sustainability\Capital Projects\Infrastructure Development\TRAFFIC
 SURVEY\MetroCount\data\R511468_0005\31May2010 ECO (Plus)
 Identifier: A051QBMWMC55-1 [MC55] (c:\A\roocom 07/06/99)
 Algorithm: Factory default
 Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Tuesday, 18 May 2010 => 0:00 Monday, 31 May 2010
 Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
 Speed range: 5 - 160 km/h
 Direction: North (bound)
 Separation: All - (Headway)
 Name: Factory default profile
 Scheme: Vehicle classification (AustRoads94)
 Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
 In profile: Vehicles = 509 / 1148 (44.34%)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
Hour									
0000-0100	0.0	0.0	0.0	1.0	1.5	0.0	1.0	0.8	0.7
0100-0200	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.4
0200-0300	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
0300-0400	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1
0400-0500	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
0500-0600	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1
0600-0700	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.4
0700-0800	4.0	1.0	2.0	1.5	1.5	0.0	0.0	1.4	1.2
0800-0900	2.0	2.0	1.0	1.5	3.0c	0.0	1.0	1.9	1.5
0900-1000	0.0	3.0	2.0c	2.0	2.0	2.0	2.0	2.3	2.3
1000-1100	5.0c	5.0c	1.5	3.0c	2.5	2.5	1.5	3.2c	2.0c
1100-1200	4.0	2.0	1.5	2.5	2.0	3.0c	3.0c	3.2	2.5
1200-1300	7.0c	2.5	1.0	2.0	1.5	1.5	2.0	3.3	3.2
1300-1400	2.0	1.5	2.0	4.0c	4.0	7.0c	4.0c	2.9	3.8
1400-1500	1.0	2.0	3.0	2.5	2.0	2.0	2.5	2.2	2.2
1500-1600	4.0	4.0c	2.5	1.5	3.5	4.0	2.5	3.0	3.1
1600-1700	5.0	3.5	5.0c	3.5	6.0c	3.5	1.5	4.0c	4.1c
1700-1800	6.0	3.5	2.5	3.0	3.5	3.0	1.0	3.4	3.0
1800-1900	1.0	2.0	5.0	3.5	3.0	2.0	2.0	3.1	2.8
1900-2000	4.0	1.5	2.5	0.5	4.0	1.5	1.0	2.3	2.0
2000-2100	0.0	0.5	3.0	0.5	2.0	1.5	0.5	1.3	1.2
2100-2200	1.0	0.5	0.0	0.5	2.5	0.5	0.0	0.9	0.7
2200-2300	0.0	0.5	1.0	0.5	2.5	1.0	0.5	1.0	0.9
2300-2400	0.0	0.5	0.5	0.0	2.0	2.0	1.0	0.8	1.0
Totals									
0700-1900	41.0	32.5	29.5	31.5	35.0	31.5	28.0	33.2	31.5
0600-2200	47.0	35.5	35.5	33.5	44.5	35.0	25.5	36.3	35.8
0600-0600	47.0	36.5	37.0	34.0	49.5	38.0	27.0	40.1	37.8
0800-0600	48.0	37.0	38.0	35.5	52.0	39.5	29.5	41.4	39.2
AM Peak	1000	1000	0900	1000	0800	1100	1100		
	5.0	5.0	2.0	3.0	3.0	3.5	3.0		
PM Peak	1200	1500	1600	1300	1600	1300	1300		
	7.0	4.0	5.5	4.5	6.5	7.5	4.0		

* - No data.

MetroCount Traffic Executive
speed 50

R511468_0005-07 CustomList-337 - English (ENA)

Datasets:

Site: [R511468_0005] Alexander Avenue, Moe - 50m North of Service Road North (opp.#46)
Direction: 7 - North bound A>B, South bound B>A, Lane: 0
Survey Duration: 10:32 Monday, 17 May 2010 => 10:23 Monday, 31 May 2010
File: F:\Built & Natural Environment Sustainability\Capital Projects\Infrastructure Development\TRAFFIC SURVEY\MetroCount\data\R511468_0005\31May2010.ECO (Plus)
Identifier: A661CBMW\MC55-1 [MC55] (c)\Microcom 07/06/09
Algorithm: Factory default
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Tuesday, 18 May 2010 => 0:00 Monday, 31 May 2010
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 0 - 100 km/h
Direction: North (bound)
Separation: Greater than 4.00 seconds. - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)

*** Virtual Day (13)**

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	>PIS	Mean	Ymax	Ypp
		30	35	40	45	50	55	60	65	70	75	80	85	90	50			85
0000	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.6	46.4	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.4	41.1	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.6	39.6	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.6	33.6	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.3	39.3	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.8	49.3	-
0700	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2	32.0	-
0800	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.4	32.2	-
0900	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	34.4	48.2	-
1000	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	34.7	59.3	-
1100	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	36.0	49.3	-
1200	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	33.8	51.1	-
1300	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0	31.9	48.5	-
1400	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	35.8	54.9	-
1500	3	1	1	1	1	0	0	0	0	0	0	0	0	0	0	36.0	47.2	-
1600	4	1	1	1	1	0	0	0	0	0	0	0	0	0	0	33.0	59.6	-
1700	3	0	0	1	1	1	0	0	0	0	0	0	0	0	0	39.1	52.0	-
1800	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0	37.6	62.6	-
1900	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.6	60.9	-
2000	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.2	51.9	-
2100	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.9	53.0	-
2200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.8	41.1	-
2300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.5	45.5	-
07-19	31	7	7	8	5	2	1	0	0	0	0	0	0	0	0	1 35.8	62.6	43.6
06-22	35	8	8	9	6	3	1	0	0	0	0	0	0	0	0	1 35.4	62.6	44.3
06-09	37	8	8	10	6	3	1	0	0	0	0	0	0	0	0	2 35.9	62.6	43.9
06-06	38	8	8	10	6	3	1	0	0	0	0	0	0	0	0	2 35.4	62.6	43.9

*** Virtual Week (Partial weeks = 1.86)**

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	>PIS	Mean	Ymax	Ypp
		30	35	40	45	50	55	60	65	70	75	80	85	90	50			85
Mon	48	9	10	15	11	2	2	0	0	0	0	0	0	0	0	2 36.1	52.0	43.2
Tue	37	6	9	10	5	5	2	0	1	0	0	0	0	0	0	2 36.1	60.9	45.1
Wed	28	10	8	9	8	4	1	0	0	0	0	0	0	0	0	1 34.8	52.0	43.6
Thu	35	7	8	9	8	4	0	1	0	0	0	0	0	0	0	1 36.0	59.3	43.9
Fri	51	12	10	17	8	3	0	1	1	0	0	0	0	0	0	2 34.9	62.6	42.5
Sat	38	8	10	10	6	2	1	2	1	0	0	0	0	0	0	3 35.3	63.1	43.6
Sun	28	7	6	7	4	4	1	0	0	0	0	0	0	0	0	1 34.7	54.7	45.4

Vehicles = 500
Forced speed limit = 50 km/h, Exceeding = 28 (4.00%), Mean Exceeding = 55.28 km/h
Maximum = 62.6 km/h, Minimum = 29.3 km/h, Mean = 35.4 km/h
8th Speed = 42.9 km/h, 95th Speed = 60.6 km/h, Median = 36.0 km/h
20 km/h Pace = 27 = 47, Number in Pace = 385 (77.00%)
Variance = 91.01, Standard Deviation = 9.54 km/h

In profile: Vehicles = 500 / 1134 (44.09%)

MetroCount Traffic Executive Weekly Vehicle Counts (Virtual Week)

R511468_0005-07 VrtWeeklyVehicle-318 -- English (ENA)

Datasets:

Site: [R511468_0005] Alexander Avenue, Moe - 50m North of Service Road North (opp.#46)
 Direction: 7 - North bound A>B, South bound B>A, Lane: 0
 Survey Duration: 10:32 Monday, 17 May 2010 => 10:23 Monday, 31 May 2010
 File: F:\Built & Natural Environment Sustainability\Capital Projects\Infrastructure Development\TRAFFIC
 SURVEY\MetroCount\data\R511468_0005\31May2010 ECO (Plus)
 Identifier: A051QBMWMC55-1 [MC55] (c:\A\rocom 07/06/99)
 Algorithm: Factory default
 Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Tuesday, 18 May 2010 => 0:00 Monday, 31 May 2010
 Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
 Speed range: 5 - 160 km/h
 Direction: South (bound)
 Separation: All - (Headway)
 Name: Factory default profile
 Scheme: Vehicle classification (AustRoads94)
 Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
 In profile: Vehicles = 553 / 1148 (48.17%)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
Hour									
0000-0100	0.0	0.0	0.0	0.0	0.0	0.0	3.0c	0.0	0.5
0100-0200	0.0	0.0	0.0	0.0	0.5	0.5	0.5	0.1	0.2
0200-0300	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.1	0.1
0300-0400	0.0	0.0	0.0	0.5	1.0	0.0	0.5	0.3	0.3
0400-0500	1.0	1.0	1.0	0.5	0.5	1.0	0.5	0.9	0.8
0500-0600	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.1	0.1
0600-0700	0.0	0.0	0.0	0.5	0.5	0.0	0.0	0.3	0.2
0700-0800	2.0	0.5	0.0	0.0	0.0	0.0	0.5	0.3	0.3
0800-0900	1.0	1.5	1.5	1.5	2.5	0.0	0.0	2.1	1.5
0900-1000	6.0	2.5	3.0	3.0	2.5	1.5	0.5	3.3c	2.5
1000-1100	4.0	3.0c	3.0c	0.5	4.0c	0.5	1.5	2.8	2.2
1100-1200	6.0c	2.5	2.0	3.5c	1.5	5.0c	2.0	2.8	3.0c
1200-1300	4.0	3.5	1.5	0.5	2.5	3.5	2.5	3.3	3.2
1300-1400	5.0	2.5	3.5	2.0	2.0	1.5	2.0	2.9	2.5
1400-1500	5.0	3.0	3.0	1.5	3.0	2.5	2.5	2.9	2.8
1500-1600	4.0	3.0	4.0	2.0	5.0c	5.5c	4.5c	3.6	4.0
1600-1700	1.0	6.0c	5.5	5.5c	3.0	3.0	4.0	4.6c	4.2c
1700-1800	3.0	4.0	6.5c	2.5	4.0	3.0	3.0	4.1	3.9
1800-1900	7.0c	3.0	3.0	5.0	2.5	3.5	3.5	3.8	3.7
1900-2000	3.0	2.5	2.5	0.5	2.0	2.5	2.0	2.0	2.1
2000-2100	3.0	0.5	2.5	1.0	2.5	1.5	2.0	1.8	1.8
2100-2200	2.0	1.5	1.5	1.5	2.0	1.0	0.5	1.7	1.4
2200-2300	0.0	0.5	1.5	1.5	2.0	1.0	0.0	1.2	1.0
2300-2400	0.0	0.5	0.5	0.5	1.0	1.0	0.0	0.6	0.5
Totals									
0700-1900	48.0	35.0	36.5	34.5	33.0	29.5	26.5	36.2	33.7
0600-2200	56.0	39.5	43.0	38.0	40.0	34.5	31.0	41.9	39.1
0600-0000	56.0	40.5	45.0	40.0	43.0	36.5	31.0	43.7	40.6
0800-0600	57.0	41.5	46.5	41.5	45.0	38.0	35.5	45.1	42.5
AM Peak	1100	1000	1080	1100	1060	1100	0900		
	6.0	3.0	3.0	3.5	4.0	5.0	3.0		
PM Peak	1800	1600	1780	1600	1560	1500	1500		
	7.0	6.0	6.5	5.5	5.0	5.5	4.5		

* - No data.

MetroCount Traffic Executive speed 50

R511468_0005-07 CustomList-336 - English (ENA)

Datasets:

Site: [R511468_0005] Alexander Avenue, Moe - 50m North of Service Road North (opp.#46)
Direction: 7 - North bound A>B, South bound B>A, Lane: 0
Survey Duration: 10:32 Monday, 17 May 2010 => 10:23 Monday, 31 May 2010
File: F:\Built & Natural Environment Sustainability\Capital Projects\Infrastructure Development\TRAFFIC SURVEY\MetroCount\data\R511468_0005\31May2010.ECO (Plus)
Identifier: A661CBMW\MC55-1 [MC55] (c)\Microcom 07/06/09
Algorithm: Factory default
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Tuesday, 18 May 2010 => 0:00 Monday, 31 May 2010
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 0 - 100 km/h.
Direction: South (bound)
Separation: Greater than 4.00 seconds. - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)

*** Virtual Day (13)**

Time	Total	Ybin	Ybin	Ybin	Ybin	Ybin	Ybin	Ybin	Ybin	Ybin	Ybin	Ybin	Ybin	Ybin	>PIS	Mean	Ymax	Ypp
		30	35	40	45	50	55	60	65	70	75	80	85	90	50			85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.4	48.0	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.9	41.9	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.3	43.3	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.1	43.2	-
0400	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.0	41.9	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.3	17.3	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.7	12.7	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.3	50.3	-
0800	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.3	54.9	-
0900	2	1	0	1	1	0	0	0	0	0	0	0	0	0	0	36.7	49.0	-
1000	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	38.4	57.7	-
1100	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	35.0	52.3	-
1200	3	1	1	0	1	0	0	0	0	0	0	0	0	0	0	34.9	56.1	-
1300	3	1	1	1	1	0	0	0	0	0	0	0	0	0	0	35.7	52.1	-
1400	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	34.9	57.4	-
1500	4	1	0	1	1	1	1	0	0	0	0	0	0	0	1	38.8	54.8	-
1600	4	1	0	1	1	1	0	0	0	0	0	0	0	0	0	34.9	52.0	-
1700	4	1	1	1	0	1	0	0	0	0	0	0	0	0	0	36.9	52.9	-
1800	4	0	0	1	1	1	0	0	0	0	0	0	0	0	0	40.4	40.0	-
1900	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	40.3	54.3	-
2000	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	41.7	59.0	-
2100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	41.9	51.0	-
2200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	39.2	45.0	-
2300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.5	51.4	-
07-19	33	8	4	7	7	5	2	0	0	0	0	0	0	0	3	34.9	62.0	47.2
06-22	39	9	5	8	9	6	3	0	0	0	0	0	0	0	3	37.4	62.0	47.5
04-09	49	9	5	8	9	6	3	0	0	0	0	0	0	0	3	37.5	62.0	47.2
00-00	42	9	5	9	10	6	3	0	0	0	0	0	0	0	3	37.5	62.0	47.2

*** Virtual Week (Partial weeks = 1.86)**

Time	Total	Ybin	Ybin	Ybin	Ybin	Ybin	Ybin	Ybin	Ybin	Ybin	Ybin	Ybin	Ybin	Ybin	>PIS	Mean	Ymax	Ypp
		30	35	40	45	50	55	60	65	70	75	80	85	90	50			85
Mon	56	14	8	12	9	7	4	2	0	0	0	0	0	0	0	37.1	57.7	48.6
Tue	42	7	5	12	11	2	6	0	0	0	0	0	0	0	0	38.4	54.8	46.1
Wed	47	11	5	9	13	9	2	0	0	0	0	0	0	0	2	37.2	51.4	43.7
Thu	42	10	5	6	12	7	2	0	0	0	0	0	0	0	2	37.8	54.9	46.1
Fri	45	9	7	11	12	4	3	1	0	0	0	0	0	0	3	36.5	58.1	45.0
Sat	38	0	3	4	0	8	4	1	1	0	0	0	0	0	3	38.5	62.0	48.6
Sun	36	0	5	9	7	6	2	1	0	0	0	0	0	0	3	37.5	59.6	46.4

Vehicles = 550

Forced speed limit = 50 km/h, Exceeding = 45 (8.18%). Mean Exceeding = 52.91 km/h

Maximum = 62.0 km/h, Minimum = 5.6 km/h, Mean = 37.5 km/h

85th Speed = 47.2 km/h, 95th Speed = 51.0 km/h, Median = 39.9 km/h

20 km/h Pace = 29 - 49, Number in Pace = 394 (71.64%)

Variance = 99.76, Standard Deviation = 9.99 km/h

In profile: Vehicles = 550 / 1134 (48.50%)

MetroCount Traffic Executive Weekly Vehicle Counts (Virtual Week)

R511468_0029-07 VrtWeeklyVehicle-320 -- English (ENA)

Datasets:

Site: [R511468_0029] Alexander Avenue, Moe - 190m North of Victoria Street (opp.#18)
 Direction: 7 - North bound A>B, South bound B>A, Lane: 0
 Survey Duration: 10:47 Monday, 17 May 2010 => 10:31 Monday, 31 May 2010
 File: F:\Built & Natural Environment Sustainability\Capital Projects\Infrastructure Development\TRAFFIC SURVEY\MetroCount\data\R511468_0029\1May2010.ECO (Plus)
 Identifier: A856MXK MC56-L5 [MC55] (c)\Microcom 19Oct04
 Algorithm: Factory default
 Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Tuesday, 18 May 2010 => 0:00 Monday, 31 May 2010
 Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
 Speed range: 5 - 160 km/h
 Direction: North (bound)
 Separation: All - (Headway)
 Name: Factory default profile
 Scheme: Vehicle classification (AustRoads94)
 Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
 In profile: Vehicles = 1610 / 3272 (49.21%)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
Hour									
0000-0100	0.0	0.0	0.0	0.0	0.0	2.5	1.5	6.2	0.8
0100-0200	0.0	0.0	0.0	0.0	0.0	1.5	1.5	0.0	0.0
0200-0300	1.0	0.5	1.5	2.0	1.0	0.0	0.0	1.0	0.7
0300-0400	1.0	2.0	1.5	2.0	1.0	0.0	0.0	1.6	1.1
0400-0500	1.0	1.0	1.5	0.5	0.5	1.0	0.5	0.9	0.6
0500-0600	1.0	2.0	1.5	1.5	3.5	0.5	0.5	2.0	1.5
0600-0700	5.0	2.5	3.0	3.5	3.0	1.0	1.0	3.3	2.5
0700-0800	3.0	3.5	5.5	4.0	4.5	1.5	0.0	4.9	3.6
0800-0900	8.0	7.0	12.0<	6.0	10.5<	3.5	4.0	8.8	7.2
0900-1000	10.0	9.0<	9.0	6.0	8.0	7.5	7.0	8.2	7.5
1000-1100	10.0<	8.0	6.5	9.0	7.5	10.0<	11.0<	8.0	8.8
1100-1200	8.0	8.5	11.0	10.0<	9.5	8.5	7.5	9.7<	9.2<
1200-1300	9.0	6.5	9.0	8.0	3.5	5.5	9.5	8.3	8.1
1300-1400	13.0<	7.0	9.5	8.0	10.5	16.0<	9.0	7.2	10.2<
1400-1500	6.0	12.0<	12.0<	11.5<	11.0	8.0	4.0	11.0<	3.5
1500-1600	11.0	6.5	7.0	11.0	10.5	10.0	9.5<	9.4	9.5
1600-1700	12.0	10.0	9.0	8.5	10.5	8.0	9.0	9.8	9.4
1700-1800	11.0	9.0	7.5	9.0	8.5	9.5	3.5	8.8	8.1
1800-1900	8.0	6.5	6.0	10.0	13.0<	7.5	6.0	8.8	8.2
1900-2000	5.0	7.5	3.5	5.5	9.0	7.0	4.5	6.2	6.1
2000-2100	1.0	4.5	5.5	4.0	8.0	3.5	3.5	5.0	4.5
2100-2200	3.0	2.0	2.5	1.5	6.5	1.0	0.0	3.1	2.3
2200-2300	2.0	2.0	1.5	1.5	4.0	2.0	2.0	2.2	2.3
2300-2400	1.0	0.0	1.0	0.5	3.5	2.5	0.0	1.2	1.2
Totals									
0700-1900	115.0	95.5	104.5	101.0	113.5	95.5	80.0	104.9	99.6
0600-2200	129.0	112.0	119.0	115.5	140.0	106.0	89.0	122.4	115.1
0600-0600	132.0	114.0	121.5	117.5	147.5	112.5	91.0	125.9	118.5
0800-0600	136.0	120.0	128.0	122.5	153.5	118.0	95.0	131.4	123.8
AM Peak	1000	0900	0800	1100	0800	1000	1000		
	10.0	9.0	12.0	10.0	10.5	10.0	11.0		
PM Peak	1300	1400	1400	1400	1600	1300	1500		
	13.0	12.0	12.0	11.5	17.0	16.0	9.5		

* - No data.

MetroCount Traffic Executive
speed 50

R511468_0029-07 CustomList-338 - English (ENA)

Datasets:

Site: [R511468_0029] Alexander Avenue, Moe - 190m North of Victoria Street (opp.#18)
Direction: 7 - North bound A>B, South bound B>A, Lane: 0
Survey Duration: 10:47 Monday, 17 May 2010 => 10:31 Monday, 31 May 2010
File: F:\Built & Natural Environment Sustainability\Capital Projects\Infrastructure Development\TRAFFIC SURVEY\MetroCount\data\R511468_0029\1May2010.ECO (Plus)
Identifier: A858MXK MC56-L5 [MC56] (c)\Microcom 19Oct04
Algorithm: Factory default
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Tuesday, 18 May 2010 => 0:00 Monday, 31 May 2010
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 0 - 100 km/h
Direction: North (bound)
Separation: Greater than 4.00 seconds. - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)

*** Virtual Day (13)**

Time	Total	Ybin 30	Ybin 35	Ybin 40	Ybin 45	Ybin 50	Ybin 55	Ybin 60	Ybin 65	Ybin 70	Ybin 75	Ybin 80	>PIS 80	Mean	Ymax	Ypp 85	
0000	1	0	0	0	0	0	0	0	0	0	0	0	0	44.3	102.9	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	50.0	59.1	-	
0200	1	0	0	0	0	0	0	0	0	0	0	0	0	45.3	60.3	-	
0300	1	0	0	0	0	0	0	0	0	0	0	0	0	43.3	53.8	-	
0400	1	0	0	0	0	0	0	0	0	0	0	0	0	37.3	44.9	-	
0500	2	0	0	0	1	0	0	0	0	0	0	0	0	47.2	59.2	-	
0600	2	0	0	0	0	0	1	0	0	0	0	0	0	34.3	79.1	-	
0700	4	0	0	0	0	1	1	0	0	0	0	0	0	47.1	63.7	-	
0800	7	1	1	1	2	1	1	0	0	0	0	0	0	46.6	65.5	-	
0900	9	1	1	2	2	1	1	1	0	0	0	0	1	39.8	63.2	-	
1000	9	1	1	1	2	2	1	0	0	0	0	0	0	42.5	64.1	-	
1100	9	1	1	1	2	1	1	1	0	0	0	0	0	41.7	72.1	-	
1200	0	1	1	2	2	1	0	0	0	0	0	0	0	40.0	60.2	-	
1300	23	2	1	1	1	1	1	0	0	0	0	0	0	40.0	67.0	49.3	
1400	9	1	0	1	2	2	1	0	0	0	0	0	0	41.0	72.0	-	
1500	9	1	1	1	1	2	1	1	0	0	0	0	0	42.3	63.9	-	
1600	9	1	1	1	2	2	1	1	0	0	0	0	0	41.9	69.9	-	
1700	8	0	1	2	2	1	1	0	0	0	0	0	0	41.5	69.2	-	
1800	8	1	0	1	2	1	1	1	0	0	0	0	0	47.3	63.4	-	
1900	6	0	1	1	1	1	0	1	0	0	0	0	0	46.4	71.7	-	
2000	4	0	0	1	0	1	1	0	0	0	0	0	0	45.6	72.7	-	
2100	2	0	0	0	1	0	0	0	0	0	0	0	0	43.0	59.6	-	
2200	2	0	0	0	0	0	0	0	0	0	0	0	0	49.0	67.3	-	
2300	1	0	0	0	0	0	0	0	0	0	0	0	0	43.7	61.7	-	
07-19	98	13	9	14	19	19	12	7	3	1	0	0	0	23	42.2	63.4	52.9
06-22	113	14	10	16	22	22	15	9	4	1	1	0	0	19	42.9	63.4	53.6
04-09	117	15	10	16	22	23	16	9	4	1	1	0	0	21	43.9	63.4	54.0
00-00	122	15	11	17	24	24	16	10	4	1	1	0	0	22	43.0	102.9	53.6

*** Virtual Week (Partial weeks = 1.86)**

Time	Total	Ybin 30	Ybin 35	Ybin 40	Ybin 45	Ybin 50	Ybin 55	Ybin 60	Ybin 65	Ybin 70	Ybin 75	Ybin 80	>PIS 80	Mean	Ymax	Ypp 85	
Mon	136	16	14	19	25	20	11	10	5	4	2	0	0	32	42.8	73.1	55.1
Tue	120	15	10	17	26	21	17	11	3	2	1	0	0	33	43.1	74.5	54.0
Wed	125	17	13	21	28	21	15	6	3	1	1	0	0	29	41.9	79.1	53.3
Thu	121	11	10	16	19	22	16	11	6	1	0	0	0	33	44.3	72.0	54.7
Fri	151	22	11	21	29	30	25	10	4	1	0	1	1	41	42.7	67.4	53.3
Sat	106	14	12	18	22	22	15	8	3	2	1	0	1	30	42.8	61.7	53.3
Sun	94	12	9	11	15	20	12	12	1	0	0	0	1	27	43.5	102.9	55.1

Vehicles = 1587

Forced speed limit = 50 km/h, Exceeding = 414 (26.09%), Mean Exceeding = 56.38 km/h

Maximum = 102.9 km/h, Minimum = 5.4 km/h, Mean = 43.0 km/h

8th Speed = 32.6 km/h, 95th Speed = 60.1 km/h, Median = 42.6 km/h

20 km/h Pace = 35 - 39, Number on Pace = 1061 (66.86%)

Variance = 134.95, Standard Deviation = 11.62 km/h

In profile: Vehicles = 1587 / 3207 (49.49%)

MetroCount Traffic Executive Weekly Vehicle Counts (Virtual Week)

R511468_0029-07 VrtWeeklyVehicle-319 -- English (ENA)

Datasets:

Site: [R511468_0029] Alexander Avenue, Moe - 190m North of Victoria Street (opp.#18)
 Direction: 7 - North bound A>B, South bound B>A, Lane: 0
 Survey Duration: 10:47 Monday, 17 May 2010 => 10:31 Monday, 31 May 2010
 File: F:\Built & Natural Environment Sustainability\Capital Projects\Infrastructure Development\TRAFFIC SURVEY\MetroCount\data\R511468_0029\1May2010.ECO (Plus)
 Identifier: A856MXK MC56-L5 [MC55] (c)Microcom 19Oct04
 Algorithm: Factory default
 Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Tuesday, 18 May 2010 => 0:00 Monday, 31 May 2010
 Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
 Speed range: 5 - 160 km/h
 Direction: South (bound)
 Separation: All - (Headway)
 Name: Factory default profile
 Scheme: Vehicle classification (AustRoads94)
 Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
 In profile: Vehicles = 1421 / 3272 (43.43%)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
Hour									
0000-0100	0.0	0.0	0.0	0.0	0.0	0.5	2.5	0.0	0.5
0100-0200	1.0	0.0	0.0	0.0	0.5	1.5	1.0	0.2	0.5
0200-0300	0.0	0.0	0.0	0.5	0.0	0.0	0.5	0.1	0.2
0300-0400	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.1
0400-0500	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0500-0600	1.0	0.5	0.0	0.0	0.0	0.5	0.5	0.2	0.3
0600-0700	1.0	1.0	0.5	0.0	2.0	0.0	0.0	0.9	0.6
0700-0800	4.0	2.5	2.0	1.5	1.0	0.5	0.5	2.0	1.5
0800-0900	4.0	5.0	6.0	8.0*	7.0	1.0	0.5	6.2	4.5
0900-1000	10.0	6.0	7.0	4.0	6.5	5.5	3.0	6.3	5.7
1000-1100	13.0*	5.5	7.5	6.0	7.0	11.0*	7.0*	7.1	7.6
1100-1200	12.0	7.5*	10.5*	6.5	9.5*	9.0	6.0	8.9*	8.5*
1200-1300	10.0*	9.0	8.5	9.5	8.0	8.5	6.0	8.9	8.4
1300-1400	9.0	5.0	10.5	6.5	10.5	7.5	5.0	8.2	7.6
1400-1500	7.0	11.0	9.0	10.0	7.5	10.0	8.0	3.1	3.1
1500-1600	9.0	6.5	6.0	11.0	11.5*	12.0*	8.5	8.8	9.2
1600-1700	9.0	14.5*	13.5	11.5*	9.5	9.0	8.0	11.9*	10.8*
1700-1800	9.0	12.0	14.0*	8.5	10.5	6.5	12.0*	11.4	10.4
1800-1900	8.0	5.0	7.5	9.5	9.5	5.5	3.5	7.9	6.8
1900-2000	3.0	8.0	5.0	4.0	7.0	5.5	3.0	5.7	5.2
2000-2100	6.0	2.0	3.0	2.5	7.0	4.0	4.5	3.9	4.0
2100-2200	3.0	4.5	2.5	3.5	4.5	2.5	2.0	3.7	3.2
2200-2300	2.0	2.0	1.0	3.0	2.5	2.5	1.0	2.1	2.0
2300-2400	1.0	2.0	1.5	2.0	3.0	2.5	0.5	2.1	1.9
Totals									
0700-1900	104.0	89.5	104.0	92.5	98.0	86.0	68.0	36.9	30.8
0600-2200	117.0	105.0	115.0	102.5	118.5	98.0	77.5	111.0	103.8
0600-0600	129.0	109.0	117.5	107.5	124.5	103.0	79.0	115.2	107.8
0800-0600	122.0	109.5	117.5	108.0	125.0	105.5	84.0	115.8	109.3
AM Peak	1000	1100	1100	0800	1100	1000	1000		
	13.0	7.5	10.5	8.0	9.5	11.0	7.0		
PM Peak	1200	1400	1700	1600	1500	1500	1700		
	19.0	14.5	16.0	11.5	11.5	12.0	12.0		

* - No data.

MetroCount Traffic Executive
speed 50

R511468_0029-07 CustomList-339 - English (ENA)

Datasets:

Site: [R511468_0029] Alexander Avenue, Moe - 190m North of Victoria Street (opp.#18)
Direction: 7 - North bound A>B, South bound B>A, Lane: 0
Survey Duration: 10:47 Monday, 17 May 2010 => 10:31 Monday, 31 May 2010
File: F:\Built & Natural Environment Sustainability\Capital Projects\Infrastructure Development\TRAFFIC SURVEY\MetroCount\data\R511468_0029\1May2010.ECO (Plus)
Identifier: A858MXK MC56-L5 [MC56] (c)\Microcom 19Oct04
Algorithm: Factory default
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Tuesday, 18 May 2010 => 0:00 Monday, 31 May 2010
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 0 - 100 km/h
Direction: South (bound)
Separation: Greater than 4.00 seconds. - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)

*** Virtual Day (13)**

Time	Total	Ybin	Ybin	Ybin	Ybin	Ybin	Ybin	Ybin	Ybin	Ybin	Ybin	Ybin	Ybin	Ybin	>P15	Mean	Ymax	Ypp
		0	30	35	40	45	50	55	60	65	70	75	80	85	90			85
		30	35	40	45	50	55	60	65	70	75	80	85	90	140			
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	30.5	65.7
0800	5	1	0	1	1	0	0	0	0	0	0	0	0	0	1	38.8	59.0	65.7
0900	6	1	1	0	1	1	1	0	0	0	0	0	0	0	1	42.3	65.4	65.7
1000	8	1	1	1	2	1	2	0	0	0	0	0	0	0	2	42.8	63.3	65.7
1100	8	1	1	1	2	1	1	1	0	0	0	0	0	0	2	41.3	63.8	65.7
1200	8	2	1	1	2	1	1	1	0	0	0	0	0	0	2	39.2	60.2	65.7
1300	7	1	1	1	1	1	1	0	0	0	0	0	0	0	2	41.0	63.8	65.7
1400	9	1	1	1	2	2	1	1	0	0	0	0	0	0	2	44.0	62.4	65.7
1500	9	1	1	1	2	2	1	1	0	0	0	0	0	0	3	43.3	70.7	65.7
1600	11	1	1	1	2	2	2	1	1	0	0	0	0	0	4	44.1	74.8	64.7
1700	11	1	1	1	2	2	2	1	1	0	0	0	0	0	4	47.1	65.8	64.8
1800	7	1	1	0	1	1	1	1	1	0	0	0	0	0	3	46.4	67.0	65.7
1900	5	0	0	1	1	1	0	0	0	0	0	0	0	0	1	45.3	74.2	65.7
2000	4	0	1	0	0	1	1	0	0	0	0	0	0	0	2	46.7	76.4	65.7
2100	2	0	0	0	1	0	0	0	0	0	0	0	0	0	1	44.5	72.4	65.7
2200	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.3	58.8	65.7
2300	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	44.9	68.5	65.7
07-19	89	12	8	18	17	16	13	6	4	1	0	0	0	0	15	43.2	65.8	64.4
06-22	102	14	9	22	20	18	14	7	5	1	1	0	0	0	30	43.5	65.8	64.7
06-09	106	14	10	22	20	19	15	8	6	1	1	0	0	0	31	43.4	65.8	64.7
06-06	108	15	10	22	20	19	15	8	6	2	1	0	0	0	31	43.4	65.8	64.7

*** Virtual Week (Partial weeks = 1.86)**

Time	Total	Ybin	Ybin	Ybin	Ybin	Ybin	Ybin	Ybin	Ybin	Ybin	Ybin	Ybin	Ybin	Ybin	>P15	Mean	Ymax	Ypp
		0	30	35	40	45	50	55	60	65	70	75	80	85	90			85
		30	35	40	45	50	55	60	65	70	75	80	85	90	140			
Mon	119	22	15	30	21	21	17	7	5	0	0	0	0	1	30	41.4	62.4	62.6
Tue	109	10	9	14	20	20	16	8	6	2	2	0	0	0	32	44.2	72.4	64.7
Wed	117	14	15	13	21	21	15	8	9	2	1	0	0	0	35	43.7	72.3	65.8
Thu	105	14	11	14	22	14	17	7	7	1	0	0	1	1	31	42.9	60.2	64.4
Fri	124	19	8	17	24	22	17	10	6	2	1	0	1	1	36	43.3	61.8	64.7
Sat	104	17	9	7	17	23	18	10	4	2	0	1	0	0	34	43.5	76.4	64.7
Sun	82	10	6	12	16	16	8	7	4	2	1	1	1	1	23	44.5	65.8	64.2

Vehicles = 1401

Forced speed limit = 50 km/h, Exceeding = 409 (29.19%), Mean Exceeding = 54.84 km/h

Maximum = 85.8 km/h, Minimum = 6.0 km/h, Mean = 43.4 km/h

85th Speed = 54.7 km/h, 95th Speed = 61.9 km/h, Median = 44.3 km/h

20 km/h Pace = 26 = 56, Number on Pace = 983 (69.97%)

Variance = 144.78, Standard Deviation = 12.03 km/h

In profile: Vehicles = 1401 / 3207 (43.69%)

MetroCount Traffic Executive Weekly Vehicle Counts (Virtual Week)

R511468_0047-07 VrtWeeklyVehicle-321 -- English (ENA)

Datasets:

Site: [R511468_0047] Alexander Avenue, Moe - 30m South of Lloyd Street
 Direction: 7 - North bound A>B, South bound B>A, Lane: 0
 Survey Duration: 11:00 Monday, 17 May 2010 => 10:43 Monday, 31 May 2010
 File: F:\Built & Natural Environment Sustainability\Capital Projects\Infrastructure Development\TRAFFIC SURVEY\MetroCount\data\R511468_0047\31May2010.ECO (Plus)
 Identifier: A7010FJ3 MC50-1 [MC55] (c:\Microcom 07/06/99)
 Algorithm: Factory default
 Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Tuesday, 18 May 2010 => 0:00 Monday, 31 May 2010
 Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
 Speed range: 5 - 160 km/h
 Direction: North (bound)
 Separation: All - (Headway)
 Name: Factory default profile
 Scheme: Vehicle classification (AustRoads94)
 Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
 In profile: Vehicles = 2350 / 4873 (48.22%)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
Hour									
0000-0100	0.0	0.0	0.0	0.5	0.0	1.5	2.0	6.1	0.6
0100-0200	0.0	0.0	0.0	0.0	0.0	1.5	1.5	0.0	0.5
0200-0300	1.0	0.5	1.5	1.0	1.0	0.0	0.0	1.0	0.7
0300-0400	1.0	2.0	1.5	2.5	1.5	0.0	0.0	1.8	1.2
0400-0500	3.0	2.5	2.5	1.5	1.5	2.0	1.0	2.1	1.9
0500-0600	1.0	3.0	2.5	2.5	4.0	0.5	1.0	2.8	2.2
0600-0700	7.0	6.5	6.0	6.5	6.5	2.0	1.5	6.4	5.0
0700-0800	12.0	4.5	7.5	5.5	4.5	2.0	1.0	6.2	4.8
0800-0900	14.0	14.5<	19.0<	14.5	16.5<	8.0	7.0	16.1<	13.5
0900-1000	15.0	14.0	13.0	9.0	12.5	16.0	10.5	12.4	12.7
1000-1100	17.0<	12.5	13.5	16.0<	15.5	15.5	15.5<	14.7	14.9<
1100-1200	16.0	11.5	16.0	12.5	12.5	18.0<	9.0	13.4	13.5
1200-1300	14.0	9.5	17.0	13.0	13.0	10.5	16.0<	13.2	13.1
1300-1400	17.0<	6.5	11.5	12.0	13.0	21.5<	12.5	11.9	13.5
1400-1500	13.0	18.0<	18.0<	14.0	16.5	13.5	8.5	16.2<	14.6<
1500-1600	14.0	12.0	8.0	12.0	14.0	13.5	11.5	12.3	12.4
1600-1700	15.0	9.5	14.0	13.5	12.5	10.0	12.5	12.7	12.2
1700-1800	12.0	16.5	13.5	14.0	14.5	11.0	6.5	14.3	12.6
1800-1900	10.0	7.0	9.0	15.5<	16.5<	10.5	7.5	11.8	10.9
1900-2000	5.0	10.0	7.5	7.5	11.0	8.0	7.0	8.7	8.3
2000-2100	3.0	6.5	6.0	5.0	9.0	4.5	2.5	6.2	5.4
2100-2200	5.0	1.5	4.5	2.5	6.5	1.5	0.0	3.9	2.9
2200-2300	2.0	2.5	1.5	2.5	4.5	2.0	1.5	2.7	2.4
2300-2400	0.0	0.0	0.0	1.0	3.0	2.5	0.0	1.0	1.1
Totals									
0700-1900	171.0	138.0	160.0	151.5	164.0	150.0	117.0	155.3	148.6
0600-2200	191.0	162.5	184.0	173.0	197.5	166.0	128.0	180.6	170.2
0600-0600	193.0	165.0	185.5	176.5	205.5	170.5	129.5	184.2	173.7
0800-0600	199.0	173.0	193.5	184.5	213.5	176.0	135.0	192.0	180.8
AM Peak	1000	8000	0800	1000	0800	1100	1000		
	17.0	14.5	19.0	16.0	16.5	19.0	15.5		
PM Peak	1300	1400	1400	1800	1800	1300	1200		
	17.0	16.0	18.0	15.5	16.5	21.5	15.0		

* - No data.

MetroCount Traffic Executive speed 50

R511468_0047-07 CustomList-341 - English (ENA)

Datasets:

Site: [R511468_0047] Alexander Avenue, Moe - 30m South of Lloyd Street
Direction: 7 - North bound A>B, South bound B>A, Lane: 0
Survey Duration: 11:00 Monday, 17 May 2010 => 10:43 Monday, 31 May 2010
File: F:\Built & Natural Environment Sustainability\Capital Projects\Infrastructure Development\TRAFFIC SURVEY\MetroCount\data\R511468_0047\31May2010.ECO (Plus)
Identifier: A7010FJ3 MC50-1 (MC55) (c)\Microcom 07/06/09
Algorithm: Factory default
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Tuesday, 18 May 2010 => 0:00 Monday, 31 May 2010
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 0 - 100 km/h
Direction: North (bound)
Separation: Greater than 4.00 seconds. - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)

*** Virtual Day (13)**

Time	Total	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	>PIS 80	Mean	Mean	Vpp 85	
0000	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8	44.7	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4	36.6	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	32.6	40.0	-
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	32.8	39.7	-
0400	2	1	0	0	0	0	0	0	0	0	0	0	0	0	27.3	40.5	-
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0	32.6	42.4	-
0600	3	1	1	1	1	0	0	0	0	0	0	0	0	0	32.7	51.4	-
0700	5	0	2	2	1	0	0	0	0	0	0	0	0	0	35.7	44.0	-
0800	13	2	4	4	1	0	0	0	0	0	0	0	0	0	31.5	45.6	31.8
0900	12	4	4	4	1	0	0	0	0	0	0	0	0	0	32.8	44.8	38.2
1000	15	3	4	4	1	0	0	0	0	0	0	0	0	0	31.9	44.7	38.9
1100	13	4	4	3	1	0	0	0	0	0	0	0	0	0	32.0	54.7	38.2
1200	13	2	4	4	1	0	0	0	0	0	0	0	0	0	33.0	51.9	38.9
1300	13	4	3	4	2	0	0	0	0	0	0	0	0	0	33.3	46.5	39.2
1400	14	4	4	4	2	0	0	0	0	0	0	0	0	0	33.4	50.0	38.6
1500	12	2	4	4	2	0	0	0	0	0	0	0	0	0	33.2	50.6	38.6
1600	12	2	4	4	1	0	0	0	0	0	0	0	0	0	32.7	49.2	38.9
1700	12	4	5	3	1	0	0	0	0	0	0	0	0	0	32.4	47.9	37.4
1800	11	2	4	3	1	0	0	0	0	0	0	0	0	0	33.5	52.9	40.0
1900	8	2	3	2	1	0	0	0	0	0	0	0	0	0	33.9	49.0	-
2000	5	1	2	2	0	0	0	0	0	0	0	0	0	0	33.5	50.7	-
2100	2	1	1	1	0	0	0	0	0	0	0	0	0	0	32.0	42.2	-
2200	2	0	1	1	1	0	0	0	0	0	0	0	0	0	37.8	53.4	-
2300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.2	62.1	-
07-19	147	42	45	43	14	1	0	0	0	0	0	0	0	0	32.7	54.7	38.9
06-22	148	48	52	50	14	2	0	0	0	0	0	0	0	0	32.8	54.7	38.9
04-09	171	48	53	51	17	2	1	0	0	0	0	0	0	1	32.8	62.1	38.9
00-00	178	51	54	52	17	2	1	0	0	0	0	0	0	1	32.8	62.1	38.9

*** Virtual Week (Partial weeks = 1.86)**

Time	Total	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	>PIS 80	Mean	Mean	Vpp 85	
Mon	198	57	71	53	13	2	1	0	0	0	0	0	0	1	32.4	51.4	38.5
Tue	172	50	55	50	14	1	1	0	0	0	0	0	0	1	32.5	52.9	38.5
Wed	190	48	63	55	20	2	1	0	0	0	0	0	0	1	33.0	50.7	38.2
Thu	184	51	57	59	15	2	0	0	0	0	0	0	0	0	32.9	50.0	38.9
Fri	220	60	64	62	22	3	0	0	0	0	0	0	0	0	32.7	47.9	38.9
Sat	173	54	50	45	21	2	2	0	1	0	0	0	0	2	33.0	62.1	38.6
Sun	134	39	40	40	14	1	1	0	0	0	0	0	0	1	32.8	50.6	39.2

Vehicles = 2319

Forced speed limit = 50 km/h, Exceeding = 8 (0.34%), Mean Exceeding = 53.50 km/h

Maximum = 62.1 km/h, Minimum = 6.7 km/h, Mean = 32.8 km/h

5th Speed = 28.9 km/h, 95th Speed = 42.1 km/h, Median = 33.5 km/h

20 km/h Pace = 23 = 43, Number in Pace = 2028 (87.45%)

Variance = 45.51, Standard Deviation = 6.75 km/h

In profile: Vehicles = 2319 / 4782 (48.49%)

MetroCount Traffic Executive Weekly Vehicle Counts (Virtual Week)

R511468_0047-07 VrtWeeklyVehicle-322 -- English (ENA)

Datasets:

Site: [R511468_0047] Alexander Avenue, Moe - 30m South of Lloyd Street
 Direction: 7 - North bound A>B, South bound B>A, Lane: 0
 Survey Duration: 11:00 Monday, 17 May 2010 => 10:43 Monday, 31 May 2010
 File: F:\Built & Natural Environment Sustainability\Capital Projects\Infrastructure Development\TRAFFIC SURVEY\MetroCount\data\R511468_0047\31May2010.ECO (Plus)
 Identifier: A7010FJ3 MC55-1 [MC55] (c:\Microcom 07/06/99)
 Algorithm: Factory default
 Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Tuesday, 18 May 2010 => 0:00 Monday, 31 May 2010
 Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
 Speed range: 5 - 160 km/h
 Direction: South (bound)
 Separation: All - (Headway)
 Name: Factory default profile
 Scheme: Vehicle classification (AustRoads94)
 Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
 In profile: Vehicles = 2168 / 4873 (44.49%)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
Hour									
0000-0100	0.0	0.0	0.0	0.5	0.5	0.5	3.5	6.2	0.8
0100-0200	1.0	0.0	0.5	0.0	0.0	1.5	1.0	0.2	0.5
0200-0300	0.0	0.0	0.0	0.5	0.0	0.0	0.5	0.1	0.2
0300-0400	0.0	0.0	0.0	0.5	0.5	0.0	0.5	0.2	0.2
0400-0500	1.0	1.0	0.5	0.5	0.5	1.0	0.5	0.7	0.7
0500-0600	1.0	1.0	0.5	0.0	0.0	0.5	1.0	0.4	0.5
0600-0700	1.0	1.5	0.5	0.0	3.0	0.0	0.0	1.2	0.8
0700-0800	6.0	3.0	3.5	1.5	1.5	0.5	0.0	2.8	2.0
0800-0900	6.0	6.0	11.0	10.5	8.5	3.0	1.0	8.7	6.6
0900-1000	18.0c	12.0c	11.5	8.5	11.0	10.0	5.0	11.6	10.3
1000-1100	17.0	7.5	13.0	9.5	12.0	16.5c	11.5c	11.0	11.9c
1100-1200	15.0	8.5	14.0c	11.5c	12.0c	14.0	8.5	11.9c	11.7
1200-1300	20.0c	14.0	15.5	12.0	3.5	16.0	11.5	13.4	13.6
1300-1400	10.0	8.5	16.5	10.5	16.0	12.5	9.5	12.7	12.0
1400-1500	10.0	13.5	10.5	14.0	14.0	17.0c	12.0	12.7	13.2
1500-1600	16.0	11.5	11.0	17.5	18.0	15.0	10.5	14.0	14.2
1600-1700	16.0	21.0	21.5	20.0c	15.5	12.0	12.5	19.1	17.0
1700-1800	15.0	22.0c	25.5c	17.0	19.0c	10.0	10.0c	20.2c	19.3c
1800-1900	12.0	7.5	11.0	14.0	12.0	11.0	5.0	11.3	10.3
1900-2000	3.0	9.0	7.0	5.5	10.0	6.5	5.5	7.3	6.9
2000-2100	7.0	3.5	6.5	6.5	10.0	4.0	4.5	6.7	5.9
2100-2200	4.0	5.0	3.5	5.5	4.5	3.5	2.5	4.6	4.1
2200-2300	2.0	4.0	2.5	2.5	3.0	3.5	2.0	2.9	2.8
2300-2400	1.0	2.0	1.5	2.5	3.0	3.5	0.5	2.1	2.1
Totals									
0700-1900	161.0	135.0	164.0	145.5	150.0	137.5	104.0	150.2	141.2
0600-2200	176.0	154.0	182.0	163.0	178.0	151.5	116.5	170.0	158.9
0600-0000	175.0	160.0	186.0	168.0	184.0	158.5	119.0	175.0	163.8
0800-0600	182.0	162.0	187.5	170.0	185.5	162.0	126.0	176.9	166.8
AM Peak	0900	0900	1100	1100	1100	1000	1000		
	18.0	12.0	14.0	11.5	12.0	16.5	11.5		
PM Peak	1200	1700	1700	1600	1700	1400	1700		
	20.0	22.0	25.5	20.0	19.0	17.0	18.0		

* - No data.

MetroCount Traffic Executive speed 50

R511468_0047-07 CustomList-340 - English (ENA)

Datasets:

Site: [R511468_0047] Alexander Avenue, Moe - 30m South of Lloyd Street
 Direction: 7 - North bound A>B, South bound B>A, Lane: 0
 Survey Duration: 11:00 Monday, 17 May 2010 => 10:43 Monday, 31 May 2010
 File: F:\Built & Natural Environment Sustainability\Capital Projects\Infrastructure Development\TRAFFIC SURVEY\MetroCount\data\R511468_0047\31May2010.ECO (Plus)
 Identifier: A7010FJ3 MC50-1 (MC55) (c)\Microcom 07/06/09
 Algorithm: Factory default
 Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Tuesday, 18 May 2010 => 0:00 Monday, 31 May 2010
 Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
 Speed range: 0 - 100 km/h
 Direction: South (bound)
 Separation: Greater than 4.00 seconds. - (Headway)
 Name: Factory default profile
 Scheme: Vehicle classification (AustRoads94)
 Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)

*** Virtual Day (13)**

Time	Total	Ybin	Ybin	Ybin	Ybin	Ybin	Ybin	Ybin	Ybin	Ybin	Ybin	Ybin	Ybin	Ybin	>PIS	Mean	Ymax	Ypp
		0	30	35	40	45	50	55	60	65	70	75	80	80	50			85
		30	35	40	45	50	55	60	65	70	75	80	80	140				
0000	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	46.7	-
0100	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.2	40.0	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	45.0	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6	25.5	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.5	29.7	-
0500	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	45.1	-
0600	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	37.9	-
0700	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	30.4	43.7	-
0800	7	4	2	1	0	0	0	0	0	0	0	0	0	0	0	29.6	42.3	-
0900	10	5	3	1	0	0	0	0	0	0	0	0	0	0	0	29.9	47.9	34.6
1000	10	5	4	2	1	0	0	0	0	0	0	0	0	0	0	30.3	42.6	35.3
1100	12	6	4	1	0	0	0	0	0	0	0	0	0	0	0	29.3	49.5	34.6
1200	13	6	5	2	0	0	0	0	0	0	0	0	0	0	0	30.2	46.2	35.3
1300	12	5	4	1	1	0	0	0	0	0	0	0	0	0	0	31.7	44.5	36.7
1400	13	4	6	3	0	0	0	0	0	0	0	0	0	0	0	31.3	49.9	36.4
1500	14	5	5	3	1	0	0	0	0	0	0	0	0	0	0	31.5	47.9	37.3
1600	17	6	6	4	1	0	0	0	0	0	0	0	0	0	0	31.3	43.0	37.3
1700	18	7	6	3	1	0	0	0	0	0	0	0	0	0	0	31.6	47.4	36.7
1800	10	3	5	2	1	0	0	0	0	0	0	0	0	0	0	32.3	42.4	37.3
1900	7	3	3	1	0	0	0	0	0	0	0	0	0	0	0	31.8	42.2	-
2000	6	2	2	2	0	0	0	0	0	0	0	0	0	0	0	32.0	43.2	-
2100	4	1	2	1	0	0	0	0	0	0	0	0	0	0	0	31.4	43.6	-
2200	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	29.7	45.4	-
2300	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	33.4	42.3	-
07-19	139	57	50	26	6	0	0	0	0	0	0	0	0	0	0	30.9	49.9	36.7
06-22	154	63	54	29	7	0	0	0	0	0	0	0	0	0	0	30.9	49.9	36.7
04-09	161	65	58	30	7	0	0	0	0	0	0	0	0	0	0	30.9	49.9	36.7
00-00	164	67	58	30	7	1	0	0	0	0	0	0	0	0	0	30.9	49.9	36.7

*** Virtual Week (Partial weeks = 1.86)**

Time	Total	Ybin	Ybin	Ybin	Ybin	Ybin	Ybin	Ybin	Ybin	Ybin	Ybin	Ybin	Ybin	Ybin	>PIS	Mean	Ymax	Ypp
		0	30	35	40	45	50	55	60	65	70	75	80	80	50			85
		30	35	40	45	50	55	60	65	70	75	80	80	140				
Mon	179	87	56	26	9	1	0	0	0	0	0	0	0	0	0	30.3	45.1	36.4
Tue	160	60	41	22	8	0	0	0	0	0	0	0	0	0	0	31.4	44.7	36.4
Wed	185	72	66	36	9	1	0	0	0	0	0	0	0	0	0	31.0	49.9	37.3
Thu	165	72	49	26	6	1	0	0	0	0	0	0	0	0	0	30.8	47.4	37.3
Fri	182	74	63	35	11	0	0	0	0	0	0	0	0	0	0	30.9	45.0	37.3
Sat	162	64	41	20	7	2	0	0	0	0	0	0	0	0	0	31.3	49.5	36.0
Sun	123	49	32	18	4	1	0	0	0	0	0	0	0	0	0	31.0	44.7	35.8

Vehicles = 2120
 Forsted speed limit = 50 km/h, Exceeding = 0 (0.00%), Mean Exceeding = 0.00 km/h
 Maximum = 49.9 km/h, Minimum = 4.5 km/h, Mean = 30.9 km/h
 85th Speed = 36.7 km/h, 90th Speed = 39.6 km/h, Median = 21.0 km/h
 20 km/h Pace = 21 = 43, Number in Pace = 2349 (91.90%)
 Variance = 22.97, Standard Deviation = 4.80 km/h

In profile: Vehicles = 2120 / 4782 (44.54%)

**11.2 TRARALGON TO MORWELL SHARED PATHWAY FEASIBILITY
STUDY - PETITION**

General Manager

**Recreation, Culture &
Community Infrastructure**

For Decision

PURPOSE

The purpose of this report is to present Council with a petition received to object to the proposed route for the Traralgon to Morwell Shared pathway.

DECLARATION OF INTEREST

No officer declared an interest under the *Local Government Act 1989* in the preparation of this report.

STRATEGIC FRAMEWORK

This report is consistent with Latrobe 2026: The Community Vision for Latrobe Valley and the Latrobe City Council Plan 2013-2017.

Latrobe 2026: The Community Vision for Latrobe Valley

Strategic Objectives – Built Environment

In 2026 Latrobe Valley benefits from a well-planned built environment that is complementary to its surroundings, and which provides for a connected and inclusive community.

Latrobe City Council Plan 2013 - 2017

Theme and Objectives

Theme 2: Appropriate, Affordable & Sustainable Facilities, Services and Recreation

Promote and support more involvement of children in active recreation and sport.

Develop and maintain community infrastructure that meets the needs of our community.

Promote and support opportunities for people to enhance their health and wellbeing.

Encourage and create opportunities for more community participation in sports, recreation, arts, culture and community activities.

Improve and link bicycle paths, footpaths and rail trail networks to encourage physical activity and promote liveability.

Continue to maintain and improve access to Latrobe City's parks, reserves and open spaces.

**ORDINARY COUNCIL MEETING MINUTES
07 OCTOBER 2013 (CM421)****BACKGROUND**

A petition was received on 12 September 2013 containing 30 signatures (attachment 1) to lodge an objection to the proposed route for the Traralgon to Morwell shared pathway.

ISSUES

The proposed route alignment of the shared pathway (attachment 2) is as follows:

1. Path to begin at existing Waterhole Creek path in Morwell.
2. Path to use Crinigan Rd alignment to Alexanders Road Morwell.
3. Cross Alexanders Road Morwell in an easterly direction.
4. Path to use existing unmade road reserve through crown lease.
5. Path to use existing easement on the inside of Latrobe Regional Airport land along Old Melbourne Road.
6. Path to cross Airfield Road and follow road reserve through Easterly Drive, Beau Vista Road and Regan Road Traralgon.
7. Path to use road use along Old Melbourne Road Traralgon to connect to existing Kay Street linear pathway.

The Traralgon to Morwell Shared Pathway Feasibility study was released for community consultation on 5 August 2013 until the 21 September 2013.

Submissions, surveys and feedback about the proposed shared pathway will be received until 21 September 2013.

FINANCIAL, RISK AND RESOURCES IMPLICATIONS

Risk has been considered as part of this report and it is considered to be consistent with the Risk Management Plan 2011-2014.

There are no immediate financial implications arising from the petition.

INTERNAL/EXTERNAL CONSULTATION*Engagement Method Used:*

Community engagement activities to collect information and opinions about the Traralgon to Morwell Shared Pathway commenced on the 7 August 2013 and will finish on Friday 21 September 2013. These activities have included:

Survey

A survey is available to complete online at Latrobe City Council's website at http://www.latrobe.vic.gov.au/Get_Involved/Have_Your_Say/Traralgon to Morwell Shared Pathway or you can obtain a copy of the survey at any Latrobe City Council service centre.

**ORDINARY COUNCIL MEETING MINUTES
07 OCTOBER 2013 (CM421)****Public Submission**

You can write a submission providing feedback about the shared pathway. You can email this to karen.tsebelis@latrobe.vic.gov.au or post it to Latrobe City Council, P O Box 445 Morwell Vic 3840.

Community Listening Posts

Community listening posts to gather information from the general public for the shared pathway occurred on Saturday 7 September at the Traralgon Stockland Plaza and the Mid Valley Shopping Centre in Morwell.

One on One Meetings

You can arrange to meet with the project manager, to discuss the shared pathway project.

Details of Community Consultation / Results of Engagement:

The results of community consultation are currently being collated and will be presented in a further report to Council.

OPTIONS

There are two options available to Council:

1. Lay the petition on the table and investigate this matter further; or
2. Deal with the petition at this Council Meeting.

CONCLUSION

It is usual practice for petitions to lay on the table as per Clause 63 of Council's Local Law No.1.

The consultation period for the Traralgon to Morwell Shared Pathway finished on 21 September 2013. The results of community consultation and feedback are currently being collated and will be presented in a further report to Council.

Attachments

1. Petition
2. Proposed Route

RECOMMENDATION

- 1 That Council agrees to lay the petition objecting to the proposed route for the Traralgon to Morwell Shared pathway, on the table until the Ordinary Council Meeting to be held on 18 November 2013.**
- 2 That the head petitioner be advised of Council's decision in relation to the petition objecting to the proposed route for the Traralgon to Morwell Shared pathway.**

Moved: Cr Middlemiss
Seconded: Cr Gibbons

That the Recommendation be adopted.

CARRIED UNANIMOUSLY

Cr O'Callaghan was out of the Chamber for the vote.

11.2

Traralgon to Morwell Shared Pathway Feasibility Study - Petition

1	Petition	98
2	Proposed Route	101

11-9-13

We the undersigned, while supportive of a shared pathway between Morwell to Traralgon, strongly object to the proposed route via Easterly Drive, Beau Vista Drive and Regan Road, Traralgon for the following reasons:

- The proposed route is an invasion of privacy; we, the residents of this estate chose to live in a quiet location on acres and do not want pedestrians, cyclists or runners to be using these streets as a thoroughfare.
- Given we live in a rural area there have been occasions where animals such as cows or horses enter the road which is a safety issue for users of the shared pathway.
- As indicated on page 6 of the feasibility study, walking, cycling and running are well within the top five activities by participation rate and states that this data can be used to calculate the levels of expected participation in Morwell and Traralgon for these activities. Based on this indication it is expected the shared pathway will be highly utilised.
- Page 10 of the feasibility study indicates if the proposed route was to proceed, this could potentially attract major cycling attractions and attract new riders (page 12); again an increase in the usage of the shared pathway.
- The proposed route will need to include crossing extremely busy roads/ intersections causing safety issues for users of the shared pathway e.g. Crinigan Road Alexanders Road, Airfield Road and Old Melbourne Road.
- Page 15 of the feasibility study refers to ongoing economic growth and population within Latrobe City; this could again potential increase in the use of the shared pathway.
- There is no links of interest within Easterly Drive, Beau Vista Drive or Regan Road as it is only residential area and the route would only be used as a thoroughfare.
- The feasibility study has indicated that the Regan Road and the Beau Vista Drive proposed route would be challenging (Page 40) and potentially a very expensive option for connection due to power lines, natural gas services and also significant road verge treatment issues. There are many gullies and steep table drains which would require culverts or bridge crossover treatments as well easements, subdivision and land purchase of private property. This impacts all ratepayers!
- It would be more logical to continue the route via Old Melbourne between Airfield Road and Regan Road without detouring through private residential area; although we understand some vegetation would need to be removed (this has been previously been done before).
- Another alternate option could be to construct the shared pathway along the Princes Highway via the Hospital into Traralgon.

The petition attached has been signed by all residents living within Easterly Drive, Beau Vista Drive and Regan Road and some neighbouring properties.

Neil Prestipino
Head Petitioner
PO Box 908
TRARALGON 3844



LATROBE CITY COUNCIL INFORMATION MANAGEMENT	
RECEIVED	
12 SEP 2013	
R/O	Doc No:
Comments/Issues Considered in:	
<input type="checkbox"/> Copy required in Expenditure	<input type="checkbox"/> Invoice forwarded to accounts

NAME	ADDRESS	SIGNATURE
Neil Prestipino	20 Beau Vista Drive, Traralgon	
S. TRIPPO	10 25 REGAN RD	
A. COLONNELLI	45 REGAN RD.	
B. (last)	30 REGAN RD	
Angelo Basso	45 Beau Vista Drive Traralgon	
I. Colaninno	35 Beau Vista Drive Traralgon	
C. Colonnelli	30 Beau Vista Drive Traralgon	
M. Basso	30 Scrubby Lane Traralgon	
J. Basso	5 Nathan Ave Traralgon	
J. Wells	45 EASTERLY DR TRARALGON	
G. FALIERO	55 EASTERLY DR TRARALGON	
K. Munn	35 EASTERN DR TRARALGON	
Livia Prisco	100 MONTEN AVE.	
BRIGITTE SUTER	14 EASTERLY DR, TRARALGON	
ISABELLA MURRAY	15 PEDRA RD TRARALGON VIC	
LIA MURRAY	25 PEDRA RD TRARALGON VIC	
K. BARTLING	10 PEDRA ROAD TRARALGON	
L. BARTLING	10 Pedra Road Traralgon	
D. WHITE	30 PEDRA RD TRARALGON	
L. WHITE	30 PEDRA RD TRARALGON	
C. COLACITTA	35 PEDRA RD	
FRED DRIPPO	LOT 11 - BEAU VISTA DRV.	
MEG WALSH	25 BEAU VISTA DRIVE TRARALGON	
Nicky Vacca	5 Beau Vista drive Traralgon	
Chris Egan	65 Regan Rd Traralgon	
Laura Watson	60 Easterly Dr Traralgon	
Karen Watson	60 Easterly Dr Traralgon	
Kenneth J. Currie	70 Easterly Drive Traralgon	
MICHAEL CUDDY	55 REGAN RD Traralgon	
Charlie Vacca	5 Beau Vista Drive Traralgon	



CHIEF EXECUTIVE OFFICER

11. CHIEF EXECUTIVE OFFICER

Nil reports

ECONOMIC SUSTAINABILITY

12. ECONOMIC SUSTAINABILITY

Nil reports

RECREATION CULTURE AND COMMUNITY INFRASTRUCTURE

13. RECREATION CULTURE AND COMMUNITY INFRASTRUCTURE

14.1 AFL GIPPSLAND COMMISSION AT MORWELL RECREATION RESERVE

General Manager

Recreation, Culture &
Community Infrastructure

For Decision

PURPOSE

The purpose of this report is to seek approval from Council to provide funds to the AFL Gippsland Commission for office accommodation at Morwell Recreation Reserve.

DECLARATION OF INTEREST

The Chief Executive Officer declared an indirect interest under section 78B of the *Local Government Act 1989*.

STRATEGIC FRAMEWORK

This report is consistent with Latrobe 2026: The Community Vision for Latrobe Valley and the Latrobe City Council Plan 2013-2017.

Latrobe 2026: The Community Vision for Latrobe Valley

Strategic Objectives - Recreation

In 2026, Latrobe Valley encourages a healthy and vibrant lifestyle, with diversity in passive and active recreational opportunities and facilities that connect people with their community.

Latrobe City Council Plan 2013 - 2017

Theme and Objectives

Theme 1: Job creation and economic sustainability

Theme 2: Appropriate, affordable and sustainable facilities, services and recreation

Strategic Direction – Job creation and economic sustainability

Provide incentives and work proactively to attract new business and industry to locate in Latrobe City.

Strategic Direction – Appropriate, affordable and sustainable facilities, services and recreation

ORDINARY COUNCIL MEETING MINUTES 07 OCTOBER 2013 (CM421)

Promote and support more involvement of children in active recreation and sport.

Encourage and create opportunities for more community participation in sports, recreation, arts, culture and community activities.

BACKGROUND

AFL Victoria and AFL Victoria Country recently appointed 13 regional commissions throughout Victoria to oversee the direction of Australian football in the area. One of these Region Commissions will be located in Gippsland.

Each Commission will become responsible for the strategic direction of football within each of the 13 regions and take responsibility for the further growth and development of the game. Due to its large participation base, the Gippsland Commission will also oversee the employment of a Region General Manager and several football development resources who will now report locally to the Region General Manager while still being employed by AFL Victoria.

The Commission was born from a recommendation by a 2011 AFL review of football in country Victoria and the initial focus would be to assess the needs of stakeholders in the region and appoint the necessary staff to facilitate them.

The Commission will not be taking over administration of clubs or leagues, but it will be promoting football for all age levels in Gippsland.

The new Gippsland commission will incorporate the Gippsland, North Gippsland, Mid Gippsland, Alberton, Ellinbank and District football leagues, Sale, Warragul, Traralgon and Central Gippsland junior associations and the Sale, South Gippsland, Latrobe Valley and Gippsland umpires associations.

AFL Victoria have expressed a strong desire for the commission to be located centrally in Gippsland and potentially located close to Gippsland Power which is Gippsland's AFL under 18 TAC Cup team. Gippsland Power are currently based at Morwell Recreation Reserve in a state of the art facility.

ISSUES

Correspondence received from AFL Victoria on 11 September 2013 (attached) indicates that the Commission strongly believes that the best long term home would be at the Morwell Recreation Reserve which is centrally located and houses Gippsland Power Football Club which is the elite pathway to the AFL.

An inspection of the facilities with Council officers has revealed there is not currently a vacant building that could be used at the reserve therefore requiring a purpose built facility to be constructed and temporary accommodation used in the interim. This would be considered as part of

**ORDINARY COUNCIL MEETING MINUTES
07 OCTOBER 2013 (CM421)**

the Morwell Recreation Reserve Master Planning process which is being carried out this financial year.

It is estimated that construction of a new administration building for the AFL Gippsland Commission to accommodate up to 12 staff would cost in excess of \$500,000.

However, the Gippsland Power Football Club has advised Council that they intend to extend their current facility to include areas for spa/baths, massage area and gym equipment area and have offered to amend the plans to include the relocation of the administration area into the building so the AFL Gippsland Commission can utilise their current administration facility.

Discussions between Latrobe City, AFL Victoria and the AFL Gippsland Commission have revealed an opportunity for Gippsland Power to move their administration into their training facility as part of their proposed extension works. This would result in their current administration building being vacant for the AFL Gippsland Commission to move into at a far reduced cost for all parties.

The current Gippsland Power administration facility accommodates four staff, however it has the ability to accommodate up to six staff which would be sufficient in the initial years for the AFL Gippsland Commission.

Gippsland Power have advised that \$100,000 would be required to add the additional administration area to the extension, which is far less than if the project was to be carried out as a stand-alone build. Works could commence in October 2013 and be completed in March 2014.

Based on this, a request has been received from AFL Victoria requesting Council consider providing \$20,000 towards the facility. AFL Victoria/Sport and Recreation Victoria (State Government) would contribute \$70,000 and the AFL Gippsland Commission would contribute \$10,000.

The AFL is currently setting up Regional Commissions across the Australia and AFL Victoria has provided information as a benchmark for this report on similar projects.

The Ballarat City Council contributed \$60,000 towards the Commission office accommodation in their region where the total project cost was \$135,000. In other regions, Councils have contributed between \$20,000 and \$60,000 towards Regional Commission office accommodation.

The opportunity that currently exists is the most cost effective option and requires a contribution of \$20,000 from Latrobe City Council to potentially attract the base for the AFL Gippsland Commission within Latrobe City and attract up to 10 jobs (4 to 5 initially and a possible total of 10 to 12 in the future).

In addition, an economic benefit analysis commissioned by AFL Victoria and carried out by independent firm Street Ryan and Associates indicates that through such an investment in staff, the economic benefit of an administration centre such as the proposed will be \$0.9 million annually to the surrounding economy.

**ORDINARY COUNCIL MEETING MINUTES
07 OCTOBER 2013 (CM421)****FINANCIAL, RISK AND RESOURCES IMPLICATIONS**

Risk has been considered as part of this report and it is considered to be consistent with the Risk Management Plan 2011-2014.

This report is not considered to present a risk.

A request has been received from AFL Victoria for Latrobe City Council to contribute \$20,000 towards the location of the AFL Gippsland Commission at the Morwell Recreation Reserve.

Recently tenders were invited for the Morwell Recreation Reserve Master Plan, Traralgon Recreation Reserve Master Plan, Warren Terrace Master Plan and Traralgon Outdoor Recreation Plan review and after a procurement process, the four projects were awarded to the one company. This resulted in efficiencies and thus, the actual costs of these projects resulted in a total cost of approximately \$25,000 less than budgeted.

These savings would be utilised for a contribution to the AFL Gippsland Commission administrative facility.

INTERNAL/EXTERNAL CONSULTATION

AFL Victoria and the AFL Gippsland Commission have been in constant contact with Council officers in regards to a suitable location for their new administration facility in Latrobe City.

OPTIONS

Council have the following options:

1. Resolve to provide a \$20,000 contribution towards the AFL Gippsland Commission administration facility;
2. Resolve not to provide a \$20,000 contribution towards the AFL Gippsland Commission administration facility;
3. Resolve to request further information before making a decision. The AFL has indicated they would be willing to present to Council on this proposal if requested.

CONCLUSION

AFL Victoria and the AFL Gippsland Commission have expressed a desire to be located at Morwell Recreation Reserve which is central in the region and adjacent to Gippsland Power Football Club which is the AFL under 18 elite pathway for this region.

This is a unique opportunity for Latrobe City to be the home of the newly formed AFL Gippsland Commission and in turn secure 4 to 5 initial new jobs and up to 12 new jobs in the future for the Latrobe City economy. By further establishing the Morwell Recreation Reserve as the centre of

**ORDINARY COUNCIL MEETING MINUTES
07 OCTOBER 2013 (CM421)**

excellence for AFL in Gippsland, there is also potential to attract additional AFL events to the city and Region.

Furthermore, the hosting of such a Commission would be commensurate with Latrobe City Council's recognition as one of Victoria's four regional cities.

It is also opportune that Gippsland Power are set to extend their training facility and have offered to vacate their current administration facility in return for \$100,000 towards their additional office space. This is a cost effective solution as opposed to the cost to construct and equivalent facility on a green field site.

A \$20,000 investment from Latrobe City Council will secure the home of the AFL Gippsland Commission in the municipality and up to 12 new jobs for the City (4 to 5 initially and a possible total of 10 to 12 in the future).

Attachments

1. AFL Gippsland Coorespondence
2. AFL Participation Rates

RECOMMENDATION

That Council resolve to contribute \$20,000 from the 2013/14 budget towards the AFL Gippsland Commission administration facility at the Morwell Recreation Reserve.

Moved: Cr White
Seconded: Cr Middlemiss

That the Recommendation be adopted.

For the Motion

Councillor/s Gibbons, Middlemiss, Gibson, Sindt, O'Callaghan, White, Harriman

Against the Motion

Councillor/s Rossiter, Kam

The Mayor confirmed that the Recommendation had been CARRIED

14.1

AFL Gippsland Commission at Morwell Recreation Reserve

- | | | |
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11th September 2013

To Whom It May Concern

**AFL GIPPSLAND
REGION ADMINISTRATION CENTRE PROJECT**

I write in response to a request from officers of the Latrobe City Council to outline the expected impact of a proposal that may create the AFL Gippsland Region Administration Centre within this municipality. In 2011/12, Peter Jackson AFL Victoria Chairman presented a 'Review of football in country Victoria'. An important conclusion of the report was;

- "Country Victorian Football needs a change of governance structures to provide greater strategic focus, more effective decision making at a regional level and an investment in resources directly in regions"

In summary, with respect to regional resources and structure, the key recommendation of the report was the establishment of Region Commissions to make independent and local decisions.

The AFL Gippsland Region Commission has been formed with the commission currently undertaking a recruitment process for its inaugural Region General Manager. This will be followed by the recruitment of additional staff over time that could see this commission grow from an initial staffing structure of 4 to 5 to up to 10-12 over several years.

Through such an investment in staff, Street Ryan and Associates estimate that the economic benefit of such an entity's administration centre will be \$0.9m annually to the surrounding economy. Any facility construction costs would be additional to this benefit.

As part of their initial situational analysis and strategic planning, the AFL Gippsland Region Commission has been considering where it should base its Administration Centre. Whilst an initial short term possibility is likely within the Traralgon CBD for the coming off season, the Commission believes strongly that the best long term home would be at Morwell Recreation Reserve.

Discussions have commenced with various stakeholders around the feasibility of the above strategy, with positive steps in motion.

There is a clear opportunity to leverage off the significant addition that Gippsland Power are planning to construct this summer to enable the following outcomes;

- Gippsland Power to develop new office facilities as part of the addition
- Gippsland Power to vacate their current office facilities and that these facilities are refurbished to meet the needs of the AFL Gippsland Region Commission for its initial three years.
- Participation in the Morwell Recreation Reserve Master Plan process

AFL Victoria

Australian Football League (Victoria) Limited ABN 24 247 564 570
VSY Park, Gate 3, Royal Parade, CARLTON NTH, VIC 3054
GPO Box 4337, Melbourne, Victoria 3001
T: (03) 8341 6000 F: (03) 9389 1076 E: afvicrecreation@afvic.com.au www.afvic.com.au

Projects such as this are in train at various locations around Victoria, with AFL Victoria and the new AFL Victoria Regional Commissions collaborating with both local and state government in each case to maximise the positive impacts each project can make to the local community.

We believe that by raising an additional \$100,000 the above outcomes are achievable by the end of March 2014. AFL Victoria are very confident it can facilitate up to \$80,000 of this, but are requiring an investment of up to \$20,000 from Latrobe City Council to ensure the project can proceed.

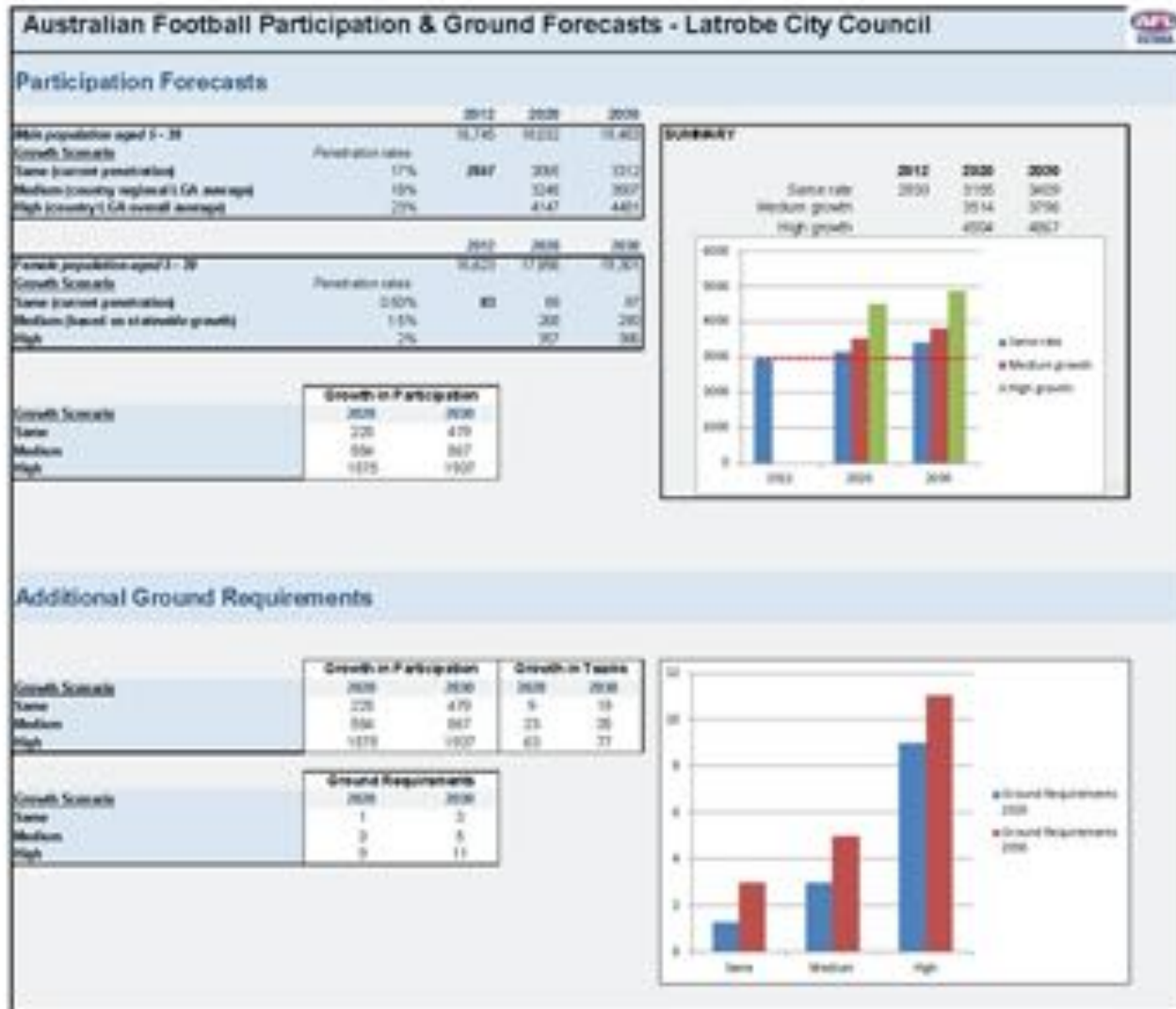
The benefits for Latrobe City Council would not only be that of economic impact to. It would imbed a focus for Gippsland for our sport at this location that would ensure that the reserve would benefit from significant continued investment to implement the recommendations of the Master Plan.

This would also allow an incredible boost to local participation levels. Our census information indicates that Latrobe City Councils current participation rate is slightly below that of other like Councils (see attached). It is likely the formation of the Region Commission will be able to facilitate considerable boosts in such participation levels.

Yours sincerely,



Jim Cail
AFL Victoria Development Manager
AFL Gippsland – Project Manager



Notes:
 1. Source of population growth is all forecast within
 2. Growth in teams is based on 25 players per team
 3. Additional ground requirements are based on a carrying capacity of 7 teams per ground
 4. Additional ground requirements assume current grounds are at capacity and that there is no current deficit of grounds

COMMUNITY LIVEABILITY

14. COMMUNITY LIVEABILITY

15.1 DRAFT LATROBE CITY MUNICIPAL PUBLIC HEALTH AND WELLBEING PLAN 2013-2017

General Manager

Community Liveability

For Decision

PURPOSE

The purpose of this report is to present to Council the draft Municipal Public Health and Wellbeing Plan 2013-2017 and to seek approval to release the draft plan for community comment.

DECLARATION OF INTEREST

No officer declared an interest under the Local Government Act 1989 in the preparation of this report.

STRATEGIC FRAMEWORK

This report is consistent with Latrobe 2026: The Community Vision for Latrobe Valley and the Latrobe City Council Plan 2013-2017.

Latrobe 2026: The Community Vision for Latrobe Valley

Strategic Objectives

Built Environment

In 2026, Latrobe Valley benefits from a well-planned built environment that is complimentary to its surroundings and which provides for a connected and inclusive community.

Our Community

In 2026, Latrobe Valley is one of the most liveable regions in Victoria, known for its high quality health, education and community services, supporting communities that are safe, connected and proud.

Culture

In 2026, Latrobe Valley celebrates the diversity of heritage and cultures that shape our community, with activities and facilities that support the cultural vitality of the region.

Recreation

ORDINARY COUNCIL MEETING MINUTES 07 OCTOBER 2013 (CM421)

In 2026, Latrobe Valley encourages a healthy and vibrant lifestyle, with diversity in passive and active recreational opportunities and facilities that connect people with their community.

Advocacy and Partnerships

In 2026, Latrobe Valley is supported by diversity of Government, agency, industry and community leaders, committed to working together to advocate for and deliver sustainable local outcomes.

Latrobe City Council Plan 2013 - 2017

Theme and Objectives

Theme 1: Job creation and economic sustainability

- *Actively pursue and support long term job security and the creation of new employment opportunities in Latrobe City*

Theme 2: affordable and sustainable facilities, services and recreation

- *To promote and support a healthy, active and connected community*
- *To provide facilities and services that are accessible and meet the needs of our diverse community*
- *To enhance the visual attractiveness and liveability of Latrobe City*

Theme 3: Efficient, effective and accountable governance

- *To achieve the highest standards of financial probity and meet all statutory obligations*

Theme 4: Advocacy for and consultation with our community

- *To advocate for and support cooperative relationships between business, industry and the community*
- *To provide facilities and services that are accessible and meet the needs of our diverse community*
- *To enhance the visual attractiveness and liveability of Latrobe City*

Theme 5: Planning for the future

- *To provide a well-planned, connected and liveable community*

Legislation – Public Health and Wellbeing Act 2008

Section 26(1) Unless section 27 applies, a Council must, in consultation with the Secretary, prepare a municipal public health and wellbeing plan within a period of 12 months after each general election of the Council.

BACKGROUND

Municipal Public Health and Wellbeing Plan

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The *Public Health and Wellbeing Act 2008 Act (the Act)* is the overarching Legislative requirement specific to The Municipal Public Health and Wellbeing Plan.

The Municipal Public Health and Wellbeing Plan (MPHWP) is a strategic plan that sits alongside, and integrates with, a number of key Council documents including the:

- Council Plan, and
- Council Land Use Plan required by the Municipal Strategic Statement (MSS).

The Act requires that the MPHWP:

- has regard to the Victorian Public Health and Wellbeing Plan, and
- is reviewed annually.

The Act makes explicit the requirements a MPHWP must address, including:

- An examination of data about the health status and health determinants in a municipality.
- Identification of goals and strategies based on available evidence for creating a local community in which people can have maximum health and wellbeing.
- Providing for the involvement of people in the local community in the development, implementation and evaluation of the public health and wellbeing plan.
- Identification of how Council will work in partnership with the Department of Health and other agencies undertaking public health initiatives, projects and programs to accomplish the goals and strategies identified in the MPHWP.

ISSUES

Benefits of a Municipal Public Health and Wellbeing Plan

A number of benefits can be derived from having a Council adopted MPHWP. Some of the benefits for Latrobe City include:

- compliance with Victorian legislative requirements;
- opportunity to develop an integrated multi-sector approach to health and wellbeing planning within the municipality;
- increased awareness of local government and the role it plays in supporting the health and wellbeing of the community;
- facilitation of a healthy and sustainable community vision;
- development of a current evidence-based health profile for the local population within the municipality;

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- identification of key municipal public health priorities to be addressed and identification of the evidence-based programs and strategies required to address the priority areas;
- increased participation of the community in relation to identifying and addressing the health priorities and issues for the municipality, and
- facilitation, development and/or strengthening of collaborations and partnerships with key stakeholders across the municipality.

The Latrobe City MPHWP will be the key health and wellbeing strategic planning document for the municipality. It will provide an evidence-based approach to preventive health and health promotion activities within Latrobe City.

A research process was undertaken to determine the health and wellbeing priorities for Latrobe City. This included:

- a review of demographic and health information using Central West Gippsland Primary Care Partnerships Catchment Health and Wellbeing Profile, September 2012;
- research using Profile i.d.;
- consideration of best practice global initiatives/programs addressing health and wellbeing;
- relevant Federal and State policies, health priorities and frameworks;
- mapping of Latrobe City Council Business Plans;
- review of the former Latrobe City Health and Wellbeing Plan.

Strategic Directions and links to the Council Plan Themes

Based on the research and consultation process, six Strategic Directions have been identified and are listed below. These six Strategic Directions reflect the Community Vision within Latrobe 2026 and align with the Council Plan 2013-2017, as indicated in Table 1.1

Being Active

Eating Well

Protecting Our Health

Staying Connected

Feeling Safe

Skills For Healthy Communities

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Municipal Public Health and Wellbeing Plan Strategic Directions	Related Council Plan Themes	Council Plan Objectives
Being Active	Appropriate, Affordable & Sustainable Facilities, Services & Recreation	To promote and support a healthy, active and connected community. To provide facilities and services that are accessible and meet the needs of our diverse community. To enhance the visual attractiveness and liveability of Latrobe City.
	Planning for the Future	To provide a well-planned, connected and liveable community.
Eating Well	Appropriate, Affordable & Sustainable Facilities, Services & Recreation	To promote and support a healthy, active and connected community.
Protecting Our Health	Appropriate, Affordable & Sustainable Facilities, Services & Recreation	To promote and support a healthy, active and connected community. To provide facilities and services that are accessible and meet the needs of our diverse community.
	Efficient, Effective & Accountable Governance	To achieve the highest standards of financial probity and meet all statutory obligations.
Staying Connected	Appropriate, Affordable & Sustainable Facilities, Services & Recreation	To promote and support a healthy, active and connected community. To provide facilities and services that are accessible and meet the needs of our diverse community. To enhance the visual attractiveness and liveability of Latrobe City.
	Planning for the Future	To provide a well-planned, connected and liveable community.
Feeling Safe	Appropriate, Affordable & Sustainable Facilities, Services & Recreation	To promote and support a healthy, active and connected community. To enhance the visual attractiveness and liveability of Latrobe City.
	Planning for the Future	To provide a well-planned, connected and liveable community.
Skills For Healthy Communities	Job Creation and Economic Stability	Actively pursue and support long term job security and the creation of new employment opportunities in Latrobe City.
	Advocacy For and Consultation with Our Community	To advocate for and support cooperative relationships between business, industry and the community.

INTERNAL/EXTERNAL CONSULTATION

A Project Reference Group was established comprising of key community organisations, health services and Government departments. This group was formed as a working group of Council's Social Planning for Wellbeing Committee and is chaired by the Mayor, Councillor Sandy Kam. The Project Reference Group has been meeting monthly since April 2013.

A range of consultation activities were undertaken including:

- a series of consultation sessions (town meetings) held in different locations throughout the municipality;
- internal consultations with Council staff;
- consultation with Councillors;
- consultations with numerous local networks and committees;
- stakeholder consultations to ensure populations most 'at risk' were considered.

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Structured workshops and semi-structured interviews were held over a nine week period from the end of March to the end of May 2013 and involved 45 consultations with over 230 participants in total, including:

- 22 community consultations available to all townships; with 120 participants
- 10 external stakeholder consultations with 50 participants
- 13 internal stakeholder consultations with 62 participants

The consultations incorporated the presentation of health and wellbeing data relevant to the population of Latrobe City and taken from the MPHWP Profile. In all of the consultations, participants were asked three questions:

What does Health and Wellbeing mean to you?

What is working well?

What could we do differently?

The consultations generated qualitative data which was collated and then thematically analysed. This led to the identification of 25 main theme priority areas as detailed below:

Alcohol	Accessible Information	Public Transport
Accessible Infrastructure	Immunisations	Safety
Council Communications	Infrastructure Supporting Physical Activity	Social Isolation
Community Connectedness	Mental Health	Social Inclusion
Drugs	Oral Health	Sexual and Reproductive Health
Financial	Partnerships	Tobacco
Using the Facilities We have	Physical Activity	Volunteering
Healthy Eating	Parent Education	Workplace Health
Environmental Health		

The 25 priority areas were aligned with the MPHWP Data Profile (the factual statistical information) and the Council Plan themes and objectives, and grouped into the six strategic directions.

Community Comment Period

As per the Community Engagement Plan 2010-2014, the draft MPHWP is recommended to be released for community comment prior to being presented to Council for consideration at its Ordinary Council Meeting scheduled for 16 December 2013 following the community comment

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period. Releasing the draft Plan for community comment provides further opportunity to consult and invite feedback from the community.

Given the consultation process to inform the development of the plan has been extensive and occurred over a nine week period, it is proposed the community comment period be for four weeks duration.

FINANCIAL, RISK AND RESOURCES IMPLICATIONS

Risk has been considered as part of this report and it is considered to be consistent with the Risk Management Plan 2011-2014.

There are not considered to be any risks associated with this report.

There are no financial implications in releasing the draft Municipal Public Health and Wellbeing Plan 2013-2017 for community comment.

OPTIONS

Council has the following options available:

1. Release the draft Municipal Public Health and Wellbeing Plan 2013-2017 for community comment in accordance with Council's Community Engagement Plan 2010-2014.
2. Amend and release the draft Municipal Public Health and Wellbeing Plan 2013-2017 for community comment in accordance with Council's Community Engagement Plan 2010-2014.
3. Not release the draft Municipal Public Health and Wellbeing Plan 2013-2017 for community comment in accordance with Council's Community Engagement Plan 2010-2014.

CONCLUSION

Section 26 of the *Public Health and Wellbeing Act 2008* requires local government to prepare a Municipal Public Health and Wellbeing Plan within 12 months of each general election. The MPHWP is a strategic plan that sits alongside and integrates with a number of key Council documents:

- Latrobe 2026
- Council Plan 2013-2017
- Council Land Use Plan required by the Municipal Strategic Statement (MSS)

ORDINARY COUNCIL MEETING MINUTES 07 OCTOBER 2013 (CM421)

More than 230 people participated in 45 consultations over a nine week period. The consultations generated qualitative data which was collated and then thematically analysed. This led to identification of 25 main theme priority areas.

The 25 priority areas were aligned with the MPHWP Data Profile (the factual statistical information) and the Council Plan themes and objectives, and grouped into the six Strategic Directions.

Being Active
Eating Well
Protecting Our Health
Staying Connected
Feeling Safe
Skills For Healthy Communities

Attachments
1. Draft MPHWP

RECOMMENDATION

1. That Council releases the draft Municipal Public Health and Wellbeing Plan 2013-2017 for public comment.
2. That a copy of the draft Municipal Public Health and Wellbeing Plan 2013-2017 be forwarded to all relevant stakeholders; be made available for viewing at Council Service Centres, Libraries and on Council's website; and public notices placed in the Council Noticeboard inviting community comment.
3. That written submissions in relation to the draft Municipal Public Health and Wellbeing Plan 2013-2017 be received until 5 PM on Tuesday, 5 November 2013.
4. That following the community consultation process a further report is presented to Council detailing all submissions received and presenting a Municipal Public Health and Wellbeing Plan 2013-2017 for consideration.

Moved: Cr O'Callaghan
Seconded: Cr Gibson

That the Recommendation be adopted.

CARRIED UNANIMOUSLY

15.1

Draft Latrobe City Municipal Public Health and Wellbeing Plan 2013-2017

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Latrobe City Council

**Draft Municipal Public
Health and Wellbeing Plan**
2013 – 2017





Latrobe City Council

**Draft Municipal Public
Health and Wellbeing Plan**
2013 – 2017

To obtain this information in languages other than English, or in other formats (including audio, electronic, Braille or large print), please contact Latrobe City on 1300 367 700.

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Message from the Mayor/Councillors

Improved health and wellbeing are fundamental aims for all residents who live, learn, work and play in Latrobe City. Latrobe City Council is committed to creating environments that support our community's health and wellbeing. The Latrobe City Municipal Public Health and Wellbeing Plan 2013 – 2017 demonstrates Council's commitment, and recognition of our role as a key partner in enabling community members to live in a diverse and equitable community where their health and wellbeing is a priority.

Based on solid community consultation and research, our plan provides a clear plan of action to jointly address our community's health and wellbeing issues and aspirations over the next four years.

Developed with Federal and State Government priorities in mind, and in accordance with the Victorian *Public Health and Wellbeing Act 2008*, the plan builds upon existing health related strategies and programs as well as introducing new initiatives. It has also captured many of the excellent comments and ideas raised by our community partners and Council staff, highlighting that we all play a role in our community's wellbeing.

It also brings together all of Council's programs and functions, and is a tool for identifying where and how Council can work together with other stakeholders who share this goal.

Six strategic directions have been identified: Being Active, Eating Well, Protecting Our Health, Staying Connected, Feeling Safe and Skills For Healthy Communities. These Strategic Directions complement the core principals and objectives of Latrobe 2026 and the key themes in the 2013 – 2017 Council Plan, aligning and strengthening the three documents.

Encouraging and enabling people to lead healthy, active lives and providing them the opportunity to do so is our aim. The Latrobe City Municipal Public Health and Wellbeing Plan 2013 – 2017 is Council's commitment towards achieving this by working together with our community and partners to encourage and support health and wellbeing where people live, learn, work and play.

Background

Purpose of a Municipal Public Health and Wellbeing Plan

The aim of the Latrobe City Municipal Public Health and Wellbeing Plan (MPHWP) is to achieve maximum levels of health and wellbeing through identifying and assessing the actual and potential public health issues in the community and outlining strategies and actions to prevent or minimise them. It also aims to identify opportunities to support health and wellbeing through the four domains of Environments for Health: built, social, economic and natural environments.

The major emphasis of Latrobe City's MPHWP is the primary prevention of disease and promotion of wellbeing. The Plan aims to keep well people well and sets the strategic directions, objectives and strategies to promote health and wellbeing in the municipality. These will inform the operational processes of council, other local organisations and local community activity.

The following diagram is taken from the Victorian Public Health and Wellbeing Plan 2011 – 2015 and outlines the target population that Municipal Health and Wellbeing Plans should address.

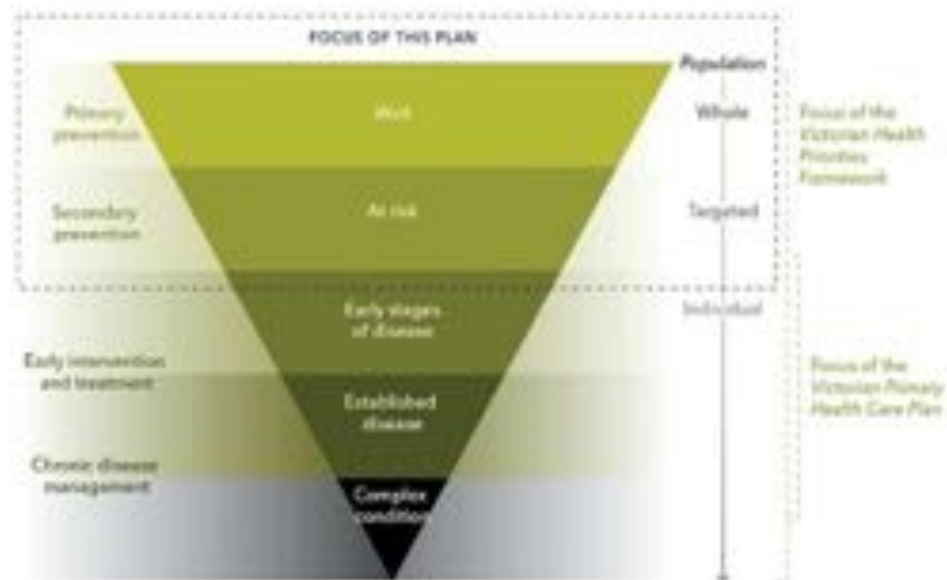


Figure 1: Focus of the Victorian Public Health and Wellbeing Plan 2011 – 2015, Department of Health

Background *(continued)*

Council's Role in Municipal Public Health and Wellbeing Planning

Council's role in Municipal Public Health and Wellbeing Planning is to bring together stakeholders around key public health and wellbeing focus areas, to lead and facilitate partnerships to develop local health planning priorities, and to support initiatives that promote positive health and wellbeing. It is not Council's role to meet all of the objectives in the plan, but to provide a point of coordination and oversight to plan and evaluate strategies that meet the objectives of the Plan.

Links to Council Planning

The Latrobe City Municipal Public Health and Wellbeing Plan 2013 – 2017 is aligned to the Council Plan 2013 – 2017. The Council Plan guides Council's priorities over the next four years. Latrobe 2026: Our Community Vision has also been used as a guiding document in preparing the MPHWP.

In 2026 the Latrobe Valley is a liveable and sustainable region with collaborative and inclusive community leadership.

The Council Plan, MPHWP and the Municipal Strategic Statement (MSS) are all required by statute, and include key statements for articulating strategies about wellbeing and health within the governance responsibilities of local governments.

The MSS details key strategic planning, land use, transport and development objectives and strategies for the municipality, and is clearly linked to the Council Plan.

The MPHWP is the key health and wellbeing strategic planning document for the municipality. It is clearly linked to the Council Plan and will provide an evidence-based approach to preventative health and health promotion activities within Latrobe City. In addition, the MPHWP will ensure that concern for community health and wellbeing is integrated into the MSS.



Development of the Latrobe City Municipal Public Health and Wellbeing Plan

Latrobe City's Municipal Public Health and Wellbeing Plan 2013 – 2017 was developed with the involvement of a broad range of stakeholders and community members. Each stage of the process included engagement, consultation and active feedback. The Plan was informed by:

- Latrobe City MPHWP Project Board and Project Assurance Group
- Latrobe City MPHWP Project Reference Group
- Demographic and health status information relating to Latrobe City and the region
- Research and policy supporting social model of health
- Internal and external stakeholders and the broader community through extensive consultation

Public Health and Wellbeing Act 2008 Guiding Principles

The *Public Health and Wellbeing Act 2008* includes principles as guidance in achieving the objectives of the Act. The guiding principles have been applied to the planning and development of the MPHWP. They are:

- a. *Evidence-Based Decision Making* – The best available relevant and reliable evidence should be used to inform decisions regarding use of resources and selection of interventions that promote and protect public health and wellbeing.
- b. *Precautionary Principle* – Where a health risk poses a serious threat, lack of full scientific certainty should not be used as a reason to postpone measures to prevent or control the risk.
- c. *Primacy of Prevention* – That the prevention of disease, illness, injury, disability and premature death is preferable to remedial measures.

d. Accountability – Decisions relating to the Act should be made in transparent, systematic and appropriate ways that include promoting a good understanding of public health issues to Victorians, and providing opportunity to participate in policy and program development.

e. Proportionality – Decisions made and actions taken relating to the Act should be proportionate to the identified health risk sought to be prevented, minimised or controlled.

f. Collaboration – Public health and wellbeing, in Victoria and at national and international levels, can be enhanced through collaboration between all levels of government and industry, business, communities and individuals.

Partnerships

The MPHWP Project Reference Group was established to create a partnership approach to the development of the Plan. Its membership consisted of organisations and agencies which play a pivotal role in improving population health outcomes across Gippsland. Other key external stakeholders who will partner with Latrobe City in the implementation of this plan were consulted during the development process.

One of the fundamental principles of health promotion is the importance of partnerships and the role they play in creating environments that allow for healthy communities. Successful partnerships can take many forms and be established with a range of stakeholders including community members, community organisations, government and industry organisations.

Making use of and further developing existing partnerships allowed for a cooperative approach to the development the MPHWP.

Development of the Latrobe City Municipal Public Health and Wellbeing Plan *(continued)*

Governance

Internal governance structures, in accordance with Council's Project Governance Policy were established to guide the development of the plan. These consisted of the Latrobe City MPHWP Project Board, the Latrobe City MPHWP Project Assurance Group to support internal engagement and drive health and wellbeing planning within Council, and the Latrobe City MPHWP Project Reference Group. Chaired by the Mayor and comprising key community organisations, health services and Government departments, the Project Reference Group met monthly during the development of the Plan.

This group formed as a working group of Council's Social Planning for Wellbeing Committee and was responsible for the following actions:

- MPHWP development
- Development of a Review and Evaluation process (ref. p30)

Research

A research process was undertaken to determine the health and wellbeing priorities for Latrobe City. This included:

- A review of demographic and health information using Central West Gippsland Primary Care Partnerships Catchment Health and Wellbeing Profile, September 2012
- Research using the latest release of data from the Bureau of Statistics
- Consideration of best practice global initiatives/programs addressing health and wellbeing
- Relevant Federal and State policies, health priorities and frameworks
- Mapping of Latrobe City Council Business Plans
- Review of the former Latrobe City Health and Wellbeing Plan

The data profiling identified a number of key findings which contributed to the development of the Strategic Directions. The key findings have been included in the following pages against each Strategic Direction. The Latrobe City Municipal Public Health and Wellbeing Profile has been compiled and contains statistical information collected from a range of data sources.

Consultations

Involving the community and internal and external stakeholders was fundamental in understanding the health and wellbeing needs of Latrobe City. It also provided an opportunity to identify the strengths in the municipality and understand the challenges, along with building relationships that will be valuable in implementing the Plan.

The aim was to listen to the community, and for the community members to listen to each other. The activities undertaken included:

- A series of consultation sessions (town meetings) held in different locations throughout the municipality
- Internal consultations with council staff
- Consultation with councillors
- Consultations with numerous local networks and committees
- Stakeholder consultations to ensure populations most 'at risk' are considered

A range of consultation techniques were used:

- Semi structured interviews (Internal/External Stakeholders)
- Web-based Feedback
- Structured Workshops (Internal/Community)

More than 230 people participated in 45 consultations over a nine week period. In all of the consultations, participants were asked three questions: *What does health and wellbeing mean to you? What is working well to support your community's health and wellbeing? What could we do differently to support your community's health and wellbeing?*

Development of the Latrobe City Municipal Public Health and Wellbeing Plan *(continued)*

The consultations generated qualitative data which was collated and then thematically analysed. This led to the identification of 25 main theme priority areas depicted below.

25 Main Priority Areas Identified

Alcohol	Accessible Information	Public Transport
Accessible Infrastructure	Immunisations	Safety
Council Communications	Infrastructure Supporting Physical Activity	Social Isolation
Community Connectedness	Mental Health	Social Inclusion
Drugs	Oral Health	Sexual and Reproductive Health
Financial	Partnerships	Tobacco
Using the Facilities We Have	Physical Activity	Volunteering
Healthy Eating	Parent Education	Workplace Health
Environmental Health		

The 25 priority areas were aligned with the MPHWP Data Profile (the factual statistical information) and the Council Plan themes and objectives, and grouped into six Strategic Directions.



Latrobe City Municipal Public Health and Wellbeing Plan

Strategic Directions

Based on the research and consultation process, six Strategic Directions have been identified which reflect the Community Vision within Latrobe 2026¹ and align with the Council Plan 2013 – 2017².

- ▲ **Being Active**
- ▲ **Eating Well**
- ▲ **Protecting Our Health**
- ▲ **Staying Connected**
- ▲ **Feeling Safe**
- ▲ **Skills For Healthy Communities**

The following pages describe the rationale for identifying the six Strategic Directions, how they link to the Latrobe City Council Plan 2013-2017, and identifies the objectives, measures of success and partners who will work together to implement the plan.

¹Latrobe 2026, The Community Vision for Latrobe Valley
http://www.latrobe.vic.gov.au/About_Council/Media_and_Publications/Planning_for_our_future/Latrobe_2026

²Latrobe City Council Plan 2013 – 2017
http://www.latrobe.vic.gov.au/About_Council/Media_and_Publications/Planning_for_our_future/Council_Plan

Being Active

Promote and support a healthy, active and connected community

What the community said...

- "Exercising to maintain health"
- "The reservation of open space is great"
- "Latrobe City Leisure facilities are great"
- "Increase access to water in parks"
- "Create linear walking trails"
- "Establish more walking groups"

What the statistics say...

- The prevalence of overweight and obesity in Latrobe is 60.6%, which is (statistically) significantly higher than the state average
Victorian Population Health Survey 2008
- Latrobe City Residents aged 15 years and over are 1.7 per cent less active than their Victorian counterparts
Victorian Population Health Survey 2008
- One third of Latrobe residents (32.3%) reported sitting 7 hours or more per day, which is similar to the State average
Victorian Population Health Survey 2008
- Almost half of Latrobe residents (40.8%) had visited green space at least weekly in the previous three months, which is similar to the State average (50.7%)
Victorian Population Health Survey 2008

Links to Council Plan

Related Council Plan 2013-2017 Themes

Appropriate, Affordable & Sustainable Facilities, Services & Recreation

Planning for the Future

Council Plan Objectives

- To promote and support a healthy, active and connected community
- To provide facilities and services that are accessible and meet the needs of our diverse community
- To enhance the visual attractiveness and liveability of Latrobe City
- To provide a well-planned, connected and liveable community

Being Active

Promote and support a healthy, active and connected community

Objective

Increase participation in physical activity, recreation and leisure

Increase the commitment of workplaces to strategically plan active environments for workers

Measures of success

Measured yearly:

Children and young people are being more active (NaSDA and ASSAD*)

New residential areas are developed using 'healthy by design' principles (LCSP*)

An increase in walking and cycling on designated pathways, tracks and trails (LCROS*)

An increase in participation in Latrobe Leisure Centres activities (LLC*)

Measured every three years:

Adult residents report an increase in sufficient time and sessions of physical activity (VPHS*)

Latrobe City parks, gardens, ovals and green spaces are being used by more residents (VS*)

People report that they are sitting less during the day (VS*)

Measured yearly:

Workers report spending less time sitting for prolonged periods (HTL*)

More people are walking/cycling and using public transport to travel to and from work (DoT P&L*)

*Measure of Success Data Source Legend is on Page 31

Partners who will work with the community toward achieving this:

Latrobe City Council, Latrobe Community Health Service, GippSport, Ramsayyuck District Aboriginal Corporation.

Eating Well

Increase healthy eating and access to affordable, nutritious food

What the community said...

- "Having the right diet"
- "Having access to fresh, locally grown food"
- "Community Garden produce is sold and swapped"
- "Introduce Street Harvest Market"

What the statistics say...

- 88.45% of residents do not meet the dietary guidelines for vegetable consumption. Victorian Population Health Survey 2008
- More Latrobe residents consume soft drinks daily (18.6%) compared to the State average (12.4%). Victorian Population Health Survey 2008
- 6% residents ran out of food in the previous 12 months and couldn't afford to purchase more. Victorian Population Health Survey 2008
- Latrobe residents (67.3%) are just as likely to share a meal with family 5 days or more per week while the average in the State is (66.3%). Victorian Population Health Survey 2008
- 34.2% of residents are overweight and 19.7% are obese. Victorian Population Health Survey 2008

Links to Council Plan

Related Council Plan 2013-2017 Themes

Appropriate, Affordable & Sustainable Facilities, Services & Recreation

Council Plan Objectives

To promote and support a healthy, active and connected community

Eating Well

Increase healthy eating and access to affordable, nutritious food

Objective

Increase understanding of and opportunities for healthy eating

Build the capacity of workplaces and food retail premises and restaurants to provide healthy food choices

Measures of success

Measured every three years:

More residents are eating the recommended daily serves of vegetables and fruit (VPI-S, NIS*)

Improved oral health outcomes (VPI-S, NIS*)

Less people are drinking sugary drinks (VIS*)

An increase in adults who share a meal with family 5 days or more a week (VIS*)

A decrease in overweight and obesity levels of residents (VIS*)

Measured every four years:

Increased access to drinking water fountains in public places and spaces (LCROS*)

Measured yearly:

More workplaces have healthy eating policies and initiatives (HTL*)

Measured every four years:

Food retail premises and restaurants are using healthier oils and providing healthy food choices (HTL, LCH*)

*Measure of Success Data Source Legend is on Page 31

Partners who will work with the community toward achieving this:

Latrobe City Council, Latrobe Community Health Service, The Good Foundation, GopSport, Ramatjuck District Aboriginal Corporation, Dental Health Services Victoria.

Protecting Our Health

Promote and support healthy environments and positive public health

What the community said...

- "Need more reduce smoking campaigns"
- "Alcohol and smoking are issues, particularly for young people"
- "Increase awareness of the risks of smoking"
- "Greater access to condoms and protection for safe sex"
- "Need to raise the rates of children immunised"

What the statistics say...

• 30.8% of adult males and 28.7% of adult females in Latrobe were classified as current smokers, higher than the Victorian average (21.4 and 16.9%) respectively.
Victorian Population Health Survey 2008

• 52.6% of residents consume alcohol at rates which place them at short-term risk of alcohol related harm.
Victorian Population Health Survey 2008

• Latrobe City has a higher rate of notified cases of Chlamydia (370 per 100,000) than Victoria (333 per 100,000). The 15-29 year age group is significantly represented in this statistic.
Department of Health 2012

• In Latrobe, 95% of children under 5 years of age are immunised.
Department of Health 2012

Links to Council Plan

Related Council Plan 2013-2017 Themes

Appropriate, Affordable & Sustainable Facilities, Services & Recreation

Efficient, Effective & Accountable Governance

Council Plan Objectives

To promote and support a healthy, active and connected community

To provide facilities and services that are accessible and meet the needs of our diverse community

To achieve the highest standards of financial probity and meet all statutory obligations

Protecting Our Health

Promote and support healthy environments and positive public health

Objective	Measures of success
Reduce the rates of smoking	<p>Measured every three years:</p> <p>The number of adult smokers is decreasing (VPI5*)</p>
Increase the number of smoke free environments	<p>Measured yearly:</p> <p>More adult residents support smoke-free outdoor dining (VS*)</p> <p>An increase in council owned facilities including playgrounds, sporting infrastructure and public spaces that are designated smoke free (LCCRCCLR; LCCRCCLO*)</p>
Reduce excessive alcohol consumption	<p>Measured every three years:</p> <p>A reduction in adults who drink alcohol at harmful levels (VPI5*)</p>
Minimize harm associated with the misuse of alcohol	<p>Measured yearly:</p> <p>A reduction in alcohol related assaults (VicPol – to be confirmed*)</p> <p>A decrease in alcohol related violence in and around nightclub precincts (VicPol – to be confirmed*)</p> <p>An increase in the number of community sport and recreation clubs who participate in and progress through the Good Sports Program levels (Gippsport, Australian Drug Foundation)</p>
Maintain or increase the rates of immunisation	<p>Measured yearly:</p> <p>A high level of immunisation status for children is maintained (ACIR*)</p> <p>An increase in immunisation rates for Year 7 Hepatitis B, Varicella and HPV and Year 10 dTpa (DoH, CCV*)</p>
Improve the awareness and knowledge of safe sexual practices for young people	<p>Measured every three years:</p> <p>Chlamydia rates for young people are reducing (DoH*)</p> <p>The number of teenage pregnancies are reducing (DoH*)</p>
Minimise the harmful use of drugs	<p>Measured yearly:</p> <p>A reduction in drug offenses (VicPol – to be confirmed*)</p>

*Measure of Success Data Source Legend is on Page 31

Partners who will work with the community toward achieving this:

Latrobe City Council, Latrobe Community Health Service, Gippsport, Department of Health, Australian Drug Foundation, Gippsland Women's Health Service, Gippsland Medicare Local, Victoria Police

Staying Connected

Promote and support an active, diverse and connected community

What the community said...

- "Feeling part of your community"
- "Participating and contributing to your community"
- "There are a lot of community activities to get involved with"
- "Good social connections through Neighbourhood Houses"

What the statistics say...

- 77.7% of Latrobe residents reported satisfactory wellbeing which is similar to the State average (77.5%).
VicHealth Indicator Survey 2011
- 60.8% of males and 54.3% of females in Latrobe were classified as having low level psychological distress. There were no differences in distress levels between the City and Victoria overall or between males and females in Latrobe.
Victorian Population Health Survey 2008
- 49.3% of Latrobe residents reported an adequate life-work balance which is lower than the State average (53.1%).
VicHealth Indicator Survey 2011
- Latrobe community's acceptance of diverse cultures is significantly less (41.4%) than the State average (50.6%).
VicHealth Indicator Survey 2011
- 91% of Latrobe residents can get help from friends, family or neighbours when needed.
Indicators of Community Strength for Latrobe LGA, 2008

Links to Council Plan

Related Council Plan 2013-2017 Themes

Appropriate, Affordable & Sustainable Facilities, Services & Recreation

Planning for the future

Council Plan Objectives

- To promote and support a healthy active and connected community
- To provide facilities and services that are accessible and meet the needs of our diverse community
- To enhance the visual attractiveness and liveability of Latrobe City
- To provide a well planned, connected and liveable community

Staying Connected

Promote and support an active, diverse and connected community

Objective

Improve awareness and knowledge of mental health and wellbeing in the community

Support activities and events that build community and social networks

Ensure access and equity for all groups in the community

Measures of success

Measured every three years:

Higher levels of wellbeing are reported by adult residents (V5*)

An improvement in adults feeling less anxious or depressed (VPh5*)

An improved rate of good health is reported by adult residents (VPh5*)

Measured every three years:

Adults are spending more time with family and friends (V5*)

Adults report a good family life and work balance (V5*)

An increase in internet access at home (V5*)

Measured every three years:

The community reports high level of acceptance of diverse cultures (V5*)

*Measure of Success Data Source Legend is on Page 31

Partners who will work with the community toward achieving this:

Latrobe City Council, Latrobe Regional Hospital – Gippsland Mental Health Services, Department of Education and Early Childhood Development, Gippsland Medicare Locals, Gippsport, Ramahyuck District Aboriginal Corporation, Gippsland Multicultural Services.

Feeling Safe

Promote and advocate for a safe and diverse environment

What the community said...

- "Decrease levels of alcohol induced violence"
- "Ensure pathways are well lit"
- "Promote safe walking to school"
- "Provide education around domestic violence"

What the statistics say...

- The perception of feeling safe walking alone during the night is lower for Latrobe residents (62.1%) than for the State average (70.3%).
VicHealth Indicator Survey 2011
- Latrobe residents perception of safely walking during the day is high (95.1%) and similar to the State average (97.0%).
VicHealth Indicator Survey 2011
- Latrobe has a much higher rate of family incidents (2461 per 100,000 population) compared to Victoria (910 per 100,000 population).
Victoria Police 2011/12 Crime Statistics
- Falls were the most common cause of injury (35%) of cases presenting at the emergency department, followed by struck/collisions with an object (20%) and injury from cutting/piercing objects (16%), while most presentations were young children and young adults.
Monash University Accident Research Centre

Links to Council Plan

Related Council Plan 2013-2017 Themes

Appropriate, Affordable & Sustainable Facilities, Services & Recreation

Planning for the Future

Council Plan Objectives

To promote and support a healthy, active and connected community

To enhance the visual attractiveness and liveability of Latrobe City

To provide a well-planned, connected and liveable community

Feeling Safe

Promote and advocate for a safe and diverse environment

Objective	Measures of success
<p>Increase safety perceptions among the community</p>	<p>Measured yearly:</p> <p>8 communities have developed Local Emergency Action Plans (LCCCB*)</p> <p>Urban planning applications are of a high quality design and comply with Crime Prevention Through Environmental Design criteria (LCSP*)</p> <p>Continued reaccreditation as a World Health Organisation International Safe Community</p> <p>Measured every three years:</p> <p>More adults report feeling safe walking in their local area at night and during the day (VIS*)</p>
<p>Reduce the incidence of family violence in the community</p>	<p>Measured every three years:</p> <p>More adults are prepared to take action in domestic violence incidents (VIS*)</p> <p>Reduction in family incidence reports (VicPol – to be confirmed*)</p> <p>Reduction in family incident reports where children are present (VicPol – to be confirmed*)</p>
<p>Maintain or improve the safety of public facilities and amenities</p>	<p>Measured yearly:</p> <p>Council facilities comply with relevant safety standards (LCCRC*)</p>
<p>Reduce the incidence of childhood injury</p>	<p>Measured yearly:</p> <p>A reduction in childhood injuries (MUARC*)</p> <p>An increase in the number of playgrounds complying with the Australian Standards for playground equipment design and construction (LCCRCO:IO*)</p> <p>All children's facilities comply with standards under the Education and Care Services National Law Act and Regulations 2012 (LCCCF*)</p>

*Measure of Success Data Source Legend is on Page 31

Partners who will work with the community toward achieving this:

Latrobe City Council, Gippsland Women's Health Service, Latrobe Community Health Service, Victoria Police, Ramatjuck District Aboriginal Corporation, Gippsland Multicultural Services

Skills For Healthy Communities

Recognise and harness the skills of Latrobe City residents and organisations for the advancement of our economy and community.

What the community said...

- "Unemployment is a key issue driving poor behaviours"
- "Need to look at utilising people with disabilities for employment and volunteering"
- "Provide parenting courses"
- "Increase the number of young people who volunteer"

What the statistics say...

- Interventions that combine health education with changes to the school physical and social environment and have family or community involvement are more likely to be effective at improving health and educational outcomes with an education component alone.
(Litler Sharp et al., 1999; St Leger et al., 2010)
- One third of Latrobe residents (32.3%) reported sitting 7 hours or more per day, which is similar to the State average.
Victorian Population Health Survey 2008
- Almost one third of Latrobe residents volunteer once or more per month (35.0%) which is similar to the State average (34.3%).
VicHealth Indicator Survey 2011
- Citizen participation and engagement in Latrobe in the last year was significantly higher (61.4%) than the State average (50.5%).
VicHealth Indicator Survey 2011

Links to Council Plan

Related Council Plan 2013-2017 Themes

Job Creation & Economic Sustainability

Advocacy For & Consultation with Our Community

Council Plan Objectives

Actively pursue and support long term job security and the creation of new employment opportunities in Latrobe City

To advocate for and support cooperative relationships between business, industry and the community

Skills For Healthy Communities

Recognise and harness the skills of Latrobe City residents and organisations for the advancement of our economy and community.

Objective

Build the capacity of organisations and community groups to deliver health and wellbeing outcomes

Increase opportunities for residents to participate in community action and volunteering

Measures of success

Measured yearly:

Workplaces, early childhood education and care services, primary and secondary schools are registered with and actively involved in the Healthy Together Victoria Achievement Program (HTVAP*)

Sport and recreation clubs are actively involved in Healthy Sporting Environments (Gippsport*)

Latrobe City Council staff and partner organisations have increased skills to develop, implement and promote health and wellbeing policies (HTL*)

Organisations in Latrobe work together to improve health and wellbeing for residents (HTL*)

Measured every three years:

Levels of volunteering by residents has increased (VS*)

Residents participation in community action and change has increased (VS*)

*Measure of Success Data Source Legend is on Page 31

Partners who will work with the community toward achieving this:

Latrobe City Council, Latrobe Community Health Service, GippsSport, Department of Health, Department of Education and Early Childhood Development.

Implementation

Annual Action Plans will be developed outlining the actions that Latrobe City Council, and its key partners will undertake to meet the objectives of this Plan.

The responsibility for the delivery of the actions occurs within Latrobe City Council at a business unit level, and through our stakeholders and partners who will collaboratively work with Council, the community and other organisations to deliver the best possible outcome for Latrobe City.

A partnership between Latrobe City Council and Latrobe Community Health Service which will be important in the delivery of the Strategic Directions is Healthy Together Latrobe. This partnership will work towards encouraging healthy eating, increasing levels of physical activity and reducing rates of smoking.

Measures of Success

The measures of success were developed after considering what data sources are relevant and available, and whether they appropriately provide a measurement of the MPHWP objectives. The data sources used will be:

Abbreviation	Data Source Title	Abbreviation	Data Source Title
VIS	VicHealth Indicators Survey	DHSV	Dental Health Services Victoria
NuSSDA	Healthy Together Victoria Preventive Health Data Profile National Secondary Students Diet and Activity Survey	LCC RCCRL	Latrobe City Council – Recreation, Culture and Community Infrastructure, Recreation Livability Team
ASSAD	Healthy Together Victoria Preventive Health Data Profile Australian School Students Alcohol and Drug Survey	VicPol	Victoria Police
LCCSP	Latrobe City Council – Statutory Planning Team	Gippsport	Gippsport
HEL	Healthy Together Latrobe Team	DOH	Department of Health
LCCROS	Latrobe City - Recreation and Open Space Planning Team	LCCCD	Latrobe City Council Community Development Team
LCLC	Latrobe City – Leisure Centres Team	LCCRC	Latrobe City Council Risk and Compliance
VPHS	Victorian Population Health Survey	MUARC	Monash University Accident Research Centre
HTVPHDA-NHS	Healthy Together Victoria Preventive Health Data Profile National Health Survey	HTWAP	Healthy Together Victoria Achievement Program
DoT P&I	Department of Transport Planning & Local Infrastructure	CCV	Cancer Council Victoria
LCH	Latrobe City Council Environmental Health Team	ACBR	Medicare – Australian Childhood Immunisation Register
ADF	Australian Drug Foundation	LCCCFS	Latrobe City Council - Child and Family Services Team
LCC RCCBO	Latrobe City Council – Recreation, Culture & Community Infrastructure, Infrastructure Operations Team	WHO	World Health Organisation Accreditation as an International Safe Community

Review and Evaluation

The MPHWP Project Reference Group has developed a review and evaluation process for the Plan. The MPHWP Project Reference Group is a working group of the Social Planning for Wellbeing Committee which is a standing committee of Council.

This process ensures that the MPHWP annual Action Plans will be reviewed each year to evaluate the effectiveness of the annual action plan.

Some measures of success listed against the Strategic Direction objectives can be obtained yearly, while others are only accessible every three years or every four years. The yearly measures of success will be collated annually and, along with the Action Plan review, be used to guide the development of the following years Action Plan.

At the completion of each annual review, a report will be provided to Council, stakeholders and community.

The Latrobe City Municipal Public Health and Wellbeing Profile will also be reviewed and updated on a regular basis as new data becomes available.

In 2016/17 an evaluation of the four year MPHWP will be undertaken to ascertain successful outcomes and areas for further consideration in the 2017 – 2021 MPHWP.

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Glossary

Healthy Together Latrobe

Healthy Together Latrobe is a part of Healthy Together Victoria. Healthy Together Victoria aims to improve people's health where they live, learn, work and play. It focuses on addressing the underlying causes of poor health in children's settings, workplaces and communities to strengthen Victoria's prevention system. The focus is on encouraging healthy eating and physical activity, and reducing smoking and harmful alcohol use. (<http://www.health.vic.gov.au/prevention/healthytogether.htm>)

Healthy Together Victoria Achievement Program

The Achievement Program is a Healthy Together Victoria initiative. It is implemented through the Centre of Excellence in Intervention and Prevention (CEIPS) and supports early childhood education and care services, schools and workplaces and workforces to create healthy environments for learning, working and living. (<http://achievementprogram.healthytogether.vic.gov.au/>)

The Good Foundation

The Good Foundation was established in 2010 to focus on programs and projects that promote good health and nutrition, with the first priority program being Jamie's Ministry of Food Australia. (<http://www.thegoodfoundation.com.au/about-us/>)

GoodSports

Good Sports provides free support to sporting clubs to change their culture and reduce high risk drinking. Under the program, clubs will focus more on young people, families and sport participation and less on drinking alcohol. (<http://goodsports.com.au/about/>)

Healthy Sporting Environments

The Healthy Sporting Environments program is a VicHealth initiative to support sports clubs to become healthier, welcoming and more inclusive. It is implemented through GippSport. (<http://www.vichealth.vic.gov.au/Programs-and-Projects/Healthy-Sporting-Environments.aspx>)

Glossary *(continued)*

Healthy by Design

In Victoria, Healthy by Design engages municipal councils to increase environmental support and opportunities for people to be physically active in their daily lives by highlighting the benefits of integrating health into planning. Councils incorporate the message through unique initiatives and programs that, in a variety of ways, enable people to be active in their local community.

(<http://www.heartfoundation.org.au/driving-change/current-campaigns/local-campaigns/pages/victoria-healthy-design.aspx>)

Crime Prevention Through Environmental Design

Crime prevention through environmental design (CPTED) is a multi-disciplinary approach to deterring crime through environmental design. Strategies rely upon the ability to influence offender decisions by designing the built environment in ways that deter a criminal act.

Environments for Health

The Environments for Health framework embraces a systems approach in municipal public health and wellbeing planning that promotes health and wellbeing through the built, social, economic and natural environments.



Appendices

Appendix 1

The Context

This appendix provides an overview of the legislative and policy context encompassing the MPHWP.

National

National Health Priority Areas

The National Health Priority Areas (NHPA) initiative was Australia's response to the World Health Organisation's global strategy *Health for All by the year 2000* and its subsequent revision.

It is a program of collaborative action between Commonwealth and State and Territory governments, non-government organisations, health experts, clinicians and consumers, for specific diseases and conditions that have been identified because they contribute significantly to the burden of illness and injury in the Australian community. There are currently nine NHPAs:

- Cancer control
- Cardiovascular health
- Injury prevention and control
- Mental health
- Diabetes mellitus
- Asthma
- Arthritis and musculoskeletal conditions
- Obesity
- Dementia

The initiative is overseen by the National Health Priority Action Council who believes that by targeting specific areas that impose high social and financial costs on Australian society, collaborative action can achieve significant and cost-effective advances in improving the health status of Australia. The diseases and conditions targeted under the NHPA initiative were chosen because through appropriate and focussed attention on them, significant gains in the health of Australia's population can be achieved. (Source: <http://www.aihw.gov.au/>)

International Safe Communities

The World Health Organisation's Safe Communities concept is an evidence-based best practice model for addressing community safety issues at the local level. It incorporates both general health promotion concepts and strategies for grass-roots level participation.

The essential themes behind the framework are to reduce injury and promote safety and well-being for all citizens in a community.

Latrobe City Council has maintained its designation by the World Health Organisation as an International Safe Community since 1997.

National Preventative Health Strategy

The National Preventative Health Strategy provides a blueprint for tackling the burden of chronic disease currently caused by obesity, tobacco use, and excessive consumption of alcohol. It is directed at primary prevention and addresses all relevant arms of policy and all available points of leverage, in both the health and non-health sectors.

(Source: <http://www.preventativehealth.org.au/>)

Victorian

Victorian Public Health and Wellbeing Act 2008 (PH&WB Act)

The PH&WB Act requires that State Government develop a plan to identify public health and wellbeing priorities for the state of Victoria every four years. The *Victorian Public Health and Wellbeing Plan 2011 – 2015* fulfils this requirement.

Section 26 of the *Public Health and Wellbeing Act 2008* requires local government to prepare a Municipal Public Health and Wellbeing Plan (MPHWP) within 12 months of each general election of the council. The MPHWP is a strategic plan that sits alongside and integrates with a number of key council documents including the:

- Latrobe 2026
- The Council Plan 2013 – 2017, and
- Council Land Use Plan required by the Municipal Strategic Statement (MSS)

Appendix 1 *(continued)*

The Act also requires that the MPHWP:

- Has regard to the Victorian Public Health and Wellbeing Plan, and
- Is reviewed annually (Public Health and Wellbeing Act 2008 (Vic), s.26)

Victorian Health and Wellbeing Plan 2011 – 2015

The aim of the Victorian Health and Wellbeing Plan 2011 – 2015 is to improve the health and wellbeing of Victorians by engaging communities and strengthening systems for health protection, health promotion and preventative healthcare across all sectors and levels of government. The plan outlines the wide range of contributors and mechanisms for coordinated planning, policy alignment and program coordination, and recognises Municipal Public Health and Wellbeing Plans as a key mechanism for delivering a system that is responsive to people's needs at the community level. (Source: <http://www.health.vic.gov.au/localgovernment/municipal-planning.htm>)

Victorian Health Priorities Framework

The Victorian Government released the *Victorian Health Priorities Framework 2012 – 2022* in May 2011, laying out a clear, coordinated agenda for the future of the Victorian health system. The framework articulates the key outcomes, principles and priorities for the healthcare system for the next 10 years. (Source: <http://www.health.vic.gov.au/healthplan2022/rural.htm>)

The Victorian Health Priorities Framework provides the foundation for the *Rural and Regional Health Plan*. It has been applied to the rural and regional health system to drive the development of key actions that will deliver services in rural and regional Victoria that are more responsive to people's needs and rigorously informed and informative. (Source: <http://www.health.vic.gov.au/healthplan2022/rural.htm>)

Healthy Together Latrobe

The Healthy Together Communities strategy has been jointly funded by the Victorian Government and the Australian Government through the *National partnership agreement for preventative health (NPAH)*. The strategy aims to find new ways of working between local government and community partners to maximise the potential of preventative health interventions.

Appendix 2

Supporting Council Strategies and Plans

The Municipal Public Health and Wellbeing Plan considers existing Council plans, strategies and policies, many of which already support and address the health outcomes of the community. The current documents complementing this Plan are:

- Latrobe 2026 – The Community Vision For Latrobe Valley
- Latrobe City Council Plan
- Municipal Strategic Statement
- Community Engagement Plan
- Latrobe City Natural Environment Sustainability Strategy
- Latrobe City Arts Strategy
- Latrobe City Events Strategy and Action Plan
- Latrobe City Council Waste Management Strategy
- Latrobe City Public Open Space Strategy
- Moe/Newborough Structure Plan
- Latrobe City Bicycle Plan
- Cultural and Linguistic Diversity Action Plan
- Morwell Outdoor Recreation Plan
- Disability Action Plan
- Latrobe Structure Plan for Churchill
- Moe Newborough Outdoor Recreation Plan
- Latrobe Structure Plan for Morwell
- Traralgon Outdoor Recreation Plan
- Municipal Emergency Management Plan
- Small Town Structure Plans
- Positive Ageing Plan
- Latrobe City Recreation and Leisure Strategy
- Municipal Domestic Wastewater Management Plan
- Latrobe City Council Playground Strategy
- Council Playground Improvement Implementation Plan
- Children's Services Plan

Appendix 3

Community Consultation Findings Report

The importance of consultation is established under the Victorian *Public Health and Wellbeing Act 2008* in Section 26 and provides for the involvement of local communities in the development, implementation and evaluation of the public health and wellbeing plan – achieved through extensive community consultations.

Involving the community and internal and external stakeholders was fundamental in understanding the health and wellbeing needs of Latrobe City.

It also provided an opportunity to identify the strengths in the region and understand the challenges, along with building relationships that will be valuable in implementing the identified actions.

The community consultation phase entailed a range of activities designed to strengthen the contribution of community and key stakeholders into the Plan's development.

How was the consultation process conducted?

The consultation process was developed using a range of methodologies that would appeal to, and be accessible to, many groups and individuals in the community. The consultation techniques used included:

- Review of the current Health and Wellbeing Plan
- Semi-structured interviews (Internal/External Stakeholders)
- Web-based Feedback
- Structured Workshops (Internal/Community)

Conducting a review of the actions from the current Health and Wellbeing Plan assisted with generating interview questions to guide the internal stakeholder discussions.

Consultation principles observed

The consultation process was guided by the following agreed principles:

1. *Integrity*: engagement and communication will be open, honest and undertaken with integrity.

2. *Diversity*: engagement and communication will actively encourage a diverse range of perspectives.

3. *Informed decision making*: engagement and communication will build capacity and support informed decision making.

4. *Influence*: engagement and communication will ensure that local community members are able to influence local decisions.

Issues/themes were explored through a process focussing on the following three key questions:

1. What does health and wellbeing mean to you?
2. What is working well to support your community's health and wellbeing?
3. What could we do differently to support your community's health and wellbeing?

When was the consultation process?

The consultation process was conducted over a nine week period from the end of March 2013 to the end of May 2013.

Who was involved?

45 consultations were conducted, including:

- 22 community consultations
- 10 external stakeholder consultations
- 13 internal stakeholder consultations

232 participants were involved.

A profile of those involved in the consultations

- Composition of workshops
 - 120 participants attended and contributed to the community consultations
 - 50 participants attended or contributed to the external stakeholder consultations
 - 62 internal stakeholders have contributed to the consultations

Appendix 3 *(continued)*

- Gender
 - Over half (63%) of the participants were female (117) compared to 37% being male (69)
- Age
 - All age groups provided feedback in the community consultations
 - The most common age of participants was between 35 – 49 age bracket (65)
 - This was followed by 50 -59 year olds (41), 25 – 34 year olds (28) and 60 – 69 year olds (22)
 - The least represented age of participants was the early years (0 – 11) (1) and the elderly (85+) (4)
- Communities
 - All communities across Latrobe City were represented
 - Morwell had the largest representation with 37 % although this is slightly skewed due to internal consultations and staff noting their locations as Morwell
 - Moe represented 12% (23) and Traralgon 9 % (16)
 - Churchill (4) and Tyers (3) had a low representation with Traralgon South having no representation.

Overall, a broad age range of participants contributed to the development of the Municipal Public Health and Wellbeing Plan, most were from Latrobe City's larger towns and more females than males took part.

The Three Questions Asked

Q1. What Does Health and Wellbeing Mean to You?

Q2. What is Working Well to Support Your Community's Health and Wellbeing?

Q3. What Could We Do Differently to Support Your Community's Health and Wellbeing?

What were the findings?

Q1. What Does Health and Wellbeing Mean to You?

Purpose of Question

The purpose of this question was to gauge participants understanding of the meaning of health and wellbeing, and to get them thinking about what health and wellbeing means to them and their community.

Consultation Findings

Out of the 45 consultations conducted:

- Community connectedness was discussed at 13 of the 45 consultations
- 14 out of the total 25 priority areas identified were discussed in relation to this question
- Participants identified their perceptions of health and wellbeing as strongly relating to:
 - Community connectedness
 - Physical activity
 - Healthy eating

Most Common Themes Raised

The most common themes raised included:

- Community Connectedness (13)
 - “Feeling part of your community”
 - “Participating and contributing to your community”
- Physical Activity (6)
 - “Exercising to maintain health”
 - “Sport”
 - “Having fitness”
- Healthy Eating (5)
 - “Having the right diet”
 - “Having access to fresh, locally grown food”

Appendix 3 *(continued)*

Q2. What is Working Well to Support Your Community's Health and Wellbeing?

Purpose of Question

The purpose of this question was to give participants an opportunity to discuss the positive health and wellbeing aspects of their community, and to find out what was working well so we can continue to build on it.

Consultation Findings

Out of the 45 consultations conducted:

- Community connectedness was discussed at 13 of the 45 consultations
- 11 out of the total 25 priority areas identified were discussed in relation to this question
- Participants identified that the following areas were working well to support their community's health and wellbeing
 - Community connectedness
 - Healthy eating
 - Physical activity
 - Infrastructure supporting physical activity

Most Common Themes Raised

The most common themes raised included:

- Community Connectedness (13)
 - "There are a lot of community activities to get involved with"
 - "Good social connections through Neighbourhood Houses"
- Healthy Eating (11)
 - "Happy with access to fresh produce"
 - "Community Garden produce is sold and swapped"
- Physical Activity (7) and Infrastructure (7)
 - "The reservation of open space is great"
 - "Latrobe City Leisure facilities are great"

Q3. What Could We Do Differently to Support Your Community's Health and Wellbeing?

Purpose of Question

The purpose of this question was to give participants an opportunity to provide feedback on possible improvements to aspects of health and wellbeing within their community and to gain data on where we might need to take action.

Consultation Findings

Out of the 45 consultations conducted:

- Healthy Eating was discussed at 25 of the 45 consultations
- 24 out of the total 25 priority areas identified were discussed in relation to this question
- Participants identified the following areas as those we could improve to support our community's health and wellbeing
 - Healthy eating
 - Physical activity
 - Infrastructure supporting physical activity

Most Common Themes

The most common themes raised included:

- Healthy Eating (25)
 - "Introduce Street Harvest Market"
 - "Link Community Gardens with Foodbank"
- Infrastructure Supporting Physical Activity (18)
 - "Increase access to water in parks"
 - "Create linear walking trails"
 - "More accessible exercise stations"
- Physical Activity (21)
 - "Establish more walking groups"
 - "Reduce costs to access Leisure Centres"

Acknowledgements

The following individuals and groups are acknowledged for their participation and input into the development of the Latrobe City Municipal Public Health and Wellbeing Plan:

The large number of individuals and community members who provided input through community consultations.

Members of the Municipal Public Health and Wellbeing Plan Project Assurance Group.

Members of the Municipal Public Health and Wellbeing Plan Reference Group: Central West Gippsland Primary Care Partnership, Ramahyuck District Aboriginal Corporation, Gippsland Medicare Local, Department of Health, Gippsland Women's Health Services, Gippsland Multicultural Services, Victoria Police, Department of Education and Early Childhood Development, GippoSport, Latrobe Community Health Service, Latrobe Regional Hospital

Members of the Healthy Together Latrobe team.

The many Latrobe City staff who provided input through individual or group consultations.

Prepared by Healthy Communities, Latrobe City Council, August 2013.

Designed by The View From Here Design Studio.

This document may also be downloaded from the Latrobe City Council website: www.latrobe.vic.gov.au





To obtain this information in languages other than English, or in other formats (including audio, electronic, Braille or large print), please contact Latrobe City on 1300 367 700

GOVERNANCE

15. GOVERNANCE

16.1 DOCUMENTS PRESENTED FOR SIGNING AND SEALING

General Manager

Governance

For Decision

DECLARATION OF INTEREST

No officer declared an interest under the Local Government Act 1989 in the preparation of this report.

DOCUMENTS

PP 2012/114	Section 173 Agreement under the Planning and Environment Act 1987 between Latrobe City Council and Futurespec Pty Ltd as the owner of the Land more particularly described in Certificate of Title Volume 11232 Folio 168 being Lot 38 on PS 628930 situated at 2 Nardino Drive, Yinnar pursuant to Condition 5 on PP 2012/114 issued on 8 May 2013 providing the operator of this permit must enter into an agreement with the Responsible Authority, to the effect, that without written consent: (a) The land must be developed in accordance with Planning Permit 2011/0126/A issued by Latrobe City Council to the satisfaction of the Responsible Authority.
PP 2012/115	Section 173 Agreement under the Planning and Environment Act 1987 between Latrobe City Council and Futurespec Pty Ltd as the owner of the Land more particularly described in Certificate of Title Volume 11232 Folio 177 being Lot 47 on PS 628930 situated at 12 Rieniets Way, Yinnar pursuant to Condition 2 on PP 2012/115 issued 22 February 2013 providing that the owner must enter into an agreement with the Responsible Authority that requires the following: (a) That development of Lots 1 and 2 on PS 706346 must be in accordance with Planning 2011/127, issued by Latrobe City Council on 1 September 2011.
PP 2013/66	Section 173 Agreement under Planning and Environment Act 1987 between Latrobe City Council and Steven James Patrick McMenamin as the owner of the Land more particularly described in Certificate of Title Volume 11367 Folio 282 being Lot 12 on PS 620558 situated at 21 Tintern Place, Traralgon pursuant to Condition 9 on PP 2013/66 issued 17 May 2013

**ORDINARY COUNCIL MEETING MINUTES
07 OCTOBER 2013 (CM421)**

	<p>providing that the owner must enter into an agreement with the Responsible Authority that requires the following:</p> <ul style="list-style-type: none"> (a) No fencing will be permitted along the dividing boundary between proposed Lots 1 and 2, for a minimum distance of 4 metres from the site frontage; (b) A 1 metre wide landscaping strip will be provided on either side of the internal driveway of proposed Lot 2. Landscaping will be constructed and planted out with appropriate vegetation within 6 months of a Certificate of Occupancy being issued for a dwelling on this lot; (c) Garages and / or carports constructed on Lot 1 are not to be set back closer to the street than the primary dwelling on the site; and (d) The garage/carport on Lot 1 must not exceed 50% of the frontage of any building.
PP 2013/046	<p>Section 173 Agreement under Planning and Environment Act 1987 between Latrobe City Council and Stable Property Group Pty Ltd as the owner of the Land more particularly described in Certificate of Title Volume 11383 Folio 303 being Lot 26 on PS 635554 situated at 21 Kenilworth Drive, Traralgon pursuant to Condition 20 on PP 2013/046 issued 14 June 2013 providing that the owner must enter into an agreement with the Responsible Authority, which provides that the subsequent development of the land will accord with the plans endorsed to Planning Permit 2013/046.</p>
PP 2010/169/A	<p>Section 173 Agreement under Planning and Environment Act 1987 between Latrobe City Council and Sure Equipment as the owner of the land more particularly described in Certificate of Title Volume 11307 Folio 916 being Lot A on PS 634901Y situated at 48 Cutler Crescent, Churchill pursuant to Condition 17 on PP 2010/169/A issued 14 December 2010 providing that the owner must enter into an agreement with the Responsible Authority that requires the following:</p> <ul style="list-style-type: none"> (a) A restriction must be placed on any new titles being issued for proposed Lots 20 and 21 requiring the side fences facing the reserve area to be a height of no more than 1m from the front boundary for a length of 10 metres. The remaining side fence facing the reserve area must not be more than 1.8m in height.

RECOMMENDATION

- 1. That Council authorises the Chief Executive Officer to sign and seal the Section 173 Agreement under the Planning and Environment Act 1987 between Latrobe City Council and Futurespec Pty Ltd as the owner of the Land more particularly described in Certificate of Title Volume 11232 Folio 168 being Lot 38 on PS 628930 situated at 2 Nardino Drive, Yinnar pursuant to Condition 5 on PP 2012/114 issued on 8 May 2013.**
- 2. That Council authorises the Chief Executive Officer to sign and seal the Section 173 Agreement under the Planning and Environment Act 1987 between Latrobe City Council and Futurespec Pty Ltd as the owner of the Land more particularly described in Certificate of Title Volume 11232 Folio 177 being Lot 47 on PS 628930 situated at 12 Rieniets Way, Yinnar pursuant to Condition 2 on PP 2012/115 issued 22 February 2013.**
- 3. That the Council authorises the Chief Executive Officer to sign and seal the Section 173 Agreement under Planning and Environment Act 1987 between Latrobe City Council and Steven James Patrick McMenamin as the owner of the Land more particularly described in Certificate of Title Volume 11367 Folio 282 being Lot 12 on PS 620558 situated at 21 Tintern Place, Traralgon pursuant to Condition 9 on PP 2013/66 issued 17 May 2013.**
- 4. That the Council authorises the Chief Executive Officer to sign and seal the Section 173 Agreement under Planning and Environment Act 1987 between Latrobe City Council and Stable Property Group Pty Ltd as the owner of the Land more Particularly described in Certificate of Title Volume 11383 Folio 303 being Lot 26 on PS 635554 situated at 21 Kenilworth Drive, Traralgon pursuant to Condition 20 on PP 2013/046 issued 14 June 2013.**
- 5. That the Council authorises the Chief Executive Officer to sign and seal the Section 173 Agreement under Planning and Environment Act 1987 between Latrobe City Council and Sure Equipment as the owner of the land more particularly described in Certificate of Title Volume 11307 Folio 916 being Lot A on PS 634901Y situated at 48 Cutler Crescent, Churchill pursuant to Condition 17 on PP 2010/169/A issued 14 December 2010.**

**ORDINARY COUNCIL MEETING MINUTES
07 OCTOBER 2013 (CM421)**

Moved: Cr White
Seconded: Cr Middlemiss

That the Recommendation be adopted.

CARRIED UNANIMOUSLY

ORDINARY COUNCIL MEETING MINUTES 07 OCTOBER 2013 (CM421)

16.2 ASSEMBLY OF COUNCILLORS

General Manager

Governance

For Decision

PURPOSE

The purpose of this report is to present to Council, the Assembly of Councillors forms submitted since the Ordinary Council Meeting held 16 September 2013.

DECLARATION OF INTEREST

No officer declared an interest under the *Local Government Act 1989* in the preparation of this report.

OFFICER COMMENTS

The following Assembly of Councillors took place between the 9 September 2013 and the 17 September 2013:

Date:	Assembly Details / Matters Discussed:	In Attendance:	Conflicts of Interest Declared:
9 Sep 2013	Issues & Discussion Session 4.1 Tonight's Presentations 4.2 Previous Presentations 6. Upcoming Significant Items 7.1 New Issues 7.2 Outstanding Issues 10.1 Letter from Jacinta Allan MP, State Member for Bendigo East asking for feedback about Latrobe City Council' Priorities 11.1 Latrobe City Council Recreation Reserve Master Plans and Traralgon Outdoor Recreation Plan Review 11.2 Special Charge Scheme Policy Review 12.1 Draft Municipal Public Health and Wellbeing Plan 13.1 Considerations of Submissions to and Adoption of the Traralgon North Development Plan and Development Contribution Plan 13.2 Councillor Code of Conduct Review 13.3 Review of Local Law No1 Meeting Procedures 13.4 Submissions to the Proposed VicSmart Planning Permit System 13.5 Procurement Policy Review	Cr Gibbons, Cr Gibson, Cr Harriman, Cr Middlemiss, Cr O'Callaghan, Cr Rossiter, Cr Sindt, Cr White Michael Edgar, Carol Jeffs, Allison Jones, Zemeel Saba, Jamey Mullen, Tom McQualter	Cr O'Callaghan declared an indirect interest under Section 78B of the Local Government Act 1989 in Item 6.2 Discussion pertaining to LRH Gala Ball

**ORDINARY COUNCIL MEETING MINUTES
07 OCTOBER 2013 (CM421)**

Date:	Assembly Details / Matters Discussed:	In Attendance:	Conflicts of Interest Declared:
17 Sep 2013	Rail Freight Councillor Working Group Items discussed included the Gippsland Freight Strategy and the Victorian: The Freight State strategy; rail freight alliance; follow up for saleyards proposal.	Cr Middlemiss, Cr Gibbons Allison Jones, Geoff Hill, Linda Brock and Lauren Baldassa	NIL

Attachments

1. Issues & Discussion Session - 9 September 2013 - Not Confidential
2. Rail Freight Councillor Working Group - 17 Sep 2013- NC

RECOMMENDATION

That Council note this report.

Moved: Cr Middlemiss

Seconded: Cr Gibson

That the Recommendation be adopted.

CARRIED UNANIMOUSLY

16.2

Assembly of Councillors

- 1 Issues & Discussion Session - 9 September 2013 - Not
Confidential 199**
- 2 Rail Freight Councillor Working Group - 17 Sep 2013- NC 201**



Assembly of Councillors Record

Assembly details: Issues and Discussions Session

Date: Monday 9 September 2013

Time: 5:30 PM

Assembly Location: Nambur Wariga Meeting Room, Latrobe City Council Offices, Commercial Road, Morwell

In Attendance:

Councillors: Cr Gibbons, Cr Gibson, Cr Harriman, Cr Middlemiss, Cr O'Callaghan, Cr Rossiter, Cr Sindt, Cr White

Officers: Michael Edgar, Carol Jeffs, Allison Jones, Zemeel Saba, Jamey Mullen, Tom McQualter

Matters Discussed:

4.1 Tonight's Presentations

4.2 Previous Presentations

6. Upcoming Significant Items

7.1 New Issues

7.2 Outstanding Issues

10.1 Letter from Jacinta Allan MP, State Member for Bendigo East asking for feedback about Latrobe City Council Priorities

11.1 Latrobe City Council Recreation Reserve Master Plans and Traralgon Outdoor Recreation Plan Review

11.2 Special Charge Scheme Policy Review

12.1 Draft Municipal Public Health and Wellbeing Plan

13.1 Considerations of Submissions to and Adoption of the Traralgon North Development Plan and Development Contribution Plan

13.2 Councillor Code of Conduct Review

13.3 Review of Local Law No1 Meeting Procedures

13.4 Submissions to the Proposed VicSmart Planning Permit System

13.5 Procurement Policy Review

Are the matters considered confidential under the Local Government Act: NO

Conflict of Interest Disclosures: (refer 3. over page)

Councillors:

Cr O'Callaghan declared an indirect interest under Section 78B of the Local Government Act 1989 in item 6.2 Discussion pertaining to LRH Gala Ball

Officers: NIL

Times that Officers / Councillors left/returned to the room: Cr O'Callaghan left the meeting at 8.48pm and returned at 8.50pm

Completed by: Meagan Bennetts



Assembly of Councillors Record Explanation / Guide Notes
Required pursuant to the Local Government Act 1989 as amended.

1. Section 80A requirements (re: Written Record to be made by Council staff member):

Amendments to the Local Government Act 1989 (Section 80A), operative from 2 December 2008 now stipulate:

"At an assembly of Councillors, the Chief Executive Officer must ensure that a written record is kept of:

- the names of all Councillors and members of Council staff attending;
- the matters considered;
- any conflict of interest disclosures made by a Councillor attending under subsection (3);
- whether a Councillor who has disclosed a conflict of interest as required by subsection (3) leaves the assembly."

The above required information is:

- to be reported to an Ordinary meeting of the Council; and
- incorporated in the minutes of that Ordinary meeting.

2. Section 76AA definition:

"**Assembly of Councillors** (however titled, e.g. meeting / inspection / consultation etc) is a meeting of an advisory committee of the Council, if at least one Councillor is present, or a planned or scheduled meeting of at least half of the Councillors and one member of staff which considers matters that are intended or likely to be:

- The subject of a decision of the Council; or
- Subject to the exercise of a function, duty or power of the Council that has been delegated to a person or committee.

Brief Explanation:

Some examples of an Assembly of Councillors will include:

- Councillor Briefings;
- on site inspections, generally meetings re: any matters;
- meetings with residents, developers, other clients of Council, consultants;
- meetings with local organisations, Government Departments, statutory authorities (e.g. VicRoads, etc);

providing at least 5 Councillors and 1 Council staff member are present and the matter/s considered are intended or likely to be subject of a future decision by the Council OR an officer decision under delegated authority.

Effectively it is probable, that any meeting of at least 5 Councillors and 1 Council staff member will come under the new requirements as the assembly will in most cases be considering a matter which will come before Council or be the subject of a delegated officer's decision at some later time. If you require further clarification, please call the Manager Council Operations – Legal Counsel

Please note: an Advisory Committee meeting requires only one Councillor to be in attendance. An advisory committee is defined as any committee established by the Council, other than a special committee, that provides advice to:

- the Council; or
- a special committee; or
- a member of Council staff who has been delegated a power, duty or function of the Council under section 98.

3. Section 80A and 80B requirements (re: Conflict of Interest):

Councillors and officers attending an Assembly of Councillors must disclose any conflict of interest.

Section 80A(3)

"If a Councillor attending an Assembly of Councillors knows, or would reasonably be expected to know, that a matter being considered by the assembly is a matter that, were the matter to be considered and decided by Council, the Councillor would have to disclose a conflict of interest under section 79, the Councillor must disclose either:

- (a) immediately before the matter in relation to the conflict is considered; or
- (b) if the Councillor realises that he/she has a conflict of interest after consideration of the matter has begun, as soon as the Councillor becomes aware of the conflict of interest, leave the assembly whilst the matter is being considered by the assembly."

Section 80B

A member of Council staff who has a conflict of interest (direct or indirect) in a matter in which they have a delegated power, duty or function must:

- not exercise the power or discharge the duty or function;
- disclose the type of interest and nature of interest to the in writing to the Chief Executive Officer as soon as he/she becomes aware of the conflict of interest. In the instance of the Chief Executive Officer having a pecuniary interest, disclosure in writing shall be made to the Mayor.



Assembly of Councillors Record

Assembly details: Rail Freight Councillor Working Group

Date: Tuesday 17 September

Time: 9.30 am – 10.30 am

Assembly Location: Latrobe City Council Offices

In Attendance:

Councillors: Cr Middlemiss, Cr Gibbons

Officer/s: Alison Jones, Geoff Hill, Linda Brock and Lauren Baldassa

Matters Discussed: Items discussed included the Gippsland Freight Strategy and the Victorian: The Freight State strategy; rail freight alliance; follow up for saleyards proposal.

Are the matters considered confidential under the Local Government Act: NO

Conflict of Interest Disclosures: (refer 3. over page)

Councillors: NIL

Officer/s: NIL

Times that Officers / Councillors left/returned to the room:

Completed by: Lauren Baldassa



Assembly of Councillors Record Explanation / Guide Notes

Required pursuant to the Local Government Act 1989 as amended.

1. Section 80A requirements (re: Written Record to be made by Council staff member):

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- any conflict of interest disclosures made by a Councillor attending under subsection (3);
- whether a Councillor who has disclosed a conflict of interest as required by subsection (3) leaves the assembly."

The above required information is:

- to be reported to an Ordinary meeting of the Council; and
- incorporated in the minutes of that Ordinary meeting.

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"Assembly of Councillors (however titled, e.g. meeting / inspection / consultation etc) is a meeting of an advisory committee of the Council, if at least one Councillor is present, or a planned or scheduled meeting of at least half of the Councillors and one member of staff which considers matters that are intended or likely to be:

- The subject of a decision of the Council; or
- Subject to the exercise of a function, duty or power of the Council that has been delegated to a person or committee.

Brief Explanation:

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providing at least 5 Councillors and 1 Council staff member are present and the matter/s considered are intended or likely to be subject of a future decision by the Council OR an officer decision under delegated authority.

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Please note: an Advisory Committee meeting requires only one Councillor to be in attendance. An advisory committee is defined as any committee established by the Council, other than a special committee, that provides advice to:

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Section 80A(3)

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- (a) immediately before the matter in relation to the conflict is considered; or
- (b) if the Councillor realises that he/she has a conflict of interest after consideration of the matter has begun, as soon as the Councillor becomes aware of the conflict of interest, leave the assembly whilst the matter is being considered by the assembly."

Section 80B

A member of Council staff who has a conflict of interest (direct or indirect) in a matter in which they have a delegated power, duty or function must:

- not exercise the power or discharge the duty or function;
- disclose the type of interest and nature of interest to the in writing to the Chief Executive Officer as soon as he/she becomes aware of the conflict of interest. In the instance of the Chief Executive Officer having a pecuniary interest, disclosure in writing shall be made to the Mayor.

16.3 Planning Permit Application 2013/117, Use of land for a restricted recreation facility (24 hour gymnasium) and display of business identification signage and internally illuminated signage at 103 Argyle Street, Traralgon

General Manager

Governance

For Decision

PURPOSE

The purpose of this report is to determine Planning Permit Application 2013/117 for the use of land for a restricted recreation facility (24 hour gymnasium), display of business identification signage, internally illuminated signage at 103 Argyle Street, Traralgon.

DECLARATION OF INTERESTS

No officer declared an interest under the *Local Government Act 1989* in the preparation of this report.

STRATEGIC FRAMEWORK

This report is consistent with Latrobe 2026: The Community Vision for Latrobe Valley and the Latrobe City Council Plan 2013-2017.

Latrobe 2026: The Community Vision for Latrobe Valley

Strategic Objectives – Built Environment

In 2026, Latrobe Valley benefits from a well-planned built environment that is complimentary to its surroundings and which provides for connected and inclusive community.

Latrobe City Council Plan 2013 - 2017

Strategic Direction – Planning for the future

Provide efficient and effective planning services and decision making to encourage development and new investment opportunities.

Legal

The discussions and recommendations of this report are consistent with the provisions of the *Planning and Environment Act 1987* (the Act) and the Latrobe Planning Scheme (the Scheme), which apply to this application.

This report is consistent with Latrobe 2026: The Community Vision for Latrobe Valley and the Latrobe City Council Plan 2013-2017.

BACKGROUND

SUMMARY

Land:	103 Argyle Street Traralgon, known as Lot 2 on Plan of Subdivision 540148
Proponent:	CS Town Planning Services
Zoning:	Commercial 2
Overlay	None

A Planning Permit is required:

- To use the land as a restricted recreation facility in accordance with Clause 34.02-1 of the Scheme;
- To display internally illuminated and business identification signage pursuant to Clause 52.05-7 of the Scheme;

Pursuant to Clause 74 of the Scheme, a restricted recreation facility is defined as *'land used by members of a club or group, members' guests, or by the public on payment of a fee, for leisure, recreation, or sport, such as a bowling or tennis club, gymnasium and fitness centre. It may include food and drink for consumption on the premises, and gaming'*.

A restricted recreational facility is included in the broader land use definition of a minor sports and recreational facility under Clause 74 of the Scheme.

PROPOSAL

The application seeks to use the existing building on the subject land as a restricted recreation facility (gymnasium) to operate 24 hours a day 7 days a week. Details of the proposal are as follows:

- The existing building has a floor area of 605 square metres. The gymnasium would be staffed by two full time staff and two part time staff. Access would be limited to members.
- The applicant has stated that the gym will have no more than 35 members on-site at any one time. There are currently six car parking spaces on site which would be available for use by the patrons of the gymnasium.
- No buildings or works (other than internal fit out) are proposed as part of this application.
- Business identification signage displaying the business name and Anytime Fitness Logo are proposed along the Argyle Street frontage of the building.

Refer to Attachment 1 for a copy of the proposed site plans and signage plans.

ORDINARY COUNCIL MEETING MINUTES 07 OCTOBER 2013 (CM421)

SUBJECT LAND:

The subject site is located at 103 Argyle Street, Traralgon and is known more specifically as Lot 2 on Plan of Subdivision 540148.

The site is rectangular in shape and has an area of 851 square metres. The site is developed with a single storey building, which was formerly used as a shop / showroom but is currently vacant. The existing building has an area of 605 square metres, a frontage to Argyle Street of approximately 19.6 metres, with 6 car parking spaces located on the land.

There is one pedestrian entry point to the existing building, addressing the Argyle Street frontage.

The service lane providing access to the subject land encompasses unrestricted car parking area within the immediate vicinity of the site; whilst these spaces are not line marked, it is clear that a significant portion of the service road is used for car parking purposes.

SURROUNDING LAND USE:

- | | |
|--------|--|
| North: | Service Road, Argyle Street
Road sealed with curb and channel.
<i>Road Zone - Category 1</i> |
| South: | 38 Gwalia Street, Traralgon
Single dwelling and ancillary outbuildings
<i>Residential 1 Zone</i> |
| | 18 Mason Street, Traralgon
Single dwelling and ancillary outbuildings
<i>Residential 1 Zone</i> |
| East: | 101 Argyle Street, Traralgon
Occupied commercial building - (Tint-A-Car)
<i>Commercial 2 Zone</i> |
| West: | 103A Argyle Street, Traralgon
Occupied commercial building - (Dollar Curtains and Blinds)
<i>Commercial 2 Zone</i> |

HISTORY OF APPLICATION

A history of assessment of this application is set out in Attachment 2.

The provisions of the Scheme that are relevant to the subject application are included in Attachment 3.

The site context is illustrated in Attachment 4.

The zoning of the subject land and surrounds is included in Attachment 5.

LATROBE PLANNING SCHEME**State Planning Policy Framework**

The proposal has been considered against the relevant clauses under the State Planning Policy Framework.

Clause 11.05 – Regional Development:

The objective of this Clause is to *'promote the sustainable growth and development of regional Victoria through a network of settlements identified in the Regional Victoria Settlement Framework plan'*.

It is considered that the proposal is consistent with this Clause as the commencement of the use will serve to complement the strategies of *'direct(ing) urban growth into the major regional cities of Geelong, Ballarat, Bendigo and the Moe, Morwell and Traralgon cluster'*, and *'provide for growth in population and development of facilities and services across a region or sub-region network'*.

Clause 17.01 – Commercial: Business

The objective of this Clause is to *'encourage development which meet the communities' needs for retail, entertainment, office and other commercial services and provides net community benefit in relation to accessibility, efficient infrastructure use and the aggregation and sustainability of commercial facilities'*.

It is considered that the proposal is consistent with this Clause as the commencement of the use will serve to complement the strategies of *'locate(ing) commercial facilities in existing or planned activity centres'*. The subject land is located in close proximity to the existing Traralgon Principal Activity Centre.

Clause 18.02-2 – Transport: Cycling

The objective of this Clause is to *'integrate planning for cycling with land use and development planning and encourage as alternative modes of travel'*.

It is considered that the proposal is consistent with this Clause as the commencement of the use will serve to complement the strategies of *'require(ing) the provision of adequate bicycle parking and related facilities to meet demand at education, recreation, shopping and community facilities and other major attractions when issuing planning approvals'* and *'ensure(ing) provision of bicycle end of trip facilities in commercial buildings'*. The proposal has provided adequate bicycle facilities with the proposal.

Clause 18.02-2 – Transport: Car Parking

The objective of this Clause is to 'ensure an adequate supply of car parking that is appropriately designed and located'.

It is considered that the proposal is consistent with this Clause as the commencement of the use will serve to complement the strategies of *'allocate(ing) or require land to be set aside for car parking subject to the existing and potential modes of access including public transport, the demand for off-street car parking, road capacity and the potential for demand management of car parking'* and *'protect the amenity of residential precincts from the effects of road congestion created by on-street parking'*. The applicant recognises the limited availability of car parking available on the land, and as a result seeks to regulate the amount of persons permitted on the site at any one time.

Local Planning Policy Framework

The proposal has been considered against the relevant clauses under the Local Planning Policy Framework.

Clause 21.05 – Main Towns:

The objective of this Clause is to *'provide the flexibility for development to occur in each town to accommodate the needs of its population as well as to contribute to the municipal networked city'*.

It is considered that the proposal is consistent with this Clause as the commencement of the use will serve to complement the strategies of *'encourage(ing) the development of new retail, office and residential mixed use developments within Traralgon Primary Activity Centre (Area 4) and Argyle Street'*. Whilst the subject site is located in an area identified for *'Bulky Goods Retail'*, this strategic direction does not necessarily preclude other uses from operating in the area. Furthermore it is recognised that the proposed use is not within an existing or proposed activity centre; however, the utilization of an existing building for recreational purposes is considered to be acceptable. The structure plans does not identify any specific regions for Restricted Recreational uses.

Clause 21.07 – Economic Sustainability:

The objective of this Clause is to *'facilitate a vibrant and dynamic economic environment'*.

It is considered that the proposal is consistent with this Clause as the commencement of the use will serve to complement the strategies of *'provide(ing) a balanced approach to economic development taking into account economic, social and environmental values'*. The proposed use will serve to promote recreational activities that will improve the general well being of the community.

ZoningCommercial 2 Zone:

The purpose of this Zone is:

- *To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
- *To encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.*
- *To ensure that uses do not affect the safety and amenity of adjacent, more sensitive uses.*

The proposed use is a Section 2 Use (Permit required) in this Zone. It is acknowledged that a Restricted Recreation Facility is not a retailing, or bulky goods use. The wording of the purpose however must be taken into consideration; as the word 'encourage' does not implicitly prohibit or restrict other uses from commencing in the Zone.

It is considered that the proposed use will serve to complement the range of activities within the Commercial 2 Zone. Other uses within the proximity of the subject site include a motor vehicle modification service and retail showroom, which contributes to the range and mix of uses within the area.

Particular ProvisionsClause 52.05 Advertising Signage:

It is considered that the proposed signage is generally appropriate for the site, for the following reasons:

- The site is located within an area designated for bulking goods premises and in the Commercial 2 Zone. Commensurate with such areas is often extensive signage. In particular, the subject area is generally characterised by a mix of business signage associated with the various retail and commercial buildings on both sides of the highway.
- It is considered that the proposed business identification signage and logo's generally complement with the various business identification signs, fit neatly into the window spaces and are appropriate sized and spaced, contributing to an overall sense of orderliness. Accordingly, it is reasonable to consider that the number of signs on the building would not lead to visual clutter.
- Whilst the proposal seeks to cover most of the windows with frosting containing the Anytime Fitness logo, it should be noted that the frosting will be 25% transparent, thereby maintaining opportunities for pedestrians to see into the building, and to activate street frontage.

**ORDINARY COUNCIL MEETING MINUTES
07 OCTOBER 2013 (CM421)**Clause 52.06 Car Parking:

Clause 52.06 provides the number of car park spaces required for specific uses with the following purposes:

- *To ensure that car parking is provided in accordance with the State Planning Policy Framework and Local Planning Policy Framework.*
- *To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.*
- *To support sustainable transport alternatives to the motor car.*
- *To promote the efficient use of car parking spaces through the consolidation of car parking facilities.*
- *To ensure that car parking does not adversely affect the amenity of the locality.*
- *To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.*

The Clause does not state the number of car parking spaces to be provided for the proposed use; the figure is left to the discretion of Council. In determining the appropriate amount of car park spaces to be provided on the site, the following elements have been taken into consideration:

- The number of persons to be on site at any one time;
- The operating hours of the use;
- The car parking demand likely to be generated by the use;
- The short-stay and long-stay car parking demand; and
- The anticipated car ownership rates of likely or proposed occupants (patrons or employees).

In order to address the above matters, the applicant submitted a traffic report explaining how the use can be accommodated having regard to the availability of car parking in the area. In addition, the applicant has stated that the site will generally serve the purpose of providing fitness orientated training machines for its members; no classes are proposed to be run at the site. As a result, it would be anticipated that the car parking required for the purposes of this use would be of a short-stay nature, as it is generally accepted that individuals do not train for excessive periods of time (for example, in excess of 60-90 minutes). Furthermore it must be noted that peak times associated with these particular uses are generally outside of the normal business times; generally after 4 pm until 8 pm on weekdays. Peak hours of operation in the mornings would generally be before 8 am.

The plans submitted by the applicant reflect that the site has 6 car park spaces on the land which can be satisfactorily utilised.

**ORDINARY COUNCIL MEETING MINUTES
07 OCTOBER 2013 (CM421)**

In an attempt to control the level of activity on the site, the applicant has stated that no more than 35 patrons would be on the site at any one time. In the event where each patron on the site was to drive a vehicle to the subject site, the maximum amount of vehicles that would require car parking in the immediate area would be 35.

In light of the surrounding land uses, generally consisting of small scale commercial and workshop premises, and limited on site car parking, it is reasonable to consider that in the event the site is occupied to its fullest extent, patrons of the site will be likely to utilise the car parking spaces provided within the immediate vicinity of the land; therefore reducing the amount of available car parking spaces to adjoining uses. In order to avoid the situation where the use may present an adherence to adjoining land uses, the following control measures are proposed:

- A limitation to the number of patrons allowed on the premises between the hours of 9 am and 4 pm on weekdays; and
- A limitation to the number of patrons allowed on the premises between the hours of 4 pm and 9 am on weekdays, and on weekends.

The restrictions proposed above will serve to limit the potential number of patrons accessing the land during normal business hours, thus reducing the potential impact the use may have on the availability of car parking to other commercial businesses operating in the vicinity.

The car parking rate generally applied for gymnasium applications by Council has been to utilise the Place of Assembly rate which takes into consideration the number of persons on site; which requires 0.3 car parking spaces per person. Given that 6 car parking spaces are provided on the site, a limitation of 20 patrons on the site would satisfy this ratio. It is considered that this rate should be applied during weekday business hours in order to avoid the use placing a significant burden on the availability of car parking for adjoining businesses. It is considered that the limit of 35 patrons as presented by the applicant would be appropriate for all other times.

Given the proximity of the subject site to the Principal Activity Centre and Transit City Precinct of Traralgon, it is reasonable to consider that there is the potential for patrons to utilize various forms of transport, including public transport and bicycles. The applicant has provided 4 bicycle racks within the building in order to encourage and support any potential bicycle patronage that may occur to the site. Public transport has the potential to facilitate the transport needs of any patrons, with Bus Lines '7' and '45' operating along Princes Highway, and line '44' operating along Gwalia Street to the south.

Whilst it is acknowledged that the commencement of the use will result in an immediate increase of traffic activity to the site, the likely increase of traffic movements along Argyle Street will be miniscule; given the

**ORDINARY COUNCIL MEETING MINUTES
07 OCTOBER 2013 (CM421)**

significant amount of traffic activity already occurring as a result of the dominance of Princes Highway.

With the implementation of the abovementioned control measures, it is reasonable to consider that the potential impact the use will have on the availability of car parking in the area is to be minimal.

Clause 52.34 Bicycle Facilities:

Clause 52.34 of the Scheme seeks to encourage cycling as a mode of transport. The Table to Clause 52.34 of the Scheme specifies that, for a minor sports and recreation facility, one bicycle parking space must be provided for every 4 employees, and each 200 square metres of net floor area.

Based on the above rate, the proposal would generate a bicycle parking demand of up to 4 spaces. This application has provided the appropriate number of bicycle racks within the facility in order to satisfy the requirements of this provision.

SUBMISSIONS

The application received eight submissions in the form of written objections.

The objections are included in Attachment 6 of this report.

The issues raised were:

1 Car parking and traffic flow issues

Officer Comment:

As detailed earlier in this report, to ensure that the proposal would not lead to an unacceptable or detrimental effect on the amenity of the area, it is recommended that there should be a cap on the maximum number of patrons allowed for specific times on site based on the availability of car parking in the area. It is considered that this issue can be resolved by way of a planning permit condition. The traffic assessment report submitted by the applicant illustrates that there is sufficient car parking in the immediate vicinity of the subject land to accommodate the proposed use at the site.

2 24 hour operation and associated amenity impact

Officer Comment:

The subject land is located in the Commercial 2 Zone with the car parking area located directly to the north of the building, addressing the Argyle Street frontage. In general, the sensitive uses which may

be relevant for the consideration of amenity impacts are located to the south of the land.

In general, the entirety of the southern boundary abutting the Residential 1 Zone properties is bordered by the external walls of the existing building; being precast concrete tilt panels with no windows. It is recognised that in the south-eastern corner of the building a roller door does exist; the applicant has stated in the site plan that a dummy wall 5 metres in height and 7.2 metres in length is proposed in order to eliminate any access through this door.

Given the building materials used for the development of the building, it is reasonable to consider that minimal noise will protrude from the premises as a result of the use commencing. In any event, the operators of the premises will be required to comply with the relevant *Environment Protection (Residential Noise) Regulations 2008* which apply to noise emitted from commercial premises; Council's Health Services team will be responsible to ensure that occupants comply with the restrictions set out in the above regulations.

Standard amenity conditions will also be placed on the permit to ensure that the use does not present any material detriment to adjoining property owners.

3 Increase of activity in the laneway

Officer Comment:

The potential increase of traffic activity in the road associated with the adjoining properties is questionable. Based on observations made during site inspections, it appears that the road primarily serves the purpose of establishing access to the rear of the properties located at 103B Argyle Street.

Given that primary access to the subject site is achieved from the Argyle Street frontage, it would be reasonable to assume that potential patrons to the site would not utilise this area as it does not provide a clear route of access to the building. The increase of traffic activity in this area would be considered to be negligible.

4 Security Issues

Officer Comment:

In order to control the use of the land, the applicant has stated that all members will be required to 'scan-in' in order to obtain access to the site; as a result it would be reasonable to consider that in the event an offence was to take place involving a member of the premises, it would be possible to obtain the relevant information to provide it to authorities. Potential patron behaviour outside of the premises is not a matter which can be addressed by the planning scheme.

5 Decrease in property values*Officer Comment:*

This matter is not a relevant consideration under the Planning Scheme or the *Planning and Environment Act 1987*.

FINANCIAL, RISK AND RESOURCES IMPLICATIONS

Additional resources or financial cost will only be incurred should the planning permit application require determination at the Victorian Civil and Administrative Tribunal (VCAT).

Risk has been considered as part of this report and it is considered to be consistent with the Risk Management Plan 2011-2014.

INTERNAL / EXTERNAL CONSULTATION*Engagement Method Used:*Notification:

The application was advertised pursuant to Section 52(1)(a) and Section 52(1)(d) of the Act. Notices were sent to all adjoining and adjacent landowners and occupiers and an A3 notice was displayed on each site frontage for 14 days.

External:

There were no referral requirements pursuant to Section 55 of the Act.

Internal:

There were no internal referrals completed as part of the assessment of this application.

Details of Community Consultation following Notification:

Following the advertising of the application, eight (8) submissions in the form of written objections were received. A mediation meeting was held on 22 August; however no resolution was achieved.

OPTIONS

Council has the following options in regard to this application:

- 1 Issue a Notice of Decision to Grant a Planning Permit; or
- 2 Issue a Notice of Refusal to Grant a Planning Permit.

Council's decision must be based on planning grounds, having regard to the provisions of the Latrobe Planning Scheme.

ORDINARY COUNCIL MEETING MINUTES 07 OCTOBER 2013 (CM421)

The proposal is considered to be:

- Consistent with the strategic direction of the State and Local Planning Policy Frameworks;
- Not contrary to the 'Purpose' and 'Decision Guidelines' of the Commercial 2 Zone;
- Generally consistent with the 'Purpose' and 'Decision Guidelines' of Clauses 52.05 (Advertising Signage), 52.06 (Car Parking), 52.34 (Bicycle Facilities) of the Scheme, subject to appropriate conditions
- Consistent with Clause 65 (Decision Guidelines); and

The submissions received have been considered against the provisions of the Latrobe Planning Scheme and the relevant planning concerns have been considered, and relevant permit conditions addressing these issues will be required.

Attachments

1. ATTACHMENT 1 - Site and Signage Plans
2. ATTACHMENT 2 - History of the Application
3. ATTACHMENT 3 - Planning Scheme Provisions
4. ATTACHMENT 4 - Site Context
5. ATTACHMENT 5 - Zoning of Subject Land and Surrounds
6. ATTACHMENT 6 - Copy of Objections

RECOMMENDATION

That Council issues a Notice of Decision to Grant a Permit, use of land for a restricted recreation facility (24 hour gymnasium), display of business identification signage, internally illuminated signage at 103 Argyle Street, Traralgon with the following conditions/grounds:

1. The use as shown on the endorsed plans must not be altered without the written consent of the Responsible Authority.
2. The location and details of the signage, including those of any supporting structure, as shown on the endorsed plans, must not be altered without the written consent of the Responsible Authority.

AMENITY CONDITION:

3. The use must be managed so that the amenity of the area is not detrimentally affected, through the:
 - a. transport of materials, goods or commodities to or from the land;
 - b. appearance of any building, works or materials;
 - c. emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil;

**ORDINARY COUNCIL MEETING MINUTES
07 OCTOBER 2013 (CM421)**

d. presence of vermin;

or otherwise, to the satisfaction of the Responsible Authority.

USE RESTRICTIONS:

4. The use will be required to adhere to the following restrictions:
 - a. Not more than 20 persons will be within the premises between the hours of 9am and 4pm weekdays; and
 - b. Not more than 35 persons will be within the premises between the hours of 4pm and 9am weekdays, and on weekends.

These restrictions may not be altered without the prior written consent of the Responsible Authority.

5. The signage must be constructed and maintained to the satisfaction of the Responsible Authority.
6. The approval contained in this permit for the signage shown on the endorsed plans expires 15 years from the date of this permit. (NOTE: This is a condition requirement of the State Government).

EXPIRY OF PERMIT:

7. This permit will expire if the use is not started within two years of the date of this permit, or if the use ceases for a period of two years or greater.

The Responsible Authority may extend the periods referred to if a request is made in writing before the permit expires, or within three months afterwards.

The operator of this permit must ensure that all relevant Permits have been obtained prior to the commencement of the use.

ALTERNATE MOTION

- 1. That this matter be deferred until the next Council Meeting to enable officers to follow up with the applicant.**

Moved: Cr Harriman

Seconded: Cr Gibson

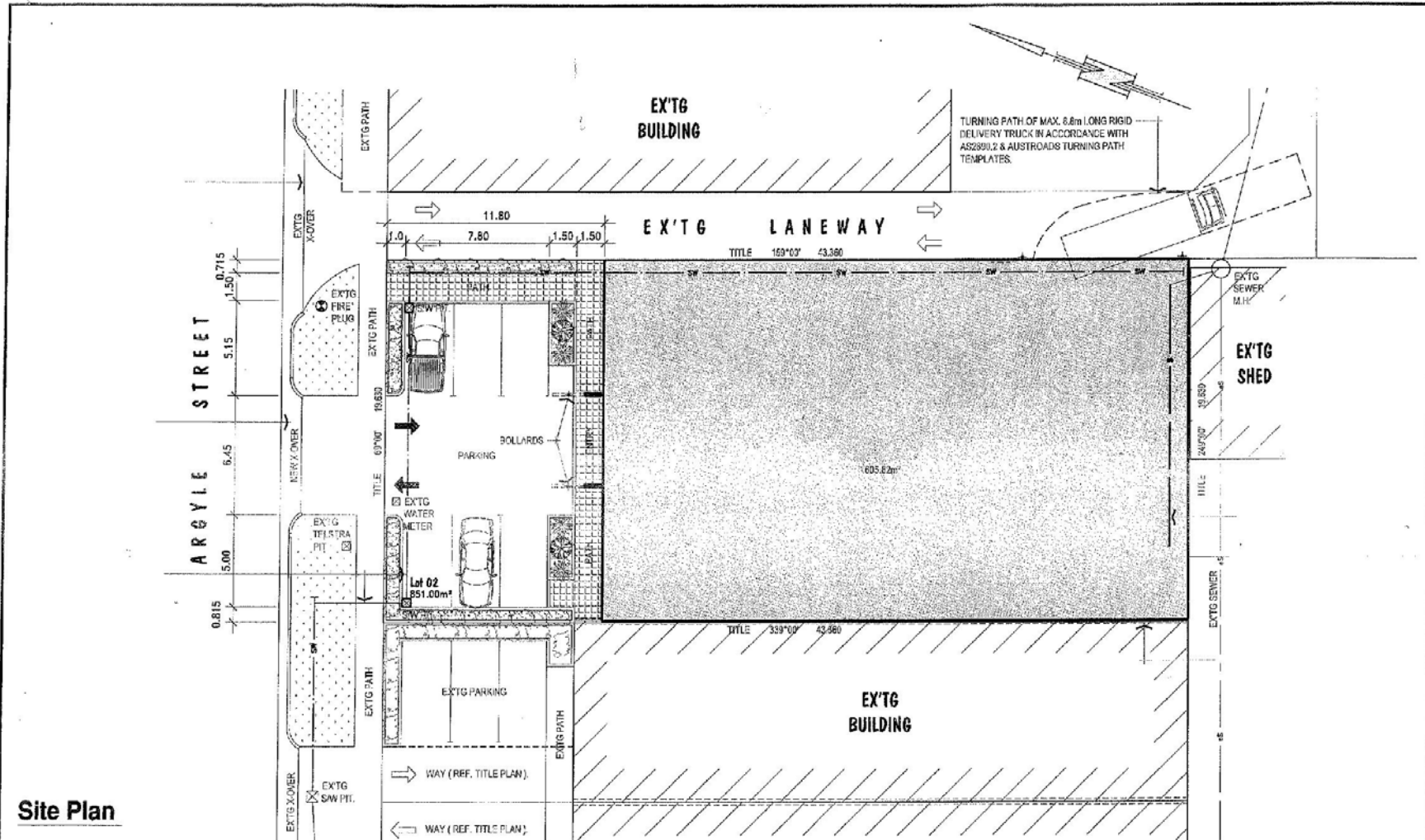
That the Motion be adopted.

CARRIED UNANIMOUSLY

16.3

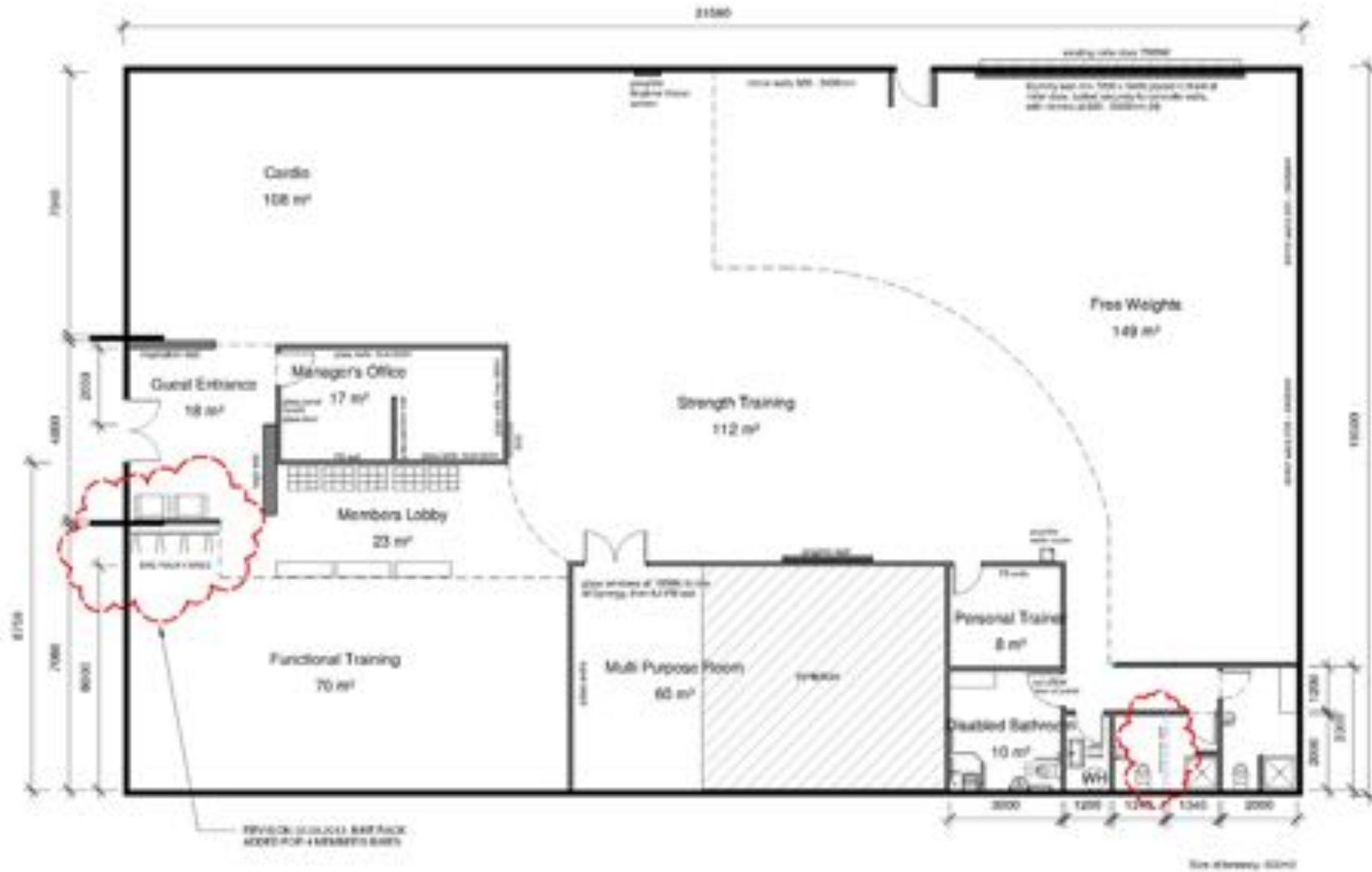
PLANNING PERMIT APPLICATION 2013/117, Use of Land for a Restricted Recreation Facility (24 hour Gymnasium) and Display of Business Identification Signage and Internally Illuminated Signage at 103 Argyle Street, Traralgon

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Site Plan

<p>Building Designers Association Victoria</p>	<p>MEMBER</p>	<p>Project:</p> <p>Zorro Enterprises</p> <p>103 Argyle Street, Traralgon.</p>	<p>Drawing:</p> <p>Site Plan</p>
	<p>Issue:</p> <p>Date:</p> <p>Description:</p> <p>Rev.:</p> <p>© 2005 - ALL RIGHTS RESERVED</p>	<p>Designed:</p> <p>TMK</p>	<p>Scale:</p> <p>1:200</p>
		<p>Project No.:</p> <p>05.014</p>	



James & Sharon MacGibbon
103 Argyle Street TRARALGON VIC 3844

Approved Design Plan

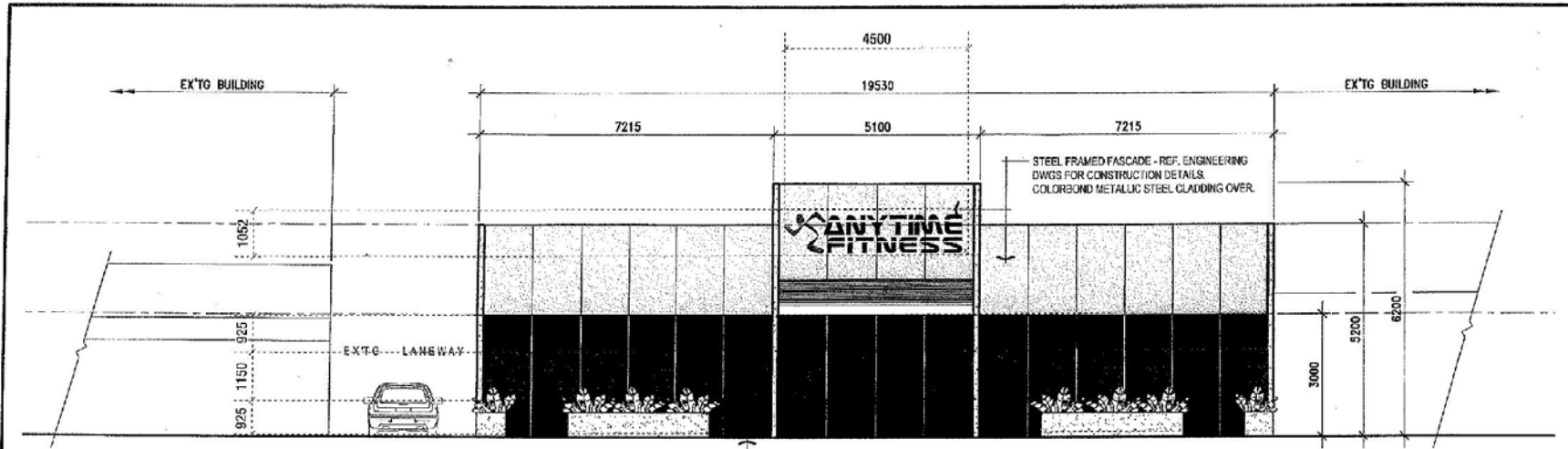
As of 12/01/2014
No alterations permitted. All dimensions provided within this plan shall be as shown on drawings. All dimensions shall be in millimeters unless otherwise stated. All dimensions shall be in millimeters unless otherwise stated. All dimensions shall be in millimeters unless otherwise stated.

Approved Design Floorplan

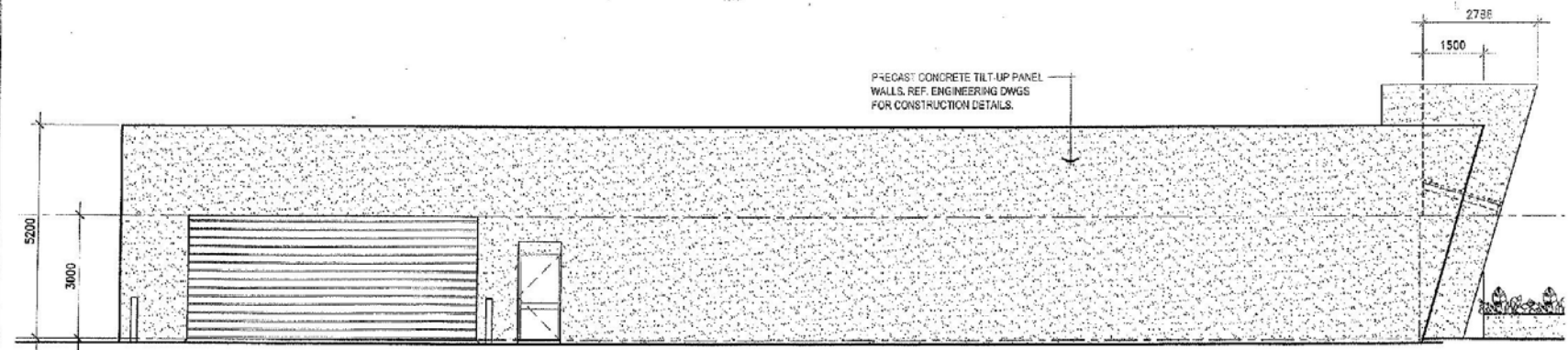
Date	01/08/2014
Revision	C 1
Scale	1:100

DES_101


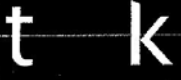
DESIGNER: JAMES & SHARON MACGIBBON



North Elevation



East Elevation

 MEMBER Building Designers Association Victoria	Issue: Date: Description: Rev.:	Project: Zorro Enterprises 103 Argyle Street., Traralgon.		Drawing: Elevations
	© 2006 ALL RIGHTS RESERVED	Designed: TMK	Scale: 1:100	Dwg No: 05.014

A04

TO: Anytime Fitness Traralgon
ATTN: James
FROM: SIGNWAVE PARRAMATTA
DATE: 16 - April -13
RE: ARTWORK FOR APPROVAL



ITEM 1

Acrylic Fabricated letters illuminated by LEDs with a 3mm opal face and vinyl running man + black stripe to match logo. 80mm black acrylic returns and 10mm foam PVC backs. Mounted to powdercoated purpose-built box rails to house power supply and wiring. Completely wired for electrical connection by others.
 Overall Size: 4500mm W x 1052mm H
 Quantity: 1



ITEM 2

Computer cut frosting panels with running man logo weeded out, applied to the inside of glass windows.
 Overall Size: TBC
 Quantity: 14

Please ensure this artwork is approved by your FC/Head Office.

Please tick where appropriate.

Spelling Correct	YES <input type="checkbox"/>	NO <input type="checkbox"/>	Sizing Correct	YES <input type="checkbox"/>	NO <input type="checkbox"/>
Quantity Correct	YES <input type="checkbox"/>	NO <input type="checkbox"/>			

Please Tick a Box then →
 Sign & Fax Back
 Thank you.

SIGNWAVE	
Ph: 9630 3044 Fax: 9630 3094	
CLIENT APPROVAL	
<input type="checkbox"/> APPROVED	<input type="checkbox"/> CHANGES
SIGNATURE: _____	
DATE: _____	

SW JOB REF NO. - 19 - AFQ

History of the Application

6 May 2013	Application received by Council.
31 May 2013	Further Information Request Sent
26 June 2013	Response received
19 July 2013	Notification package sent to applicant
6 August 2013	Objection received from: Get Wet Outdoors K & T Westwood
7 August 2013	Objection received from: <ul style="list-style-type: none">• A Mangion• Klemmer & Associates• D L Shore• A Pepper• M Constabile• Mrs Westwood – Tint-A-Car Statutory declaration received
8 August 2013	Objection received from: <ul style="list-style-type: none">• Traralgon Chamber of Commerce & Industry Inc• L Watson
22 August 2013	Mediation meeting held

●
LATROBE PLANNING SCHEME

State Planning Policy Framework

Clause 11.05 Regional Development
Clause 13.04-1 Noise Abatement
Clause 17.01-1 Business
Clause 18.02-2 Cycling
Clause 18.02-5 Car Parking

Local Planning Policy Framework

Clause 21.01 – Municipal Profile
Clause 21.02 – Municipal Vision
Clause 21.05 – Main Towns
Clause 21.07 – Economic Sustainability

Zoning – Commercial 2 Zone

The subject land is located within a Commercial 2 Zone.

Overlay

There are no overlays that affect this property.

Particular Provisions





Clause 52.05 Advertising Signs
Clause 52.06 Car Parking
Clause 52.34 Bicycle Facilities

General Provisions

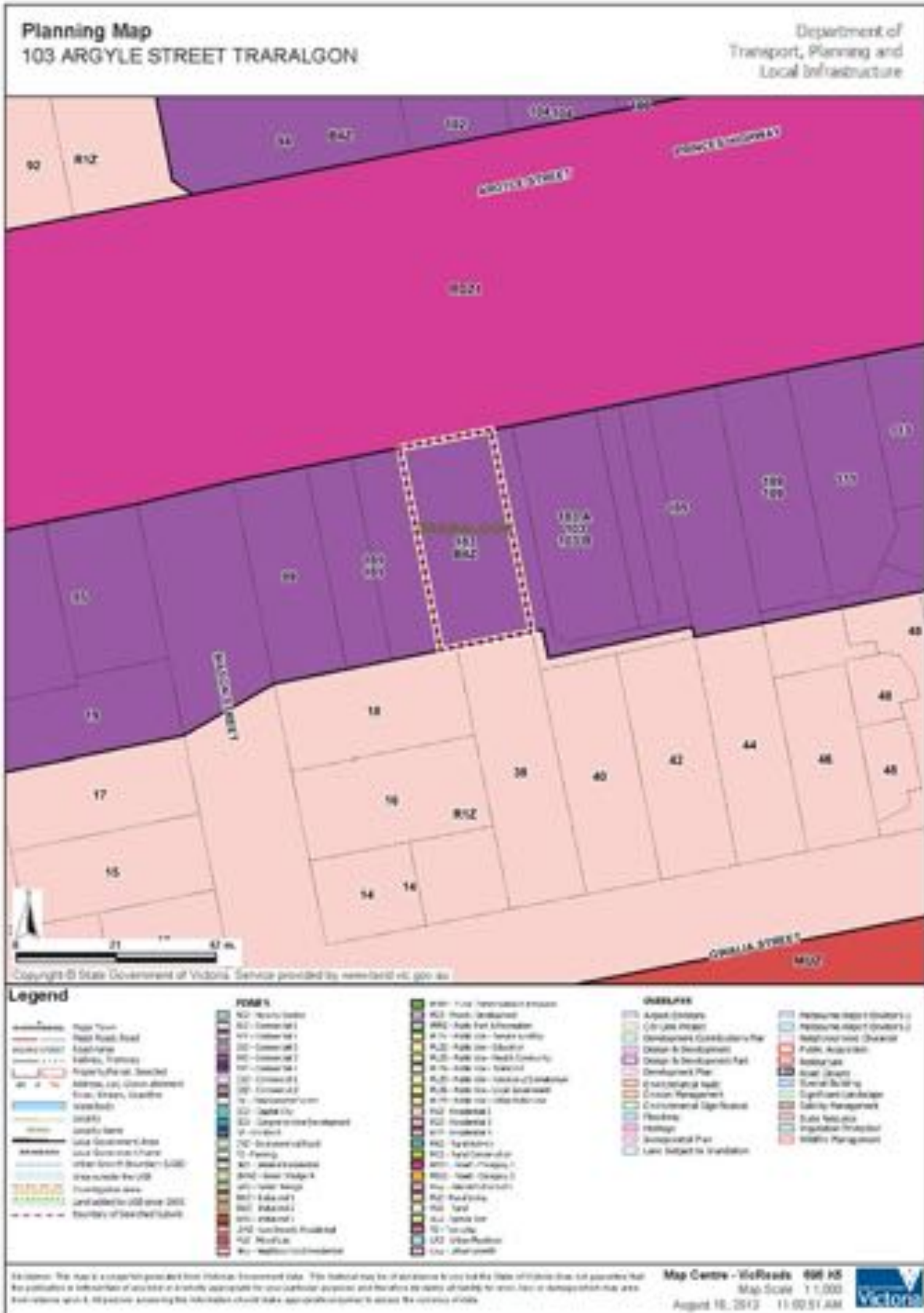
Before deciding on an application, the Responsible Authority must also consider the 'Decision Guidelines' of Clause 65 as appropriate.



103 ARGYLE STREET TRARALGON

-  Property Boundary
-  Proposed Property
-  Property Boundary - Clear
-  Parcel Boundary - Clear

Source: The information contained in this map is derived from the cadastral data provided by the Department of Planning and Community Development, Victoria. The information is provided as a guide only and is not intended to be used for any other purpose. The information is not to be relied upon for any legal or other purpose. The information is not to be used for any other purpose.



From: Andrew Pepper
To: Latrobe Central Email <LatrobeCity@latrobe.vic.gov.au>
Date: 7/08/2013 11:44:19 PM
Subject: Objection to #2013/117

To whom it may concern,

We'd like to object to permit application #2013/117 in reference to the unmanned 24hr gym and recreational facility. Attached is our objection, utilising Latrobe City Council's template from their website as directed by council office in Traralgon.

Kind regards,

Andrew Pepper
Sweet Lullabies
109B Argyle St
Traralgon VIC 3844

Business
Street Address*

Suburb / Town*

State * Postcode *

Contact Details
Please provide at least one phone number and include the area code *

Business Phone () () After hours phone () () Business Fax () () Mobile () ()

Email

Planning permit application details

What is the permit application number to which you object? * 2013/117

Who has applied for the permit? Name of applicant *
CS TOWN PLANNING SERVICES

Address

Choose the type of formal land description *

Street Address Lot/ Plan Crown allotment Other (if no other land description applies)

Street address *
103 ARGYLE ST.

Suburb Town * TRARALGON State * VIC Post Code * 3844

Lot / Plan Lot number Plan type and numbering (existing)

Crown allotment number Section number Block

Portion Subdivision Parish OR Township name

Other (where no address or formal land description relevant - e.g. street furniture, bus shelter advertising)

What is Proposed? *
A 24 Hr Gym / Recreational Facility - unmanned, swipe card entry

Page 2 of 4

LatrobeCity
a new energy

Objection to the Grant of a Planning Permit
Under section 57 of the Planning and Environment Act 1987

Latrobe City Council
Tel: 1300 367 700
www.latrobe.vic.gov.au

Council Use Only
Application Number:
Application Date:
Lodge Number:

Fields marked with an asterisk (*) are mandatory and must be completed.

Council Specific Information

Objector details

Title* Surname* Given Name 1* Given Name 2

Business Details

ABN ACN

Company Name Business Name

Address

Street Address*

Suburb / Town* State* Postcode*

Affected property address (if different from above)

Street Address*

Suburb / Town* State* Postcode*

Contact Details

Please provide at least one phone number and include the area code *

Business Phone After hours phone Business Fax Mobile

Email

Applicant contact (representative) - If details are entered below, all correspondence will be made through the applicant contact (representative) e.g. consultant, planner, architect

Title* Surname* Given Name 1* Given Name 2

Business Details

ABN ACN

Business Name Company Name

Page 1 of 4

Objection Details

What are the reasons for your objection? *

* Parking - 103 Argyle only has 6 car spaces - yet any time fitness will require at least 35 for clients along with another 3 for staff. This means they will be using Argyle st for their clients to park. There are only 30 car spaces for the whole service lane that provides shared access to 9 other businesses & a place for traffic to pull over.

* Security - We employ staff with young families and we are concerned about their safety, particularly during business hours (traffic) and after hours (security).

* Traffic - Our target market is young families, the ^{significant} increased traffic will be a hazard, along with the difficulty for our couriers trying to find parking to deliver stock on trucks (Bulky Goods).

How will you be affected by the grant of a permit? *

- Significant loss in customers due to lack of parking and ease of getting kids safely to store.
- Delivery issues

Acknowledgement

- Copies of objections/submissions lodged with the Responsible Authority will be made available to the public and copies may be made to interested parties for the sole purpose of enabling consideration and review as part of a planning process under the Planning and Environment Act 1987.
- may refuse this objection after review of the information provided.

By marking this checkbox I confirm that I have read and understood all the statements above *

Name of person completing this application * Date *

ANDREW WILLIAM PEPPER 7/8/13

Signature of person completing this application *

Page 3 of 4

87/88/2013 14:34 8351747319

DOLLAR TRARALGON

PAGE 81



LATROBE CITY COUNCIL
INFORMATION MANAGEMENT
 RECEIVED
7 AUG 2013
 Under section 57 of the Planning and Environment Act 1987

Objection to the Grant of a Planning Permit

Council Use Only
 Application Number -
 Application Date -
 Ledger Number -

Latrobe City Council
 Tel: 1300 367 706
www.latrobe.vic.gov.au

Doc No:
 Customer/Client Details to:
 Printed on Recycled Paper Printed on Recycled Paper

Fields marked with an asterisk (*) are mandatory and must be completed.

Council Specific Information

Objector details

Title* Surname* Given Name 1* Given Name 2

Business Details
 ABN ACN
 Company Name Business Name

Address
 Street Address*
 Suburb/Town* State* Postcode*

Affected property address (if different from above)
 Street Address*
 Suburb/Town* State* Postcode*

Contact Details
 Please provide at least one phone number and include the area code *
 Business Phone After hours phone Business Fax Mobile

Email
 Applicant contact (representative) - if details are entered below, all correspondence will be made through the applicant contact (representative) e.g. consultant, planner, architect

Title* Surname* Given Name 1* Given Name 2

Business Details
 ABN ACN
 Business Name Company Name

07/08/2013 14:34 8351747319

DOLLAR TRARALGON

PAGE 02

Address

Street Address*

Suburb / Town*

State*

Postcode*

Contact Details

Please provide at least one phone number and include the area code *

Business Phone

After hours phone

Business Fax

Mobile

Email

Planning permit application details

What is the permit application number to which you object? *

2013/117

Who has applied for the permit? Name of applicant *

C.S Town Planning Services

Address

Choose the type of formal land description *

- Street Address Lot/Plan Crown allotment Other (if no other land description applies)

Street address *

103 Argyle street

Suburb Town *

Traralgon

State *

Vic

Post Code *

3844

Lot / Plan
Lot number

Plan type and numbering (printing)

Crown allotment number

Section number

Block

Portion

Subdivision

Parish OR Township name

Other (where no address or formal land description relevant - e.g. street furniture, bus shelter advertising)

What is Proposed? *

Restricted Recreation Facility (24hr Gymnasium)

Objection Details

What are the reasons for your objection? *

Inadequate car parking during business hours.

How will you be affected by the grant of a permit? *

car spaces cannot cater for the amount of members they anticipate on their register. Freight trucks turning onto Mason Lane will have an even more so restricted turning area.
- no public transport available directly to site.

Acknowledgement

- Copies of objections/submissions lodged with the Responsible Authority will be made available to the public and copies may be made to interested parties for the sole purpose of enabling consideration and review as part of a planning process under the Planning and Environment Act 1987.
- may refuse this objection after review of the information provided.

By marking this checkbox I confirm that I have read and understood all the statements above *

Name of person completing this application *

Mark Costabile

Date *

7 Aug 2013

Signature of person completing this application *



07-AUG-2013 16:29 From: MERIMBULA PD

61264975942

Tel: 00351295672

Page: 2/3

LATROBE CITY COUNCIL INFORMATION MANAGEMENT	
RECEIVED	
8 AUG 2013	
Doc No:	
Customer/Client/Consultant	
<input type="checkbox"/> Day register - 10/minutes	<input type="checkbox"/> Inter-branch account

F & L Watson
26 Sapphire Cres
Merimbula
N.S.W. 2548
7/08/2013

Re Application for planning permit
at 103 Argyle Street, Traralgon.
Application Reference.

As owner of adjoining property 103A and 103B Argyle Street, we object to application for the use of land and building at 103 Argyle Street Traralgon for the use of a 24 hour gymnasium on the following grounds.

The property has only 6 car parking spaces off road which means additional parking would spill out to on road parking which would only create more congestion for flow through traffic as parking is almost at capacity on both sides of service road in Argyle Street.

The applicant states themselves that it is expected that a maximum of 35 members will be on site at any one time, what problems this will cause to existing retail premises doesn't take much working out.

We are very concerned at the security between the hours outside normal business hours as the service lane between 103 /103A will leave our property , which has rear car parking very vulnerable to vandalism after shop hours.

One would hope that, which this applicant states that 3 staff members were on duty at all times not like the trend where members have a device which allows them to enter buildings at any one time during 24 hour operation.

In 1.0 introduction the applicant states this building was previously a curtain and blind store, this is not correct as Dollar Curtains and Blinds is still operating at 103B Argyle Street.

The applicant states 3 retail stores in this strip but there are others , plus residential properties adjoining at rear.

We would not like to see this building not be a retail outlet as is the opinion of others we have spoken to also.

87-AUG-2013 16:29 From:HERDRELLA PD

61264975942

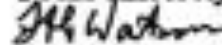
To:00351205672

Page:3/3

- 1 Have other concerns and would be only too happy to discuss with a staff member in the planning department of council as soon as possible.

I can be contacted on 0429951735 when time permits.

Yours sincerely



F Watson on behalf of

F & L Watson.

From: Melissa Dexter
To: Latrobe Central Email <LatrobeCity@latrobe.vic.gov.au>
Date: 7/08/2013 8:49:52 AM
Subject: FW: OBJECTION TO PLN APPLCN.2013/117

From: Bill [mailto:siteplan1@optusnet.com.au]
Sent: Wednesday, 7 August 2013 3:29 AM
To: Latrobe Central Email
Subject: OBJECTION TO PLN APPLCN.2013/117

THE MANAGER PLANNING SERVICES

LATROBE CITY COUNCIL 6 8 2013

PO BOX 284

MORWELL VIC 3840

Dear Madam/Sir, Re Pln 2013 /117 Proposed Gymnasium
103 Argyle Street Traralgon Vic. 3844

Please find attached an covering Objection on behalf of our clients who are all

Local businesses in the immediate area to the proposed use.

Trusting this is satisfactory.

Yours Sincerely,

Bill Klemmer Btrp 1973

Senior Town Planner Mob 0468 402 732

Klemmer & ASSOCIATES- B.T.R.P (Melb)1973-
Town Planner& Energy, LANDSCAPE & HERITAGE Consultants
1 Balleynna Drive Endeavour Hills 3893
Ph 03 8 774 1459 Mob. 0448 402 732

B&B

Em. siteplan1@optusnet.com.au

6 8 2013

The Manager Planning Services
The Latrobe City Council
PO BOX 264
MORWELL Vic 3840

ATT The Coordinator Statutory Planning ,

Dear Madam/ Sir **Re OBJECTION TO THE GRANT of a
PLANNING PERMIT in respect to
PLANNING APPLICATION No. 2013/117
PROPOSED GYMNASIUM at No.103 ARGYLE
STREET TRARALGON VICTORIA 3844**

We wish to lodge an objection to the grant of a planning permit to the abovementioned planning application 2013/117 on behalf of three local adjacent businesses who consider they will be impacted /affected by the proposal.

We are instructed by :

- 1 The Manager/Proprietor Mr Mark Constabile of Dollar Curtains of 103B Argyle Street
- 2 The Manager/Proprietor/Mr Andrew Sweet Lullabies 109 Argyle Street
- 3 The Manager Mr Josh Prakash of Quality Rugs & More 111 Argyle Street

The objection to the proposal for a 1600 member gymnasium/club facility is in the main but not restricted to the amenity and functional matters related to traffic and car parking impacts to the local area that the proposal would create.

In particular :

- 1 The subject land only has provision for six (6) on site car spaces for patrons.
This will necessitate patrons trying to unlawfully access car spaces of other properties in the immediate area.
- 2 The on-street parking in the immediate area which is served by a short service road provides only 10 unmarked spaces on the southern or property side and 20 only unmarked spaces on the Princes Highway side
- 3 The existing on-street parking is insufficient for current demand with nature strip parking occurring along Argyle Street and around the corner in Mason Street which is a narrow carriageway of only 7.94 metres with parking on both sides making a narrow dangerous single lane through movement with

high speed turnoffs from Princes Highway into Mason Street and the residential area that is along Mason Street

4 The on-street parking demand on Argyle Street will be increased by the approved **1560 sq metre Bulky Goods Store** to be erected on the corner of Argyle and Liddiard Road. The current spaces on Liddiard Road will be taken up by the new Bulky Goods Showrooms

5 It is **unreasonable to consider Mason Street** as a possible parking area for the proposed use for the reasons outlined above and such impact would be unreasonable on a narrow residential street,

6 The existing opportunities for **safe delivery and pick up of goods** to all existing businesses that currently front the service road (Argyle Street) would be severely compromised.

7 The **Traffic Report** presented with the application is a mere windscreen survey and not a professional traffic turnover demand study hour by hour of all car spaces in the locality that is essential to obtain a proper evaluation of car parking demand.

8 The car parking demand of the proposal as presented **does not present a true picture** of how the proposed use will impact. A local direct comparison is available with the **Genesis Club with a 2000 membership** 1km east of the subject land Peak use is from 2pm to 8pm. A brief count of the actual spaces adjacent to this facility at 7pm on Monday 5th August last showed that of **88 spaces** in the forecourt area(not including Officeworks and the Green Olive Restaurant) and **35 in the Service Road** adjacent 86 were occupied and several cars were still parked on the nature strip which means that at the peak demand **all the spaces** in the area were fully occupied even risking a parking ticket from the City Council.

Given that the membership proposal is less in the proposal it is still of a similar magnitude and there are **simply not enough car spaces proposed on-site or in the service road** to anywhere cope with or cater for such a traffic generation or parking demand.

It is therefore considered that the proposal is an **inappropriate and unworkable use** of the land considering the land its situation and all the circumstances.

9 The use has such significant impacts that it would be better located in the large Industrial buildings in the nearby Industrial areas that **offer large sites modern steel framed buildings, good security for patrons and abundant parking without conflict with Retail and Commercial uses.**

Detailed submission to follow.

Yours Sincerely,

Bill Klemmer Btrp 1973
Senior Town Planner



RECEIVED
06 AUG 2013

BY: LS HK . Planning Permit
Under section 57 of the Planning and Environment Act 1987

Latrobe City Council
Tel: 1300 367 700
www.latrobe.vic.gov.au

Control Use Only

LATROBE CITY COUNCIL
INFORMATION MANAGEMENT

Ledger Number: []

6 AUG 2013

RUC: [] Dep No: []

Comments/Copies Outlined to: []

Copy retained in Database []

Fields marked with an asterisk (*) are mandatory and must be completed.

Council Specific Information

Objector details

Title* Surname* Given Name 1* Given Name 2

Mrs Westwood

Business Details

ABN

ACN

Company Name Business Name

Tint Solutions Pty Ltd Tint a Car

Address

Street Address*

101B Argyle Street

Suburb / Town* State* Postcode*

TRARALGON VIC 3844

Affected property address (if different from above)

Street Address*

Suburb / Town* State* Postcode*

Contact Details

Please provide at least one phone number and include the area code*

Business Phone After hours phone Business Fax Mobile

(03) 351741122 () () () 0427655009

Email

tintsolutions@bigpond.com

Applicant contact (representative) - If details are entered below, all correspondence will be made through the applicant contact (representative) e.g. consultant, planner, architect

Title* Surname* Given Name 1* Given Name 2

Business Details

ABN

ACN

Business Name Company Name

Address
 Street Address*

 Suburb / Town* State* Postcode*

Contact Details
 Please provide at least one phone number and include the area code*
 Business Phone After hours phone Business Fax Mobile
 () () () ()
 Email

Planning permit application details

What is the permit application number to which you object? *

Who has applied for the permit? Name of applicant*

Address

Choose the type of formal land description*
 Street Address Lot Plan Crown allotment Other (if no other land description applies)

Street address*

Suburb Town* State* Post Code*

Lot / Plan
 Lot number Plan type and numbering (existing)

Crown allotment number Section number Block

Portion Subdivision Parish OR Township name

Other (where no address or formal land description relevant - e.g. street furniture, bus shelter advertising)

What is Proposed?*

Objection Details

What are the reasons for your objection? *

The reason I put in a objection to the planned 24 hour Gymnasium is because of the big concern I have about the expected volume of parking.
There are not enough parking spaces!

How will you be affected by the grant of a permit? *

The affect to my business, if the permit will be granted, is that the Gymnasium customers will also use our parking spaces, located directly in front of my shop. Our own customers will then not be able to park during business hours.
This will affect also on our shop deliveries, because of the high turnover of cars there will be not enough space for trucks to load or unload deliveries.

Acknowledgement

- Copies of objections/submissions lodged with the Responsible Authority will be made available to the public and copies may be made to interested parties for the sole purpose of enabling consideration and review as part of a planning process under the Planning and Environment Act 1987.
- may refuse this objection after review of the information provided.

By marking this checkbox I confirm that I have read and understood all the statements above *

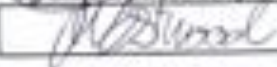
Name of person completing this application *

Tineke Westwood

Date *

06-08-2013

Signature of person completing this application *







**Traralgon Chamber
of Commerce & Industry Inc.**

supporting Traralgon Business
ABN: 67 503 899 120

PO Box 79

Traralgon Vic 3844

Tel: 0419 547 363

Email: traralgonchamber@gmail.com

6 August 2013

Planning Permit Officer
Latrobe City Council
PO Box 264
Morwell Vic 3840

Dear Sir/Madam,

Objection to Planning Permit 2013/117

Applicant: CS Town Planning, Proposed Use: 24 Hour Gymnasium

We have been contacted by a number of Argyle Street business owners, and also by one of our Members, Tint a Car, who have raised concerns regarding CS Town Planning's application to obtain a permit for a 24 hour gymnasium at 103 Argyle Street, Traralgon.

We advise that we support Tint a Car's Objection to the Grant of Planning Permit 2013/117 at the proposed location of 103 Argyle Street (copy of their objection attached), on the grounds that there is not adequate onsite parking available for the proposed gym, and therefore, the lack of available parking is likely to infringe on their business.

We understand that 103 Argyle Street only has six parking bays, and that a gymnasium, especially at peak times, requires far more than six car parks.

Our members and surrounding businesses are concerned that the gymnasium patrons will park in their allocated business car parks, and will also take up all available parking spaces along Argyle Street, thus limiting available parking for their customers and supplier deliveries.

Supplier deliveries for Tint a Car and the surrounding businesses, are often bulky and heavy and therefore access directly at the front of their businesses must be available at all times during business hours.

They also have safety concerns that due to the likely increased volume of gymnasium customers using on street parking at the front of their premises, this will result in reduced visibility for their own customers and suppliers whilst existing their business premises.

Please do not hesitate to contact us if you require further information regarding our objection to approval of planning permit 2013 / 117 at the current proposed location of 103 Argyle Street.

Yours sincerely,

Darren Howe
President

TRARALGON CHAMBER OF COMMERCE & INDUSTRY INC.	
INFORMATION MANAGEMENT	
RECEIVED	
8 AUG 2013	
R/O:	Doc No:
Comments/Copies Circulated to:	
<input type="checkbox"/> Copy required in July 2013	<input type="checkbox"/> Copy required in August 2013



Latrobe City Council
Tel: 1300 367 700
www.latrobe.vic.gov.au

**Objection to the Grant
of a
Planning Permit**
Under section 57 of the Planning
and Environment Act 1987

Council Use Only

Application Number:

Application Date:

Lodger Number:

Fields marked with an asterisk (*) are mandatory and must be completed.

Council Specific Information

Objector details

Title* MR Surname* MANNION Given Name 1* Andrew Given Name 2 Anthony

Business Details
ABN 53847064835 ACN

Company Name GET WET OUTDOORS Business Name GET WET OUTDOORS

Address
Street Address* 101A ARGYLE STREET
Suburb/Town* TRARALGON State* VIC Postcode* 3844

Affected property address (different from above)
Street Address* LATROBE CITY COUNCIL
INFORMATION MANAGEMENT
Suburb/Town* received: 5 AUG 2013 State* Postcode*

Contact Details
Please provide a business phone number and include the area code*
Business Phone (03) 51743999 After hours phone Business Fax (03) 51749599 Mobile () 0409510986

Email sales@getwetoutdoors.com

Applicant contact (representative) - if details are entered below, all correspondence will be made through the applicant contact (representative) e.g. consultant, planner, architect

Title* Surname* Given Name 1* Given Name 2

Business Details
ABN ACN
Business Name Company Name

Address
 Street Address*

 Suburb / Town* State* Postcode*
 _____ _____ _____
Contact Details
 Please provide at least one phone number and include the area code*
 Business Phone After hours phone Business Fax Mobile
 () () () ()
 Email

Planning permit application details

What is the permit application number to which you object? * 2013/117

Who has applied for the permit? Name of applicant*
C.S. JOWN PLANNING SERVICES

Address

Choose the type of formal land description *

Street Address Lot / Plan Crown allotment Other (if no other land description applies)

Street address *
103 Argyle Street

Suburb / Town * State * Post Code *
TRARALGON VIC 3844

Lot / Plan Plan type and numbering (existing)
 Lot number _____

Crown allotment number Section number Block

Portion Subdivision Parish OR Township name

Other (where no address or formal land description relevant - e.g. street furniture, bus shelter advertising)

What is Proposed? *
Restricted Recreation Facility = 24 hour Gymnasium

Objection Details

What are the reasons for your objection? *

Parking

How will you be affected by the grant of a permit? *

As parking pressure is already an issue for our business, having no rear access reduces parking and leaves only front access for deliveries. If there is a high volume of cars, we are concerned that it will affect our customers parking and make it difficult for trucks to enter.

Acknowledgement

- Copies of objections/submissions lodged with the Responsible Authority will be made available to the public and copies may be made to interested parties for the sole purpose of enabling consideration and review as part of a planning process under the Planning and Environment Act 1987.
- The Responsible Authority may refuse this objection after review of the information provided.

By marking this checkbox I confirm that I have read and understood all the statements above *


Name of person completing this application *

ANDREW MANGION

Date *

5-8-2013

Signature of person completing this application *



LATROBE CITY COUNCIL
INFORMATION MANAGEMENT

Planning and Environment Act 1987

OFFICE USE ONLY
6 AUG 2013

OBJECTION TO GRANT OF PLANNING PERMIT

WHO IS OBJECTING?

I/We (name in block letters) Dona Shore, Haley Shore, Tiana Shore
 Of (address) 38 Gwalia St
Traralgon Vic Fax No. : _____
 Postcode 3844 Telephone No. 51740849 (Home) _____ (Work) _____

WHAT APPLICATION DO YOU OBJECT TO?

WHAT IS THE PERMIT APPLICATION NUMBER? 2013/117
 WHAT IS PROPOSED? _____

WHAT LAND IS PROPOSED TO BE USED OR DEVELOPED? 103 Argyle St
Traralgon

WHO HAS APPLIED FOR THE PERMIT? CS town planning services

WHAT ARE THE REASONS FOR YOUR OBJECTIONS?

I believe that this 24 hour gym is wholly inappropriate so close to a residential zone.
The noise that will be generated is likely to be excessive and cause nuisance to myself and my family, we will be subjected to patrons coming & going at all hours of the day and night - car doors slamming, patrons talking on the way into or out of the building, not to mention the noise that will be generated from inside this building (not soundproof). We are already subjected to a constant barrage of noise in the area which affects our ability to sleep, and to enjoy the full use of our homes & gardens, which we should have every right to do.
Any further loss of amenity will be intolerable to us, I worry that should I wish to sell the property, its value will decrease due to the development and if I wanted to lease it, I would have a hard time finding a tenant that is willing to put up with the noise.
I believe parking will also be a major issue, as will traffic increases to the surrounding streets - Mason St road is often so full of cars that they have to park on a solid white line near the corner and traffic flow is 1 car at a time due to the congestion caused.
Lack of parking at the front of this building increases the likelihood of patrons & staff using the laneway beside it for parking - this is my only access to the garage at the rear of my home and this would reduce or remove access to it, also it would increase foot traffic in the laneway which may cause my dogs to bark excessively and be a nuisance to neighbours and myself.
Office foot traffic in the laneway may also result in property damage, theft from property, graffiti, littering and other antisocial behaviour in the area. Loss of privacy is also a concern, and so is the safety of my young grandson who plays in the backyard which can be accessed from the lane.

HOW WILL YOU BE AFFECTED BY THE GRANT OF A PERMIT?

Loss of privacy to my property, i would be less able to enjoy living here because of noise issues; music p.a system, patrons cars etc.
 My access to my own property may be impeded if patrons park in the lane, my property may also be damaged or broken into/steal - lane way is partially owned - not council land
 Property value may decrease due to being surrounded by more noisy businesses which nobody seems able to control, it is supposed to be a residential area after all! The stress this is causing is unbearable, i just want to live in peace and quiet, surely that is not too much to ask?
(If there is an consult room, add to a separate sheet)

Signature



Date 26/7/13

IMPORTANT NOTES ABOUT OBJECTIONS TO PERMIT APPLICATIONS

1. This form is to help you make an objection to an applicant in a way which complies with the *Planning and Environment Act 1987*, and which can be readily understood by the responsible authority. There is no requirement under the act that you use any particular form.
2. Make sure you clearly understand what is proposed before you make an objection. You should inspect the application at the responsible authority's office.
3. To make an objection you should clearly complete the details on this form and lodge it with the responsible authority as shown on the Public Notice-Application for Planning Permit.
4. An objection must:
 - *state the reason for your objection; and
 - *State how you would be affected if a permit is granted.
5. The responsible authority may reject an application which it considers has been made primarily to secure or maintain a direct or indirect commercial advantage for the objector. In this case, the Act applies as if the objection had not been made.
6. Any person may inspect an objection during office hours.
7. If your objection related to an effect on property other than at your address as shown on this form, give details of that property and of your interest in it.
8. To ensure the responsible authority considers your objection, make sure that the authority receives it by the date shown in the notice you were sent or which you saw in a newspaper or on the site.
9. If you object before the responsible authority makes a decision, the authority will tell you its decision.
10. If despite your objection the responsible authority decides to grant the permit, you can appeal against the decision. Details of the appeal procedures are set out on the back of the Notice of Decision which you will receive. An appeal must be made on a prescribed form (obtainable from the Administrative Appeals Tribunal) and accompanied by the prescribed fee. A copy must be given to the responsible authority. The closing date for appeals is 21 days of the responsible authority giving notice of its decision.
11. If the responsible authority refuses the application, the applicant can also appeal. The provisions are set out on the Refusal of Planning Application which will be issued at that time.



Argyle St.
mid afternoon - already
very busy



Parking in Mason st - very busy again -



Mason st - mid-morning.

argyle st



16.4 GIPPSLAND REGIONAL GROWTH PLAN

General Manager

Governance

For Decision

PURPOSE

The purpose of this report is to consider the Gippsland Regional Growth Plan which has been submitted by the Project Steering Committee for endorsement by Council.

DECLARATION OF INTEREST

No officer declared an interest under the *Local Government Act 1989* in the preparation of this report.

STRATEGIC FRAMEWORK

This report is consistent with Latrobe 2026: The Community Vision for Latrobe Valley and the Latrobe City Council Plan 2013-2017.

Latrobe 2026: The Community Vision for Latrobe Valley

Strategic Objectives - Built Environment

In 2026, Latrobe Valley benefits from a well-planned built environment that is complementary to its surroundings, and which provides for a connected and inclusive community.

Strategic Objectives – Governance

In 2026, Latrobe Valley has a reputation for conscientious leadership and governance, strengthened by an informed and engaged community, committed to enriching local decision making.

Latrobe City Council Plan 2013 - 2017

Theme and Objectives

Theme 1: Job creation and Economic Sustainability

Strategic Direction – Job creation and Economic Sustainability

Work in partnership with business, industry and government to create new jobs and investment in Latrobe City.

Provide timely and targeted infrastructure to support economic growth and the marketability of Latrobe City to industry and investors.

Theme 4: Advocacy for and Consultation with our Community

Strategic Direction – Advocacy for and Consultation with our Community

Strengthen our region by actively leading and encouraging partnerships with other local governments, industry and community agencies.

Theme 5: Planning for the future

Strategic Direction – Planning for the future

Provide efficient and effective planning services and decision making to encourage development and new investment opportunities.

Plan and coordinate the provision of key services and essential infrastructure to support new growth and developments.

Legislation - Planning and Environment Act 1987

BACKGROUND

The Gippsland Regional Growth Plan (the Plan) is one of eight regional growth plans being developed across Victoria. Together with the Metropolitan Planning Strategy, they will form the basis of the State Government's Vision for Victoria.

The Regional Growth Plan has been developed in partnership between local government and state agencies over a 2-year period. It has been initiated and coordinated by the Department of Transport, Planning and Local Infrastructure (DTPLI) and responds to directions from the Gippsland Regional Plan 2010. The Regional Plan 2010 was also developed in partnership with local Councils and agencies and set out overall regional aspirations including for health, education and the environment. It recommended that the Gippsland Regional Growth Plan be prepared to address growth and land use planning issues. The Plan is underpinned by four principles which align with the four themes of the Plan:

- **Regional Economy:** Strengthen economic resilience by growing a more diverse economy which is supported by new investment, innovation, and value-adding in traditional strengths
- **Environment and Heritage:** Promote a healthy environment by valuing Gippsland's environmental and heritage assets, and by minimising the region's exposure to natural hazards and risks
- **Living in the Region:** Develop sustainable communities through a settlement framework comprising major urban centres which ensure residents have convenient access to jobs, services, infrastructure, and community facilities, and
- **Regional Infrastructure:** Deliver timely and accessible infrastructure to meet regional needs for transport, utilities and community facilities.

The Regional Growth Plan will help Council to plan ahead and to manage change. Change is occurring as the region's population grows and as

ORDINARY COUNCIL MEETING MINUTES 07 OCTOBER 2013 (CM421)

more land is needed for housing and employment. In addition, online shopping is changing the way we shop, there are increasing pressures on the region's coastal townships because of 'sea changers', climate change is affecting agricultural practices and sea levels, and new roads and infrastructure are needed to support forecast growth.

The Regional Growth Plan sets out a regional approach to planning in response to these changes. It addresses issues which go beyond municipal boundaries such as the overall settlement pattern, transport networks, and a strategic approach to agriculture, tourism and the environment. It does not focus on wider issues such as health, education and labour market issues because such issues are dealt with more effectively elsewhere, for instance through the Gippsland Regional Plan 2010. Local issues are generally not addressed through the Plan because these are best managed by the local Council and its planning processes, rather than through a regional plan.

The Plan has been developed over a 2-year period to ensure that all of the issues can be properly researched. The project has been the subject of broad community consultation and has also been guided by a Project Steering Group comprising local government/state agency representation and relevant expert advice (see Attachment 2 for composition of the Steering Committee).

An Emerging Strategic Directions paper was prepared in August 2012 and the draft Plan has been developed with feedback on that paper by DTPLI staff and in consultation with the Project Steering Group.

The draft Plan has now been agreed by the Project Steering Group and is submitted to the six local Councils for endorsement. Following consideration by the Councils, the Plan will be submitted to the Minister for Planning for final approval.

ISSUES

The regional growth plan will be used to support regional and local infrastructure planning in accordance with the directions of the plan. It will also be used to support bids for funds and investment in the region. Some parts of the plan will need amendments to the planning schemes to assist implementation and the DTPLI will prepare those regional amendments.

A copy of the full plan is included as Attachment 1 and a summary of the plan is included in the table below.

PRINCIPLES	ISSUES	FUTURE DIRECTIONS	STRATEGIES
Strengthen economic resilience by growing a more diverse economy which is supported by new investment,	Relatively narrow economic base	Vibrant and prosperous commercial centres	Vibrant and prosperous commercial and service activities within clearly defined town centres that respond to changing population and market conditions.
	Key economic assets and resources vulnerable to change	Diverse service and manufacturing industries	Development of industry sectors with strong prospects for increased employment

ORDINARY COUNCIL MEETING MINUTES 07 OCTOBER 2013 (CM421)

PRINCIPLES	ISSUES	FUTURE DIRECTIONS	STRATEGIES
innovation, and value adding in traditional strengths.	Water, brown coal, oil and gas and resources of state significance Capacity for primary industry sectors to drive high growth knowledge industries and research and development.	Productive and innovative agriculture, forestry and fisheries	Avoid loss of areas of strategic significance (agriculture and forestry) by critically assessing proposals for non-agricultural or non-forestry use, informed by expert agribusiness advice. Encourage production and processing plants which add value to local agricultural, forestry and fisheries products Protect productive land and irrigation assets which help grow the state as an important food bowl for Australia and Asia
		Strengthen the energy sector	Support transition to a low carbon economy with renewable energy and greenhouse emission reductions including geothermal, clean coal processing, and carbon capture and storage. Support continuing production from the region's oil and gas fields. <i>Prepare a new Gippsland Coalfields Planning and Investment Framework.</i> Develop the region's research and development profile.
		Rejuvenation and expansion of regional tourism	Strengthen tourism in Strategic Tourism Investment Areas Encourage tourism development within existing urban settlements to maximise access to infrastructure, services and labour and to minimise impacts on the environment and exposure to natural hazards.
Promote a healthy environment by valuing Gippsland's environmental and heritage assets and by minimising the region's exposure to natural hazards and risks.	Competing demands on environmental and cultural heritage assets and landscapes Habitat fragmentation and reduced resilience to change High exposure to natural hazards,	Manage risks from natural hazards	Direct urban growth away from areas of high risk from bushfire, flood and coastal inundation
		Manage environmental and cultural heritage assets to achieve best outcomes	Avoid urban growth impacts in areas with environmental and cultural heritage assets such as waterways, scenic landscapes and aboriginal and historic heritage places. Support large scale native vegetation corridor projects. Protect significant inland and coastal landscapes, and cultural heritage assets.

ORDINARY COUNCIL MEETING MINUTES 07 OCTOBER 2013 (CM421)

PRINCIPLES	ISSUES	FUTURE DIRECTIONS	STRATEGIES
	especially bushfires, flooding and coastal hazards.	Impacts and opportunities from climate change	<p>Monitor, assess and act on potential impacts of climate change</p> <p>Respond to opportunities for innovation and industry development arising from climate change and the associated policy response.</p> <p>Support initiatives to undertake adaptation planning for climate change impacts in coastal areas and towns and implement through relevant changes to planning schemes.</p>
Develop sustainable communities through a settlement framework comprising major urban centres which ensure residents have convenient access to jobs, services, infrastructure, and community facilities.	<p>Accommodating population growth and change</p> <p>Access to employment and services</p> <p>Growth pressures vary across region</p> <p>Sea change and commuter pressures close to Melbourne</p>	<p>Sustainable growth and development through a network of settlements</p>	<p>Accommodate urban growth within the Latrobe City as Gippsland's regional city, and centred on regional centres</p> <p>Land use strategies and structure plans to accommodate growth over the next 20 to 30 years</p> <p>Integrated infrastructure and services plans across the identified sub-regional networks</p> <p>A strategy for the long term growth of Latrobe City as a single urban system</p> <p>Supports new urban growth fronts in regional centres where natural risks can be avoided or managed.</p>
		<p>Settlements which are strong, prosperous and sustainable</p>	<p>A housing strategy to investigate opportunities to achieve diverse and affordable housing.</p> <p>Support heritage conservation and urban design initiatives to strengthen liveability and identity.</p> <p>A strategy to increase demographic diversity and youth retention.</p> <p>Plan for increased demand on services and infrastructure in towns with high holiday home ownership.</p>
Deliver timely and accessible infrastructure to meet regional needs for transport, utilities and community facilities.	<p>Maintaining infrastructure capacity with growing demand</p> <p>Robust rail and road framework</p> <p>High dependency on ports and airports outside the region</p>	<p>Access to gas, electricity, drainage, water, sewerage and telecommunications</p>	<p>Strategic infrastructure plans to provide utility servicing infrastructure to growth areas, linked to development contributions plans.</p>
		<p>Road, rail and port improvements</p>	<p>Improvements to the road, rail and public transport networks within and beyond Gippsland as population and economic growth increases.</p> <p>Investigate opportunities for improved rail and road connections to the Port of Hastings and other freight and logistics precincts.</p> <p>Support development of freight and logistics precincts in Morwell and Bairnsdale</p>

ORDINARY COUNCIL MEETING MINUTES 07 OCTOBER 2013 (CM421)

PRINCIPLES	ISSUES	FUTURE DIRECTIONS	STRATEGIES
		Health, education, cultural and sporting facilities to meet local needs	Regional social infrastructure in the regional city and centres

A Gippsland Regional Growth Plan Background Report has also been prepared by DTPLI and this is provided at Attachment 3.

It is noted that the Regional Growth Plan is consistent with the objectives of Latrobe 2026 – The Community Vision for Latrobe Valley and the Latrobe City Council Plan 2013-2017. In particular it is considered that the Regional Growth Plan therefore provides a strong platform for Latrobe City to achieve the following Council Plan objective:

“Work in partnership with all levels of governments to ensure Latrobe City is well supported, resourced and recognised as one of Victoria’s four major regional cities.”

FINANCIAL, RISK AND RESOURCES IMPLICATIONS

Risk has been considered as part of this report and it is considered to be consistent with the Risk Management Plan 2011-2014.

Costs for the preparation of the Plan have been carried by DTPLI which will also prepare the amendments to introduce the Plan into planning schemes.

There are likely to be opportunities for Council to use the Plan to support bids for funding and investment which align with the directions of the Plan.

INTERNAL/EXTERNAL CONSULTATION

Stakeholders and the broader community have been involved at key points in the Plan’s development. Stage 1 public consultation was carried out in August 2012 on Emerging Strategic Directions and nineteen submissions were received at that time.

Stage 2 consultation on the draft Plan has now been completed and was carried out over a six-week period to 12 July 2013. The draft Plan was circulated widely with notices in local newspapers, online material and with ‘open house’ sessions conducted in each of the six municipalities. Sixty-one submissions were received in response to this publicity including submissions from the local Councils, agencies, and many independent submitters from across the region.

Council has been involved in the preparation of the Plan through representation on the Project Steering Committee, through formal submissions on the Plan, and through a number of meetings with both Councillors and officers.

Details of the consultation process associated with the Gippsland Regional Growth Plan is set out in the Consultation and Engagement Report – September 2013 at Attachment 2.

**ORDINARY COUNCIL MEETING MINUTES
07 OCTOBER 2013 (CM421)****OPTIONS**

The options available to Council are as follows:

1. That Council endorse the Gippsland Regional Growth Plan as submitted by the Project Steering Committee.
2. That Council not endorse the Gippsland Regional Growth Plan as submitted by the Project Steering Committee.

CONCLUSION

The Gippsland Regional Growth Plan has been developed in response to the recommendations of the Gippsland Regional Plan (2010) to address growth and land use planning issues. The Plan is underpinned by four principles which align with the four themes of the Plan:

- Regional Economy
- Environment and Heritage
- Living in the Region
- Regional Infrastructure

The Regional Growth Plan will help Council to plan ahead and to manage change. It addresses issues which go beyond municipal boundaries such as the overall settlement pattern, transport networks, and a strategic approach to agriculture, tourism and the environment.

The Regional Growth Plan is consistent with the objectives of Latrobe 2026 – The Community Vision for Latrobe Valley and the Latrobe City Council Plan 2013-2017. In particular the Plan recognises Latrobe City as Gippsland's Regional City which provides a strong platform for Latrobe City to achieve the following Council Plan objective:

“Work in partnership with all levels of governments to ensure Latrobe City is well supported, resourced and recognised as one of Victoria's four major regional cities.”

Attachments

1. Gippsland Regional Growth Plan - Final
2. Gippsland Regional Growth Plan - Consultation and Engagement Report
3. Gippsland Regional Growth Plan - Background Report

**ORDINARY COUNCIL MEETING MINUTES
07 OCTOBER 2013 (CM421)**

RECOMMENDATION

That Council endorse the Gippsland Regional Growth Plan as submitted by the Project Steering Committee.

Moved: Cr White
Seconded: Cr Gibbons

That the Recommendation be adopted.

CARRIED UNANIMOUSLY

16.4

Gippsland Regional Growth Plan

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2	Gippsland Regional Growth Plan - Consultation and Engagement Report.....	359
3	Gippsland Regional Growth Plan - Background Report	439

REGIONAL GROWTH PLANS

A VISION FOR VICTORIA

GIPPSLAND



REGIONAL GROWTH PLAN

September 2013

(Final draft for consideration by councils)

Acknowledgement of Country

The Gippsland Local Government Network and the Department of Transport, Planning and Local Infrastructure acknowledge Aboriginal Traditional Owners within the region, their rich culture and spiritual connection to Country. We also recognise and acknowledge the contribution and interest of Aboriginal people and organisations in land use planning, land management and natural resource management.

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Note: The Gippsland Local Government Network (GLGN) is an alliance of six councils: Bass Coast Shire Council, East Gippsland Shire Council, Latrobe City Council, South Gippsland Shire Council and Wellington Shire Council.

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GLOSSARY

Aboriginal cultural heritage: means Aboriginal places, Aboriginal objects and Aboriginal human remains. They tell the story of Aboriginal use and occupation of the land. An Aboriginal place can be an area of land or water, a natural feature, formation or landscape, an archaeological site, as well as a building or structure. Aboriginal cultural heritage also includes intangible places where there may be no physical evidence of past cultural activities. These include places of spiritual or ceremonial significance, places where traditional plant or mineral resources occur, or trade and travel routes.

Advanced manufacturing: manufacture by automated and sophisticated processing

Area of strategic significance (agriculture and forestry): land identified as prime productive agricultural land and/or land within an industry cluster

Bioenergy: energy generated from organic matter, such as agricultural waste

Biochar: liquid or gaseous fuels derived from biomass

Biomass: includes agricultural residues and waste products, forestry residues, organic wastes, purpose-grown energy crops, woody weeds, algae and biodegradable municipal waste streams

Central Business District (CBD): the area comprising the core commercial, civic and community functions of a town

Commercial centre: the area comprising the core commercial, civic and community functions of a town

Cultural heritage: captures both Aboriginal heritage and post-European historic heritage

Declared Water Supply Catchments: catchment areas as proclaimed under the Soil Conservation and Land Utilization Act 1958 in conjunction with the Land Conservation Act 1970 and subsequently incorporated into the Catchment and Land Protection Act 1994

Domestic Wastewater Management Plan: a document seeking to reduce the potential health and environmental impacts of on-site wastewater disposal

Earth resources: these comprise minerals, petroleum, gas, extractive and geothermal industries

Environmental asset: a tangible biophysical element of the environment, such as terrestrial habitat, waterways, significant landscapes and soils

Environmental value: the attributes of an environmental asset that make it valuable or important based on environmental, social or economic values

GLOSSARY

Existing urban area: existing residential, business or industrial development areas.

Extractive Industry Interest Area (EIA): identified areas around major centres in Victoria where it is possible that a quarry could be placed within defined constraints.

Freight and logistics precincts: places where large volumes of freight are received, stored and despatched. These precincts may support port, airport or rail and road intermodal terminals and may include manufacturing activity, warehouses and distribution centres within the broader precinct of complementary freight and freight-related activities.

Future investigation for urban growth: vacant or undeveloped land currently not zoned for urban development (farming or other non-urban zone).

Future urban growth (planned): vacant or undeveloped land currently not zoned for urban development. Subject to precinct structure plan or development plan preparation.

Future urban growth (zoned): vacant or undeveloped land currently zoned for urban development (residential, business or industrial zone).

Higher order services: services that are only provided in a limited number of locations and have a large catchment area, such as a university or department store.

Historic heritage: the contemporary representation of the past including archaeological sites, structures, precincts, gardens, cultural landscapes and significant objects.

Housing diversity: the provision of a range of different housing types to suit different ages, lifestyles and incomes.

Infill development: the development of additional dwellings in established urban areas.

Intensive agriculture: land used to intensively produce agricultural products through ventures such as poultry farms, piggeries, feedlots, aquaculture, hydroponics, greenhouses and glasshouses. This includes 'intensive animal husbandry' and intensive crop raising' as defined in planning schemes.

La Trobe City: is the grouping of Traralgon, Moe, Morwell and Churchill.

National Broadband Network (NBN): high-speed internet network being provided across Australia. **Natural hazard:** a naturally occurring source of potential harm or situation with the potential to cause loss, such as bushfire, flood and coastal storm surges.

Natural resources: naturally occurring commodities such as oil, gas, minerals, fisheries, timber or solar energy potential.

Nature-based tourism: any activity that relies on experiences directly related to natural attractions including ecotourism, adventure tourism, wildlife tourism and attractive tourism.

Overlays: planning scheme provisions generally related to a particular issue, such as heritage or flood.

Planning scheme: policies and provisions for the use, development and protection of land prepared by councils or the Minister for Planning.

Primary production: growing, harvesting or extraction of primary level products. Major industries in this sector include agriculture, fishing, aquaculture, forestry and all mining and quarrying industries.

Regional catchment strategy: a document setting out the management of natural resources, such as rivers, wetlands, terrestrial habitat and agricultural land.

Regional cities: the 10 largest cities outside metropolitan Melbourne (Ballarat, Bendigo, Geelong, Horsham, Latrobe, Mildura, Shepparton, Warrnambool, Wanganella and Wodonga). The relevant municipalities are represented by the Regional Cities Victoria group and together they advocate a whole-of-government approach to delivering services and infrastructure.

Registered Aboriginal Party: represents Aboriginal people in the management and protection of Aboriginal cultural heritage.

Social infrastructure: includes community facilities, services and networks that help communities meet their social needs and maximise their potential wellbeing.

Strategic tourism investment areas: areas identified as having potential to rejuvenate, expand or develop tourism products of regional significance. These areas have been identified through an assessment of existing tourism strategies (national, statewide, regional and local) and criteria including proximity to existing tourism products and infrastructure, and proximity to national or state parks, coastal parks or ocean beaches linked to a touring route.

Terrestrial habitats: are combinations of biological and physical features of the landscape including native vegetation, fallen timber and litter, soil, rocks, etc that enable populations of each native plant or animal species (or group of species) to live and reproduce. Features can be considered at the site scale, for example, the food sources used by individuals, and the landscape scale, for example, the linkages used for movement between areas, or the refuges used to cope with disturbance events.

Town centre: the area comprising the core commercial, civic and community functions of a town.

Transport corridor: a linear tract of land that contains lines of transportation such as highways or railway lines.

Water sensitive urban design: a planning and engineering design approach that integrates the urban water cycle – including stormwater, groundwater and wastewater management and water supply – into the design of urban areas to minimise environmental degradation and improve aesthetic and recreational appeal.

EXECUTIVE SUMMARY

Gippsland has always been an important driver of the Victorian and Australian economies because of its vital role in supplying energy, earth resources, water and food. It also comprises nationally recognised tourist destinations and some of the state's most important environmental and cultural heritage assets. The Gippsland Regional Growth Plan will leverage all these regional assets to help create a healthy and thriving community, which is supported by a vibrant and diverse economy.

While the Gippsland region has valuable assets that underpin its future, it is facing a period of change. Energy production needs to transition to a low carbon platform, new oil and gas fields need to be explored, and cleaner and greener value-adding opportunities are needed in natural resource and food production. Climate change will provide both challenges and opportunities for agriculture and place pressure on some coastal areas. There will also be a need to manage increased risks from flood, bushfire, coastal hazards and rising sea levels. The region's growing population needs to be accommodated, with a need for more housing choices, services and infrastructure.

This plan addresses a wide range of challenges by recognising Gippsland's assets of regional significance and putting an integrated planning framework in place to direct and manage sustainable growth across the region. It establishes regional policy to guide the use and preservation of these assets and provides a higher level of certainty and direction for investors, infrastructure and service providers, the community and decision makers.

To grow and diversify Gippsland's economy, and take advantage of value-adding opportunities within the region, efforts should be focused on the sectors of energy and earth resources, agriculture, forestry, fisheries, commercial and industrial development, and construction. Opportunities for strong employment growth are provided in the areas of tourism, knowledge and green industry sectors such as sustainable and renewable technologies, and the service sector. Areas of strategic significance are identified for both agriculture and tourism to support the region's

aspirations to be an important contributor to the state's agriculture and food production for Australia and Asia, and to increase employment in nature-based tourism.

Gippsland is forecast to become a fast growing part of Victoria as more people relocate to the region from Melbourne. This plan considers the implications of growing the region to a population of 386,000 by 2041, an increase of 116,000 people. Significant new investment in the region, particularly efforts to develop clean and renewable energy and to foster supporting research and advanced manufacturing sectors could help attract a higher population of up to 465,000 by 2041. This upper range figure envisages that Latrobe City, as the regional city, comprising Moe, Morwell, Traralgon and Churchill, has the capacity to accommodate this level of population and economic growth.

A network of important regional centres comprising Bairnsdale, Loongana, Sale, Warragul and Wonthaggi and neighbouring towns will benefit from high amenity, affordable housing and growing employment opportunities and distribute these benefits across the region. This approach will stimulate stronger economic growth, attract high level services and provide efficiencies in meeting community needs.

Economic development and future settlement patterns are planned to take advantage of existing infrastructure, servicing investment and capacity to reduce increased risks in places prone to natural hazards. Significant road and rail networks are identified to support Gippsland's growth and provide better access to and from markets and services within and beyond the region.

This plan identifies Gippsland's key assets and responds positively to the challenges that lie ahead. It adopts an integrated approach with a package of objectives and strategies for the economy, environment, regional living, infrastructure and transport.

EXECUTIVE SUMMARY

This plan is underpinned by four guiding principles with key objectives as follows:

Principle 1: Strengthen economic resilience by growing a more diverse economy that is supported by new investment, innovation and value-adding in traditional strengths

- Facilitate vibrant and prosperous commercial centres in the region's major urban centres that respond to changing population and market conditions
- Further diversify Gippsland's service and manufacturing industries and support those that have the greatest impact on job and investment generation, and those that add value to local products
- Advance productive and innovative agriculture, forestry and fisheries sectors with a focus on export markets and local food processing
- Strengthen the energy sector and identify, protect, extract and process valued earth resources such as brown coal, oil and gas, and sand and rock subject to best practice environmental standards
- Facilitate the rejuvenation, expansion and development of regional tourism based on Gippsland's environmental and cultural heritage assets and identified strategic tourism investment areas

Principle 2: Promote a healthy environment by valuing Gippsland's environmental and heritage assets, and by minimising the region's exposure to natural hazards and risks

- Manage risks to Gippsland's communities and economy from natural hazards
- Manage Gippsland's environmental and heritage assets to achieve the best outcomes for the region's environment, economy and community
- Plan for potential impacts and opportunities arising from climate change and initiatives to reduce greenhouse gas emissions

Principle 3: Develop sustainable communities through a settlement framework comprising major urban centres that ensures residents have convenient access to jobs, services, infrastructure, and community facilities.

- Promote the sustainable growth and development of Gippsland through an identified network of settlements
- Develop settlements that have a strong identity, value their natural and cultural heritage, and are prosperous and environmentally sustainable

Principle 4: Deliver timely and accessible infrastructure to meet regional needs for transport, utilities and community facilities

- Work with utility and service agencies to optimise access to gas, electricity, drainage, water, sewerage and telecommunications and cater for a growing population and economy across the region
- Support road, rail and port improvements across Gippsland and beyond, particularly to markets and employment
- Provide health, education, cultural and sporting facilities to meet local needs in locations that are accessible and convenient to the people who will use them





PART A

INTRODUCTION

1. What is a regional growth plan?

Eight regional growth plans are being developed to provide broad direction for land use and development across regional Victoria (refer to Map 1). They also provide more detailed planning frameworks for key regional cities and centres.

Regional growth plans, together with the new Metropolitan Planning Strategy being prepared for Melbourne, provide long-term plans for the state. Collectively the regional growth plans will inform a Vision for Victoria.

The regional growth plans respond to directions established in the regional strategic plans that were prepared across regional Victoria between 2007 and 2010.

Regional growth plans are the next stage in planning for growth and change in regional Victoria. They have been developed in a partnership between local government and state agencies and authorities. Regional growth plans reflect state and local government objectives.

These plans provide a long-term view of the region to 2041 and beyond, allowing for some short-term actions, and providing long-term strategic land use direction.

INTRODUCTION

PART A

Map 5: The eight regional growth plans



Source: Department of Transport, Planning and Local Infrastructure

2. Why we need this plan

The Gippsland Regional Growth Plan translates and integrates emerging statewide regional land use planning policy. It provides the basis for regional coordination and future planning of infrastructure to support regional land use objectives.

The plan:

- supports the priorities of the Gippsland Regional Plan particularly to provide further direction for land use related priorities, including:
 - Gippsland Low Carbon Economy Transition Plan
 - post-secondary education
 - Gippsland's gateways
 - Centre for Sustainable Technology
 - Gippsland Lakes Sustainable Development Framework
 - Gippsland's water
 - tourism infrastructure
- establishes a framework for strategic land use and settlement planning that can sustainably accommodate growth
- identifies important economic, environmental, social and cultural resources to be protected, maintained or developed
- provides direction for accommodating growth and change including residential, employment, industrial, commercial, agriculture and other rural activities

- shows which areas of land can accommodate growth and which are to be preserved
- identifies opportunities for supporting regional level infrastructure, providing an essential contribution to the long-term sustainability of the region

The plan helps councils by streamlining planning policy and potentially reducing the strategic workload of councils. It will also contribute to broader regional goals.

The plan provides a regional strategic land use framework for growth and change. It is a strategic direction-setting document that identifies long-term land uses and growth objectives. It is not at a level where service planning or specific unquantified infrastructure could be committed. The plan will guide infrastructure decisions and provide priority for further investigations of regionally significant infrastructure.

Site-specific development proposals and processes are also outside the scope of this plan.

The plan provides solutions to common issues across Gippsland but will not reduce attention to local issues or replace local planning, such as identification of future industrial and other employment locations or consistent regional approaches to planning for key resources, waste, tourism and heritage.

INTRODUCTION

PART A

3. How this plan will be used

This plan supports the region's agreed priorities as set out in the Gippsland Regional Plan. The plan provides a land use focus for economic, environmental, settlement and infrastructure priorities, and will be used to inform regional planning policy and guide future strategic planning by local government.

This plan guides and informs future land use planning across the Gippsland region, including subsequent reviews of each council's Municipal Strategic Statement.

The key land use planning directions of the plan will be implemented through the state planning system as it is applied by each council in the Gippsland region. This will support decision making at a local level.

Implementation will occur in a number of ways, such as further specific amendments to planning schemes, preparation of infrastructure plans, land supply monitoring and other projects.

4. How the plan was prepared

The plan has been developed through a series of issues papers, regional workshops and analysis of information provided by all partners in the process. Partners in the development of the plan are: Bow Bow Shire, Bass

Coast Shire, East Gippsland Shire, Latrobe City, South Gippsland Shire, Wellington Shire, Gippsland Regional Development Australia Committee, Gippsland's catchment management authorities, Department of Environment and Primary Industries, VicRoads, Department of Transport, Planning and Local Infrastructure and Department of State Development, Business and Industry.

The process for preparing the plan was as follows:

1. Project establishment
2. Prepare background issues paper
3. Establish the plan's strategic directions 
4. Prepare draft regional growth plan 
5. Prepare final regional growth plan

A brochure identifying draft strategic directions for the plan has been on display at www.dtpi.vic.gov.au/gippsland/rgp. Background and issues papers are also available on the Department of Transport, Planning and Local Infrastructure website.

PART A

INTRODUCTION

5. Components of this plan

Part A: Introduction – provides an overview of the content of this plan and how it is being prepared.

Part B: Regional overview – considers the current drivers of change in the Gippsland region as well as wider challenges such as economic restructuring, technological change, and the projected impacts of climate change. These drivers and challenges set a context for land use and development issues across the region and provide a focus for where more detailed investigation and planning may be needed.

Part C: Towards the regional growth plan – recognises the role of the economy and the region's economic assets and the need to build on these competitive advantages and opportunities to create a more diverse and resilient economic future. The region's environmental and cultural heritage assets are recognised as providing vital ecosystem services and economic value through activities such as tourism. A regional settlement framework sets out a high level approach to accommodate the region's projected population and household growth. The plan also considers existing infrastructure networks and servicing implications for future growth.

Part D: Regional growth plan – provides an integrated strategic plan for growth and change, bringing together the key directions outlined in Part C.

Part E: Delivering regional growth – outlines how the plan will be implemented and progress monitored.

A summary of key directions for future growth and actions for implementation is provided.

The plan is supported by:

- Gippsland Regional Plan
- Gippsland Regional Growth Plan – Issues Paper
- Gippsland Regional Growth Plan – Strategic Directions Consultation Summary
- Gippsland Regional Growth Plan – Background Report
- Gippsland Region Profile (Regional Development Victoria)



Ormer Town, Bow Bow Shire Council



Midcoast, East Gippsland Photo courtesy of Destination Gippsland

PART B

REGIONAL OVERVIEW

This part of the Gippsland Regional Growth Plan provides a broad overview of the Gippsland region including what is driving growth and change, what land use challenges the region faces, and a proposed vision statement outlining a desired future.

6. Snapshot of the region

The Gippsland region extends from the edge of metropolitan Melbourne in the west to the most easterly point of Victoria. In the north, the region borders New South Wales and the Hume region. The region's southern border is defined by the Victorian coastline. Gippsland includes the local government areas of Bass Coast, Bow Bow, East Gippsland, Latrobe, South Gippsland and Wellington (as shown in Map 2). Planning functions and land management for French Island are a state government responsibility.

Gippsland's economy is predominantly based around natural resources and commodities, with key industry sectors including agriculture, forestry, dairy and pastoral industries, fishing, and coal mining, oil and gas extraction and processing. The agribusiness sector is a significant employer in the region, with over 37 per cent of Gippsland's business involved in agriculture and fishing and a further 15 per cent involved in upstream processing operations. Energy production is one of Gippsland's major industries, both in the coal-rich Latrobe Valley and Bass Strait's oil and gas fields serviced from Longford. The region produces around 90 per cent of Victoria's electricity, 97 per cent of Victoria's natural gas, and 14 per cent of Australia's oil. The region's strategic assets are shown in Map 3.

Map 2: Gippsland Regional Growth Plan boundaries



Source: Department of Transport, Planning and Local Infrastructure

REGIONAL OVERVIEW

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Table 1: Gippsland fast facts

Current population	269,790
Projected population in 2041*	306,000
Number of jobs currently within the region	89,386
Proportion of land in the Gippsland region made up of state-owned forests, national parks and reserves, and native freehold forests	47%
Supply of Melbourne's water needs	60%
Percentage of Victoria's electricity generated in Gippsland** in 2010	80%
Percentage of Victoria's natural gas extracted from Gippsland	97%
Percentage of Australia's oil extracted from Gippsland	14%
Percentage of Victoria's beef produced in Gippsland	25%
Percentage of Australia's milk produced in Gippsland	20%
Percentage of Victoria's agricultural, forestry and fishing exports contributed by Gippsland	27%
Percentage of Gippsland business involved in agriculture and fishing	37%
Percentage of Gippsland business involved in agriculture and fishing processing operations	15%

* DPCO population projections (unofficial) 2012

** Resources Australia (2012) Production and Development Table 2 – Crude Oil and Gas Production by State, pre 2001 and 2001–2010 released 21 February 2012

Source of other facts: Regional Development Victoria (2012) Gippsland Economic Profile

Gippsland's settlement patterns are well established with the Latrobe Valley corridor forming the major economic and population centre of the region. Latrobe City, as Gippsland's regional city, consisting of Moe, Morwell, Traralgon and Churchill, is seen as a collective urban system or networked city. The regional centres of Bairnsdale, Sale, and Warragul/Drouin are located along the Princes Highway. The regional centres of Loongathinga and Worthing, and the townships of Kerang/Burra and Inverloch lie along the Bass and South Gippsland highways. Cowes (Phillip Island), Lakes Entrance, Orbost, Maffra and San Remo are also significant settlement locations. A scattering of smaller towns provide important district servicing roles and tourist destinations including those in the high plains, historic gold mining areas and alpine-scenic routes. The Gippsland region's projected population over the next 20 years is shown in Table 2.

Table 2: Local government areas projected population

Local Government Area	Total Population		
	2011	2021	2031
Bass Coast (Shire)	32,056	40,037	49,966
Bow Bow (Shire)	44,042	54,439	64,608
East Gippsland (Shire)	44,680	51,349	58,808
Latrobe (City)	76,640	83,521	90,741
South Gippsland (Shire)	26,452	30,187	32,509
Warrington (Shire)	43,920	46,013	49,276
Total for Gippsland region:	269,790	305,356	345,888

Source: Victoria in Future 2012

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Map 3: Strategic assets



- | | | | | | |
|--|----------------------------------|----------------------------------|---------------------|--------------------------------|--|
| ● Power station | ● Food manufacturing hub | ● Operational wind farm | ● University | ● Victorian Desalination Plant | ● Settlement |
| ○ Longford gas plant | ● Australian Paper Mill/works | ● Alpine resort | ✈ Airport | ● Designated water supply | ● Melbourne's urban area |
| — Electricity transmission line (500 kV) | ■ Macalister Irrigation District | ● Significant tourism asset | ⚓ Port | ● Lake | ● Areas within 100 km of central Melbourne |
| — Baseline (500 kV) | ● Coal reserves | — Linkages to key tourism assets | → Key road corridor | ● Public land | |
| — Gas/Oil pipeline | | | — Key rail corridor | | |
- Source: Department of Transport, Planning and Local Infrastructure

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While Gippsland has some clearly defined centres, around 40 per cent of the population is located in villages and settlements of less than 500 people. Along the coastline many areas are subject to significant seasonal population fluctuations. The region is unique in Victoria with approximately three-quarters of the region being forested public lands and national parks, natural water courses and floodplains, and areas of bushland with bushfire risk. This provides a unique natural landscape with a range of tourism opportunities, yet significant challenges in terms of disconnection between communities.

Transport links in Gippsland are largely orientated east-west, with the Princes Highway and Bairnsdale rail line defining the principal corridor connecting most of the major settlements. North-south movement in Gippsland is facilitated by the South Gippsland, Bass and Strzelecki highways. Rail transport includes VLine passenger trains and freight that link to and beyond Melbourne and its ports. Plans to invest in the Port of Hastings as a major port equal to the Port of Melbourne have been identified by regional stakeholders as a major potential driver for regional growth. This will require upgrades to both rail and road connections and planning for future transport corridors.

The Gippsland region has important economic connections and linkages to export ports in Melbourne and New South Wales. The export of dairy and food products, timber and paper, and livestock to national and global markets generates significant value for the region and underlines the importance of reliable access to markets. Key linkages outside the region are shown in Map 4.

A strong tourism industry operates in Gippsland, which is linked to the environmental assets of the region and its unique and diverse cultural landscapes. This industry attracts a growing market from metropolitan Melbourne and local residents, and has significant potential to broaden its appeal. Some key tourism assets include the Gippsland Lakes, Phillip Island, Wilsons Promontory, far east Gippsland and the alpine country. Popular tourist destinations include Phillip Island, Walhalla, Gippsland Lakes and coast, the Bow Bow plateau, and the Strzelecki Ranges.

PART B REGIONAL OVERVIEW

Map 4: Key linkages outside the region



Source: Department of Transport, Planning and Local Infrastructure

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7. Drivers of change

Issues such as changes in climate, economic restructuring, global economic conditions and commodity prices, and changing demographic profiles are affecting communities across regional Victoria to varying degrees. In Gippsland these issues are driving significant change in the region's economy, particularly due to its strong reliance on natural resources and coal. The region's coastline and large extent of forested public land are at risk from natural hazards and the potential impacts of changes in climate. In central and eastern parts of the region, a projected ageing population will present challenges for housing, health and support services, and accessible transport.

At the western interface with Melbourne, (Melbourne's peri-urban hinterland) and adjoining the Casey and Cardinia growth areas, considerable growth is occurring in Warragul/Drouin and Werthoggi, with new residents settling within commuting distance to metropolitan workplaces. Bairnsdale and other locations near the Gippsland Lakes are expected to experience significant population growth influenced by amenity and lifestyle opportunities.

Melbourne's peri-urban hinterland

Peri-urban literally means the area around a settlement. Melbourne's peri-urban region is diverse, containing a mix of people, places and experiences. This predominantly rural area includes key urban settlements and townships, which face particular pressures for growth and change. In the Gippsland region it extends across parts of the Bow Bow, Bass Coast and South Gippsland shires from the south-eastern fringe of metropolitan Melbourne.

The peri-urban region includes a number of state significant land assets important to the functioning of Melbourne and Victoria as a whole. These include resources, infrastructure, environmental assets and cultural heritage assets (refer to the background report Section 1.1). These land assets provide some of our most basic needs, which over five million Victorians rely on every day, such as quality air and water, food, fibre,

and building materials for our homes and roads. The peri-urban region's unique natural, cultural and recreational assets provide great economic opportunities. This is a significant strength for the State, providing opportunities to maximise our competitive advantage over other cities and regions within Australia and the Asia-Pacific region. The economic opportunities provided by the assets and appropriate growth will contribute to the economy, our quality of life and environmental strengths. Considered land use planning will ensure we, and future generations, can continue to enjoy the benefits that this area provides.

The proximity of the peri-urban region to Melbourne and high standard road and rail infrastructure reinforce strong two-way connections between these areas, providing access to jobs, markets, customers and tourists. The peri-urban region has a particularly strong relationship to the Melbourne population. Visitation, tourism and commuting patterns occur between these areas and recreation and amenity areas are frequented by hundreds of thousands of people during weekends and holiday periods. These interactions have had a strong influence on growth and change within the peri-urban region. These areas have had high percentage increases in population and this trend is projected to continue.

If not managed, development pressures and sprawling growth can increase risks from bushfire, sea-level rise and flood, add to infrastructure costs and lead to a loss of important non-urban assets including productive farmland, water catchments, earth resources, biodiversity and natural ecosystems. Retaining the economic and community value of these assets is a key consideration in planning for this area.

Collectively, the Metropolitan Planning Strategy and the peri-urban regional growth plans (G21, Central Highlands, Loddon Mallee South, Hume and Gippsland) provide the vision and broad strategic direction for land use and development across this area. The regional growth plans include high level framework plans for towns and cities where urban growth will be supported. In the Gippsland region, Warragul/Drouin, Kerang/Burra and Werthoggi have been identified as key peri-urban growth locations where growth is supported.

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The government in partnership with councils will work to provide specific statements about the peri-urban region to respond to the unique pressures and opportunities that are common to these locations. There is an opportunity to clearly articulate the outcomes envisaged for the complex peri-urban region at a finer grain. Stronger and clearer guidance for making land use planning and development decisions in the peri-urban region are needed, particularly where there are trade-offs between competing land uses.

Understanding the role of regional cities, peri-urban towns and rural communities and their relationship to one another and to Melbourne is a critical element in planning for the peri-urban region. Peri-urban councils have already led the preparation of detailed research of many of the issues affecting the area, and have developed policy positions in a number of locations to inform decision making at the strategic land use level. The work of councils, together with the Metropolitan Planning Strategy and the regional growth plans, provides a strong foundation for preparation of statements about the peri-urban region.

Economic diversification and increasing resilience

Gippsland has significant natural and economic assets related to energy, water and agriculture. There has been moderate growth in the region's largest industry sectors (manufacturing, mining, utilities and agriculture) over the last 30 years. Conversely, sectors that have grown strongly, professional and financial services and construction, are relatively small. The region will need to move to a more diverse economy with increased processing and value-adding of its natural resources and produce to increase economic resilience and better position the region to adjust to future change. There is also a need to further develop the service and knowledge industry and optimise regional benefits from the National Broadband Network.

Gippsland's reliance on the economic value of brown coal has been affected by national and global initiatives to reduce greenhouse gas emissions. The region will need to invest in innovation and technology to realise opportunities for alternative use of its brown coal resource based on clean coal technology, carbon capture and storage, and other products derived from brown coal such as liquid fuels, fertilisers and solid fuels.

Opportunities have been identified to build on existing capabilities in research and food processing to further enhance Gippsland's agriculture sector. There is potential to harvest farm and forestry waste as biomass for use in the production of biofuels. The region can also build on its manufacturing capabilities, particularly in aircraft manufacturing and other technical industries, and can further develop its tourism industry by building on opportunities from environmental assets such as the Gippsland Lakes, Wilsons Promontory, the Australian Alps and Phillip Island.

It will be important to ensure an adequate supply of land for urban growth, including industrial and employment areas, and to ensure that infrastructure has the capacity to support and attract new investment across existing and emerging industry sectors.

State initiatives such as the Latrobe Valley Industry and Employment Roadmap and regional projects, such as the Gippsland Food Plan, outline further actions to realise these opportunities.

Population growth

Current projections indicate that by 2041 the Gippsland region is expected to grow by 116,000 to reach a total population of 386,000 (Victoria in Future, 2012 population projections, unpublished, 2012). The projected growth rate of 1.19 per cent per annum is similar to other growth rates across regional Victoria, but is higher than historical rates of growth for the region (one per cent growth rate achieved since 1996). The total number of additional people will be significantly higher than the 60,000 people added to the region over the previous 30 years.

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Population growth will not occur evenly across the region, with most of the region's growth focused on Traralgon, Bairnsdale, Wonthaggi, Warragul and Drouin. Places closest to Melbourne are expected to grow fastest with Bass Coast and Bow Bow shires forecast to grow by 2.2 per cent and 1.7 per cent, respectively, with their population driven by the continuing growth of Melbourne's south east and development of the Cardinia Employment Corridor. Higher growth rates can generate employment and economic benefits but can also create pressure on infrastructure such as roads, trains, water and sewerage and some communities may be resistant to such growth.

Some areas such as small and remote settlements will experience only slow or stable growth. In these areas, planning will need to focus on how these communities can retain and improve access to necessary health, education and commercial services. Flexible and adaptable service delivery, community transport and mobile services such as bush nursing centres will be part of the response needed to maintain service levels for small and remote communities.

An ageing population

Similar to much of regional Victoria, Gippsland's population is projected to age over the next 30 years. The proportion of people aged 65 or over is forecast to increase from 18 per cent to 30 per cent over the next 30 years compared to 12 per cent of the population in 1996. This has implications for health and social services as well as leisure and cultural services. There are also implications for housing preferences, with 64 per cent of future household growth to be from households with one person or couples without children. The local government areas of East Gippsland, Bass Coast and South Gippsland are forecast to have particularly high levels of people aged 65 and over. A related challenge for the region is to attract and retain younger people who leave the region for education and employment opportunities in Melbourne.

Natural hazards and climate change

Significant areas of Gippsland are at risk from natural hazards including flood, bushfire and sea level rise. There is the potential for loss of property and life where settlement and infrastructure intersect with high risk areas. There are particular challenges for small and remote communities in avoiding natural hazards and building resilience and capacity to respond to emergencies, as well as providing for suitable development around the fringes of some larger settlements. Transport and communication networks will be increasingly important as part of the management and response to natural hazards and extreme events.

Climate change projections for Victoria are for temperature increases within the range of 0.6°C to 1.3°C by 2030 (relative to 1990) and between 1°C to 4.2°C by 2070 (depending on the amount of carbon in the atmosphere). Average rainfall is likely to decrease, mainly in winter, although there is still likely to be multi-year wet periods. A sea level rise of 0.5–1.1 metres is possible by 2100 and it is anticipated that by 2050, areas that experience at least one day of snow cover will be reduced by around 22 per cent. An increased risk of extreme weather events and natural hazards is predicted such as flood, coastal erosion, storm tide events and bushfire. There is also the potential over the next 30 years for negative implications on coastal and inland settlements, infrastructure, tourism, human health and water supply.

Opportunities may arise over the next 30 years and beyond in the Gippsland region from these long-term changes in climate. These opportunities may include growth of new agricultural crops, an expanded timber industry due to the developing carbon market, the production of new products to help adapt to climate change, such as climate resilient building products, and an increase in fisheries production.

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Transport and communications

While Gippsland has a functional transport network consisting of highways and the Bairnsdale railway corridor, the network will be under pressure in the years ahead with population and economic growth. Communities across the region will need reliable and efficient access to regional services such as hospitals and tertiary education. Industries based on agriculture and coal products will need improved access to Melbourne and export markets with links to ports.

It will be important to ensure Gippsland's transport network keeps pace with growing passenger numbers and changes in the freight task. Sound transport and communication links to Melbourne and its airports, with interstate and international connections, will be needed as Gippsland's knowledge and service industries grow.

8. Challenges for growth

Challenges for growth in the Gippsland region, which this plan seeks to address, are summarised as:

- sustaining and expanding economic activity through a period of diversification and transition
- enhancing the resilience of the region's industries to the impacts of economic restructuring and climate change
- identifying new and improving existing tourism opportunities in the region
- accommodating projected population and household growth, including managing settlement growth with consideration of economic resources, environmental assets and natural hazards
- managing the impacts of a changing community profile including an increasingly aged population
- planning and adapting settlements and infrastructure to respond to the impacts of climate change, including increased risk from natural hazards
- improving the efficiency, reliability and service levels of the region's transport network to provide access to markets, services and employment
- delivering services and communications infrastructure to meet the needs of the community, commercial and industrial users

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Lakes Entrance Photo courtesy of Tourism Victoria

9. Vision for the region

By 2041 Gippsland is recognised as having attracted remarkable levels of investment in economic and urban growth through implementation of regional strategies and projects, inspired by the region's assets and its potential.

Growth has been planned for, and attracted to, six urban centres: Latrobe City as the regional city, Bairnsdale, Leongatha, Sale, Warragul/Drouin and Wonthaggi. This approach has attracted and retained higher than projected population and employment levels as the centres have gained the critical mass to provide higher order services.

Economic growth has been sustained by the region's traditional strengths in natural resources, energy, agriculture and forestry, manufacturing and tourism. Investment in research and development in these and other industries has spurred on the development of new industries and higher employment rates and resulted in Gippsland having a reputation for innovative technology. Promotion of the region's nature-based and cultural heritage tourism assets has also attracted new investment in world-class facilities and significant increases in visitor numbers.

Careful planning of both urban and rural areas has added to the region's valued rural and regional character and protected and replenished its environment. Ecologically sustainable development practices and the facilitation of a healthy lifestyle are now entrenched in planning practices and community values.

The region's private and public transport connections between towns, ports, markets, Melbourne and interstate operate efficiently to accommodate new demand.

10. Principles to achieve the vision

A set of guiding principles to achieve the vision has been developed with the participation of the project partners. These principles reflect the priorities and directions of the Gippsland Regional Plan 2010.

Principle 1: Strengthen economic resilience by growing a more diverse economy, that is supported by new investment, innovation, and value-adding in traditional strengths

The plan will support a diversified economy, building on the region's traditional strengths of energy, earth resources, agriculture, forestry, fisheries, commercial and industrial development, tourism and the service sector. The plan provides policy support for value-adding opportunities and employment growth in healthcare and social services, green jobs and knowledge industries. Focusing urban growth in the regional city, as well as in a network of regional centres, will boost population mass and concentrate services and businesses in a manner that is conducive to increased investment and employment.

Principle 2: Promote a healthy environment by valuing Gippsland's environmental and heritage assets and by minimising the region's exposure to natural hazards and risks

Distinctive rural landscapes and sensitive environments such as the coast, mountain ranges and natural bushland will be protected and valued. Urban and economic development will be managed so as to minimise adverse impacts on these environmental and cultural heritage assets, and will be directed to areas of lower risk from bushfire, flood and other natural hazards.

Principle 3: Develop sustainable communities through a settlement framework comprising major urban centres, that ensure residents have convenient access to jobs, services, infrastructure and community facilities

The plan introduces a settlement framework for urban growth that builds on the existing network of main towns. The regional city is centrally located and has the scale and range of services needed to provide benefits across the region. The regional centres of Warragul, Loongatha, Wonthaggi, Bairnsdale and Sale, and a network of smaller nearby towns including Drouin, Kerumburra, Inverloch, Psynesville, Maffra and Stratford, will distribute growth and access to services across the Gippsland region. The importance of district and smaller towns is acknowledged. Urban growth will be coordinated to encourage services and housing stock that better meet the needs of a changing population and the projected increase in smaller households.

Principle 4: Deliver timely and accessible infrastructure to meet regional needs for transport, utilities and community facilities

The plan recognises the importance of road and public transport and promotes initiatives to improve access within the region and to markets and services in Melbourne and beyond. Urban development will be directed to places with existing capacity in services and infrastructure such as water, sewerage, electricity, roads and public transport, and where additional servicing can be accommodated in an economically efficient manner. Regional services such as hospitals, tertiary education, sports and cultural facilities will be focused across the network of major centres.



National Food Mileway, Lorne, City Council

PART C TOWARDS THE REGIONAL GROWTH PLAN (REGIONAL LAND USE FRAMEWORK)

11. Regional economy

Future directions

- Facilitate vibrant and prosperous commercial centres in the region's major urban centres that respond to changing population and market conditions
- Further diversify Gippsland's service and manufacturing industries to support job creation and investment, and value-add to local products
- Advance productive and innovative agriculture, forestry and fisheries sectors with a focus on export markets and local food processing
- Strengthen the energy sector, subject to best practice environmental standards, and identify, protect, extract and process valued earth resources such as brown coal, oil and gas, and sand and rock
- Facilitate the rejuvenation, expansion and development of regional tourism based on Gippsland's environmental and cultural heritage assets and identified strategic tourism investment areas

The Gippsland region's economy is predominantly driven by its abundant natural resources such as productive agricultural land and earth resources including coal, sand, gas and oil. In addition, the region's extensive coastline, waterways, national parks, cultural heritage places and unique wildlife experiences, such as the Phillip Island penguins, support a significant tourism industry.

Dairy, meat production, horticulture and forestry generate significant wealth and employment both through primary production and through associated processing and manufacturing. Energy, gas, water, mining, construction and defence are other key sectors that drive the Gippsland economy and create significant benefits for employment, exports and wealth creation. Retail trade, healthcare, education and social assistance are also important regional sectors and are expected to remain strong into the future.

Significantly, Gippsland's natural resources help underpin the wider Victorian economy through reliable power generation. The region's brown coal resources and energy infrastructure produce around 90 per cent of the state's electricity. In addition, the Thomson Reservoir is fundamental to Melbourne's water security. Gippsland also supplies about 32 per cent of Victoria's milk, 25 per cent of its beef and 14 per cent of its fruit and vegetables. Tourist attractions such as Gippsland Lakes, Wilsons Promontory, Phillip Island and the Australian Alps are important components of the state's tourism offer.

However, climate change and the introduction of initiatives to reduce greenhouse gas emissions will have major implications for the Gippsland economy given the size of its mining and power generation sectors. Gippsland will need to move to a low-carbon economy and diversify its economic activities. The region is in a position to take advantage of its existing assets and resources in energy and agriculture at the same time as growing other sectors of the economy to broaden employment opportunities. The region contains significant infrastructure as identified in Map 5.

TOWARDS THE REGIONAL GROWTH PLAN

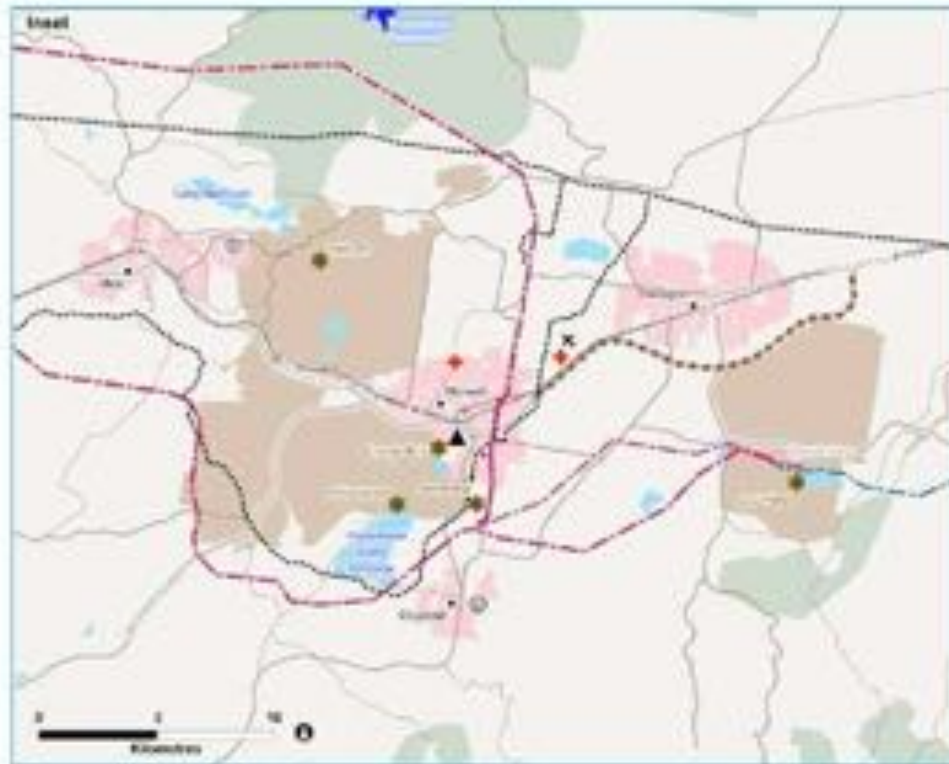
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Map 5: Infrastructure



Source: Department of Transport, Planning and Local Infrastructure

PART C TOWARDS THE REGIONAL GROWTH PLAN



- Energy**
- Operational wind farm
 - Power station
 - Longline gas plant
 - Coal mine and reserves
 - Gas reserve
 - Oil reserve
 - Gas pipeline
 - Oil pipeline
 - Gas/Oil pipeline
 - Other pipeline
 - Electricity transmission line (220 kV)
 - Buslink (300 kV)
- Transport**
- RAAF Base East Sale
 - Airport
 - Aerodrome
 - Port
 - Potential intermodal freight terminal
 - Highway
 - Arterial road
 - Transport bypass/avoidance corridor
 - Active railway line and station
- Features**
- Settlement
 - Hospital
 - University
 - TAFE
 - Existing urban land
 - Melbourne's urban area
 - Victorian Desalination Plant
 - Designated water supply
 - Lakes
 - Public land

TOWARDS THE REGIONAL GROWTH PLAN

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Now industries are being explored that build on the region's competitive strengths, particularly opportunities in coal research and technology such as more sustainable energy and carbon capture and storage. Other opportunities include advanced manufacturing, intensive agriculture and food processing, and tourism. Growth is also projected in the service sectors including health and social assistance, professional and technical services, and finance services.

The diverse range of opportunities for the region is shown in Map 6 – Future directions for the economy.

In the agriculture sector, new ways of maximising food and processing capabilities are being explored through food manufacturing and by using agricultural by-products for biofuels and bioenergy. Growth in food manufacturing will depend on a reliable source of high quality agricultural product supported by a secure water supply and access to local processors and export markets. The impacts of climate change will need to be monitored and producers may need support in adapting their farm operations.



East Gippsland coast. Photo courtesy of Destination Gippsland

The Gippsland region's access to markets is largely dependent on its linkages to Melbourne and transport hubs such as the Port of Melbourne and Melbourne Airport. Road and rail improvements that facilitate increased freight access to Melbourne's distribution and export hubs will enhance the competitiveness of Gippsland's agricultural and manufacturing sectors, while the expansion of the Port of Hastings as an export facility will open up further opportunities for economic growth.

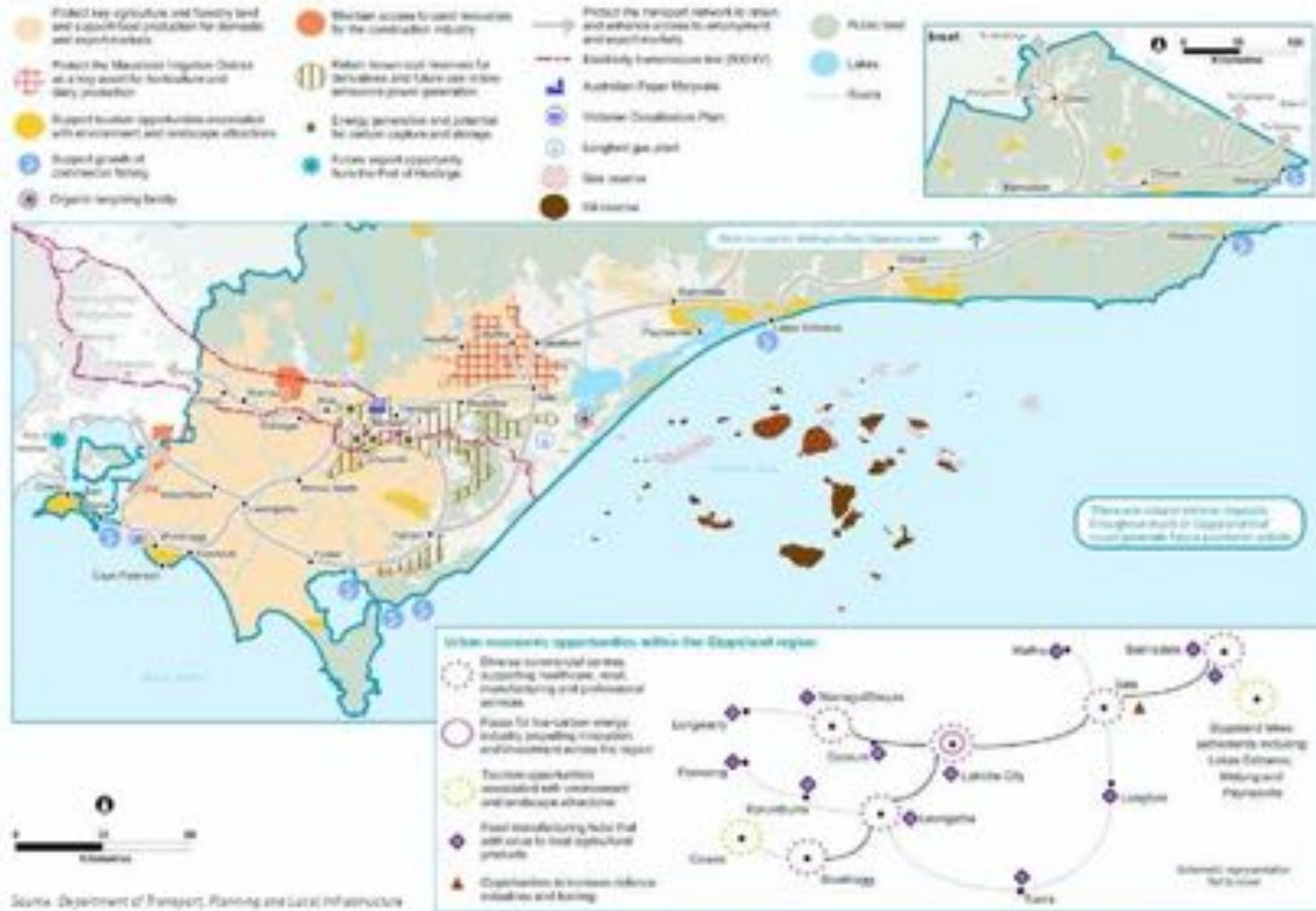
The region's wide variety of environmental and cultural heritage assets offers an opportunity for major growth in tourism, sustained by a growing local population, Melbourne's ongoing expansion and interstate and international visitors. Growth in tourism will need to be supported by upgrades to facilities and infrastructure to meet the needs and expectations of a more sophisticated and international market, and by offering an authentic and memorable experience that is distinctive to Gippsland.

Population increase will drive growth in sectors such as retailing and services, and will also drive housing construction and related industries. An ageing population will increase demand on healthcare and related support services, driving the need for investment and employment opportunities in healthcare and social assistance.

Strong growth is also expected in sectors such as professional, scientific and technical services, defence, and finance and insurance services over the next 20 years. These 'knowledge industry' sectors are forecast to continue as high growth sectors for the foreseeable future. Collaboration with regional education and health facilities can build opportunities for innovation and further investment in these sectors.

PART C TOWARDS THE REGIONAL GROWTH PLAN

Map 6: Future directions for the economy



TOWARDS THE REGIONAL GROWTH PLAN

PART C

Gippsland's economy is well placed to take full advantage of its existing assets and resources in energy and agriculture. It is also well placed to start to reduce its reliance on these assets to grow a more diverse economy with greater strengths in sectors such as health, education and knowledge industries. The regional settlement framework and growth framework plans for regional centres will support this transition by identifying employment land to accommodate projected growth and by supporting stronger transport and communication links, both within the region and to markets in Melbourne and beyond.

This plan aims to support the priorities and recommendations of the Gippsland Regional Plan and the Latrobe Valley Industry and Employment Roadmap.

11.1 Business, industry and services: working in the Gippsland region

Business and services

The projected growth in the retail and services sectors, including professional and technical services, finance, healthcare and social assistance, aligns with the Gippsland region's aim to diversify its economy. These sectors are projected to comprise more than 30 per cent of industry output in 2031. The growth in healthcare and social assistance will likely reflect the increasing proportion of older people in the community. Lifestyle, recreation and related services that meet the needs of retirees may provide further business growth opportunities. Professional and technical services will grow to meet the needs of a higher population and will benefit from partnerships and collaborative arrangements with education institutions.

Professional and service industries, sometimes referred to as 'knowledge industries', can benefit from being co-located with similar industries within commercial areas or precincts. These benefits can include knowledge sharing and collaboration. The retail sector will need to adapt and respond to the growth of online retailing, and will in part rely on broadening the appeal of commercial centres with greater emphasis on public amenity and 'place-making'. Further information about the projected growth of online retailing is provided in the background report.

Focusing retail and service sectors within a network of major urban centres will broaden the range of services available at those locations and be an attractor for future population growth. This process of population attraction and increasing diversity of services is key to enabling regional centres to reach a critical mass where they become self-sustaining and reduce escape expenditure.

Strategies for future land use

- Create vibrant and resilient commercial centres by consolidating a range of commercial and service activities within clearly defined boundaries
- Support streetscape and redevelopment initiatives in commercial centres that will be subject to significant growth (Traralgon, Morwell, Mid Valley, Warragul, Wonthaggi, Loongolga, Sale and Bairnedale) so as to improve their attractiveness and usability by people with changing needs
- Support the development of industry sectors with strong prospects for increased employment such as knowledge industries, tourism, professional services and industries geared towards growing Asian and other international markets

PART C

TOWARDS THE REGIONAL GROWTH PLAN

Industry**Power generation**

The power generation sector contributes significant economic value to the region and supports employment in a range of related maintenance and engineering businesses. While some coal-fired power generation plants will eventually close, the state will retain a need for reliable power generation that can be provided by coal-fired plants. Environmental considerations will support changes in power generation and renewable energy projects across Gippsland.

The plant and electricity distribution network centred in the Latrobe Valley is a significant asset for the region and Victoria, and provides the foundation for a future low-emissions energy industry. Future technology to enable commercial-scale carbon capture and storage would provide for the continued use of the brown coal resource and power generating facilities in the long term. In the future the region will remain a key energy-generating centre for Victoria.

Manufacturing and aviation

Gippsland has existing capabilities in advanced manufacturing and engineering services that support the mining and power generation sector, and specialised operations in agriculture, aircraft manufacturing and paper production. The region includes businesses with capabilities in steel fabrication, precision engineering and maintenance, packaging and plastics manufacturing that generate exports to both national and international markets.

Recent investment to redevelop defence facilities and the potential for expansion of RAAF operations in central Gippsland provide leverage opportunities for construction, manufacturing and technical service industries across Gippsland. The region's capacity in aircraft manufacturing also presents opportunities to diversify into similar high technology enterprises that may grow through collaboration with the Latrobe Regional and West Sale airports as well as supporting the defence sector. Projected growth in professional and technical services will further support these industries.

The Australian Paper Maryvale plant is a key economic asset for the region employing around 1400 people, and has the potential to support related textile processes and better utilise the region's timber resources.

Strategies for future land use

- Investigate further development of a green jobs sector in Gippsland based on environmentally sensitive and innovative products and processes that reduce environmental impacts
- Develop further the region's research and development profile in places with an established presence, such as Churchill and Ellimbank, building on the region's energy and agricultural industries and tertiary education facilities
- Facilitate opportunities within aviation-related industries, and support the continued presence and future growth of the defence sector in Gippsland
- Increase Gippsland's capacity in advanced manufacturing and engineering with particular reference to Latrobe Valley industries and release further industrial land in other centres as needed to benefit from available infrastructure and affordable land
- Facilitate the release of additional industrial zoned land in towns including Warragul, Loongatha, Sale, Lakes Entrance, Paynesville and Mallacoota



BMC welding, Latrobe City Council

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Tourism

Tourism in Gippsland generates around \$660 million per annum and employs about 5000 people representing about six per cent of the region's total workforce¹. Most visitors to the region come from the domestic market, while unique nature-based attractions provide an opportunity to draw a greater number of international visitors. The tourism sector has the potential for industry growth independent of population growth. Future tourism development is planned to complement existing environmental and heritage assets while managing potential impacts on environmental and landscape values.

Gippsland's national parks and coastal areas, which are in close proximity to Melbourne, have a range of traditional tourism strengths. Phillip Island is a nationally important tourism icon with over three million visitors per annum. There is an opportunity to broaden this focus and capitalise on other environmental and cultural heritage assets across the region including at Wilsons Promontory, Gippsland Lakes, Mount Bow Bow and the Australian Alps, Croajingolong National Park and Tarra-Bulga National Park. Agriculture also provides opportunities for complementing nature-based tourism experiences through farm stay accommodation.

The rich cultural heritage of the region also provides opportunities to expand the tourism market.

Gippsland's tourism opportunities can be defined in three categories:

- new investment to rejuvenate existing product and expand existing opportunities
- further investment to meet unmet demand
- investment to facilitate new tourism opportunities.

¹ WOTF, 2011, Gippsland Regional Year 2010 Economic Year Book, [http://gippslandregionalplan.com.au/Our_economy.php](http://gippslandregionalplan.com.au/Our%20economy.php)

To progress these opportunities, strategic tourism investment areas have been identified in places conducive to nature-based tourism (refer to the background report Section 3). Opportunities exist for private sector investment in towns and sensitively designed tourism infrastructure.

The State Government has released new guidelines relating to private tourism developments in national parks, with opportunities for leases up to 99 years in duration. Leases greater than 65 years will need to demonstrate regional and/or state significance, and it is anticipated that such proposals will be initiated by the government. Careful design will be a consideration to minimise risks to the environment and to protect life and property from natural hazards such as bushfire.

Councils may be required to assist in approving tourism investment opportunities in national parks, depending on the statutory approvals needed in each case. Opportunities to advance private tourism investment in Gippsland's national parks should be investigated, particularly in relation to the strategic tourism investment areas identified in this plan.



Seal Rocks, Bass Coast Shire Council

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Strategies for future land use

- Strengthen tourism in the identified strategic tourism investment areas at Phillip Island, Bunurong Coast, Wilson's Promontory National Park, Terra-Bulga National Park, Mount Baw-Baw and the Australian Alps, Gippsland Lakes, and Craxingolong National Park including the Coastal Wilderness Walk, through improvements and developments that enhance the visitor experience, are conducive to tourism development in the area, appropriately respond to natural hazards, and do not undermine the environmental and cultural heritage assets and values of the area
- Prepare a 20-year tourism strategy for Phillip Island, which emphasises high quality and sophisticated experiences, nature-based tourism investment, and includes an environmental capacity statement for the island
- Facilitate increased tourism investment and subsequent employment by supporting sensitively designed, nature-based tourism proposals that complement and are compatible with the region's environment and landscape attractions or are close to identified strategic tourism investment areas
- Encourage tourism development to locate within an existing urban settlement in identified strategic tourism investment areas, except where proposals:
 - (a) support nature-based tourism or are farm-based
 - (b) do not include a permanent residential component
 - (c) avoid or manage natural hazards
 - (d) are likely to be of regional significance
 - (e) are high quality and significantly add value to the tourism experience of the area
 - (f) do not detract from the environmental or landscape values of the area in which they are located

11.2 Agriculture

By 2030 it is envisaged the Gippsland region will be a major contributor to achieving the aim of doubling food production in Victoria. There are major dairy processing plants located at Longsight, Korumburra, Darnum and Mullra that service extensive dairy production areas. Other dairy manufacturing operations are located in Morwell and Longsight. The region also has a significant cattle and grazing industry including beef, lamb and wool production. Meat and vegetable processing, including organics and hydroponic production, is located at Warragul/Drouin. There is also a significant food manufacturing industry centred on the East Gippsland Food Cluster at Bairnsdale.

Adjacent to the region's western edge, investigations by metropolitan councils and water authorities are continuing into the feasibility of establishing an intensive agricultural area to be known as the Banyip Food Belt. This area could provide additional product for food processing and manufacturing facilities in Gippsland.

The region is currently investigating opportunities for new investment and value-adding in this sector through the Gippsland Food Plan supported by the Regional Development Australia Gippsland Committee. Gippsland's food manufacturing industry relies on a consistent supply of quality product to ensure operations can run at optimum capacity. Protecting and maintaining Gippsland's strategic and productive agricultural land is therefore essential for the continued growth of the food manufacturing sector. For more detail on the region's strategic agriculture and forestry areas refer to the background report.

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Dairy

Dairy production is a major contributor to the Gippsland economy, being valued at close to \$1 billion and employing around 6800 people on-farm and in related processing (eight per cent of the region's workforce). Gippsland produces approximately one-third of Victoria's total dairy production and around one-fifth of Australia's dairy production.

Gippsland holds a competitive advantage in dairying due to productive soils and high and reliable rainfall. There is also a significant level of investment in land irrigation, dairy processing plants and infrastructure that in turn supports food manufacturing and value-adding within the region. Milk produced in Gippsland supports 16 dairy factories that manufacture products for domestic and export markets.

A secure supply of raw milk product is critical to maintaining the secondary processing sector. There is opportunity for further growth in the industry with likely growth in herd size, spare capacity within processing plants, and additional water available for irrigation from infrastructure modernisation. The road freight transport network is a key link connecting the major dairy processing centres at Leongatha, Kerumburra and Maffra to distribution and export hubs in Melbourne.

The dairy sector provides opportunities for the region to realise its aims for value-adding in agribusiness, and to provide a greater diversity of local employment including more high skilled jobs. In addition, there is the potential to further enhance Gippsland's profile as a food producer of state and national significance.

Horticulture

Horticultural production is concentrated in a number of locations including Thorpdale and Lindonow where there are very high versatility soils. Important vegetable growing and packaging operations also occur south of Longford. The Macalister Irrigation District is a key agricultural asset supporting both horticulture and dairy production, although recent trends indicate a conversion of dairy farms to horticulture in this area. Funding has been provided for a major modernisation of the district's gravity-fed irrigation system that will secure reliable water supply to farms and boost agricultural output. Intensive horticultural production and hydroponics are also emerging within this sector. Horticulture generates around 14 per cent of Gippsland's agricultural production value and comprises nine per cent of the state's horticulture output.

The productive land resource and infrastructure such as the Macalister Irrigation District are important assets that position the region to further develop its food production and processing opportunities. Work is currently underway on the Gippsland Food Plan, which will explore opportunities to better utilise the region's food production capabilities and support higher skilled jobs. Other opportunities exist in the potential use of fruit and vegetable by-products to develop biofuels and bioenergy.

Timber production

Gippsland's timber resource is comprised of native forest and plantation estates. Managed native forest is an important source for hardwood species used in manufacturing, building materials and quality paper production. Native timber harvesting, particularly in areas across east Gippsland, is significant for local communities such as Orbost and Heyfield in providing opportunities for employment and skills. Sustainable management practices have guided lower harvesting levels recently to provide certainty for the native timber industry in the long term.

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Plantation timber on leased public land or land operated under licence by commercial forestry operators is also a major contributor to the region's timber resource. Nearly one-quarter of Victoria's plantation estate is located in Gippsland.

The combined output from plantations and timber from the public estate supports a significant timber, pulp and paper manufacturing sector that employs around 3400 people (nearly four per cent of the region's workforce). Woodchip products from Gippsland are transported to Geelong and the Port of Edith for export. The industry is heavily reliant on good transport connections across Victoria and into New South Wales.

The timber resource provides opportunities for diversification into a broader range of wood products, and to more fully utilise timber residues in new processes such as renewable biomass energy. Further development of bioenergy technology could help to assist the region's transition to a low carbon economy.

Future timber industry development in the region may need to consider potential impacts on water supply, particularly given the potential increase in timber plantations as a result of initiatives to mitigate greenhouse gas emissions. Planning for any increase in plantation timber will need to consider any potential increase in natural hazards as a result of such activities. This is particularly relevant to any changes in landscape bushfire and flood risks that may result from increasing treed vegetation cover, especially where occurring in close proximity to settlements. In the longer term, timber products in the region may change in distribution or degrade due to climate change and increased frequency of bushfire.

Fisheries

Gippsland has an important role as a centre for both commercial and recreational fishing based on freshwater fishing in its inland rivers and lakes, and saltwater fishing in its bays and ocean waters. With Victoria's largest commercial fishing fleet based at Lakes Entrance, the annual commercial catch is worth more than \$20 million. Key species include King George whiting, bream and gummy shark. The most economically important fishery is abalone based at Mallacoota.

There are potential growth opportunities in commercial and recreational fisheries in Gippsland as a result of climate change. Fish habitat, ranges and distributions may change in some fish species which may create both commercial and recreational fishing opportunities in the future for a number of species such as yellow fin tuna and marlin.

Future planning should protect commercial fishing ports and their transport linkages to ensure their continued operation and to retain options for possible expansion. Efficient and reliable transport networks will provide greater opportunities to move fish and seafood products to markets in Melbourne and interstate.

Biomass and biofuel opportunities

Agriculture and timber production are potential sources of raw material for new investment in biomass and biofuel industries. Gippsland's advantages in agriculture and timber production provide an opportunity for the region to become a leader in the development of biofuels and bioenergy to support economic diversification. Gippsland Water operates a soil and organic recycling facility at Dutton Downs, which accepts and treats waste resulting in reduced material going to landfill. These processes and technology may support future efforts to better harness waste material for use in fuel or other energy production. The region should support business linkages between biofuel and bioenergy research and production facilities, and the agriculture and forestry sector as suppliers of raw materials. For more information on biofuels refer to Fuelled for Growth (Regional Development Victoria).

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Strategies for future land use

- Support the implementation of state policy by protecting the identified areas of strategic significance (agriculture and forestry) and irrigation assets to help grow Gippsland and the state as an important food bowl for Australia and Asia
- Ensure rural housing and subdivision is for an agricultural or forestry purpose, and critically assess other proposals for non-agricultural uses within the areas of strategic significance (agriculture and forestry) for their comparative economic, social and environmental benefits
- When considering development applications, recognise the importance that preservation and management of productive agricultural and forestry land make to the rural character of Gippsland
- Strengthen and improve decision making in identified areas of strategic significance (agriculture and forestry) by supporting councils to secure expert agribusiness assistance to research and assess planning applications for development, such as subdivision, and to build a common knowledge base and approach for subsequent assessments across Gippsland
- Encourage the development of suitable production and processing plants that add value to local agricultural, forestry and fishery products
- Support greater utilisation of agricultural and forestry residues, including for use in biofuel and bioenergy production
- Strengthen Gippsland's fishing industry by maintaining ports and enabling development of fishing operations at Lakes Entrance, Mallacoota, Port Welshpool, San Remo, Port Franklin and Port Albert

11.3 Natural resources**Coal**

Gippsland has one of the world's largest deposits of brown coal, estimated at 20 billion tonnes of potential economic resource including 13 billion tonnes that is yet to be allocated to industry. The coal resource is predominantly used for electricity generation at power plants located close to the coal source in the Latrobe Valley - Hazelwood, Yallourn, Loy Yang A and Loy Yang B. The brown coal energy resource provides 90 per cent of Victoria's electricity via a transmission network to Melbourne and extending across the state. Gippsland's electricity generation also has national strategic significance through its connection to the national grid. The introduction of initiatives to reduce greenhouse gas emissions has implications for energy generated from brown coal due to its high carbon emissions. Over time the cost of energy produced from high carbon-emitting fuels such as coal will increase, reducing its competitiveness compared to low emissions energy and renewable energy such as hydro power, geothermal, wind and solar.

However, there are opportunities for this resource to play an important ongoing role in the region's future through research into reduced emissions technology and alternative uses of brown coal. Through Clean Coal Victoria there is an ongoing coordinated approach across all levels of government to realise new opportunities for the region's coal resource. As this work continues, Victoria will rely on Gippsland's brown coal resource for energy generation in the short and medium term. It is critically important to retain access to the region's coal reserves so that opportunities that emerge in the future can be fully realised.

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The need for transition and diversification from brown coal power generation has been acknowledged through the Gippsland Regional Plan and the Latrobe Valley Industry and Employment Roadmap. Future opportunities include the development of coal-to-products industries such as processing brown coal as a potential source of gas, diesel and fertiliser for both domestic and export markets. Ongoing research and development into carbon capture and storage technology may present a long-term opportunity for the region to realise the potential of its brown coal resource within a low-carbon future. Both the Australian and Victorian governments are supporting the CarbonNet project to investigate the potential for carbon capture and storage in the Gippsland Basin, which is recognised as having the greatest potential for a project of this kind in Australia.

This process could present the region with a new high skills industry and position Gippsland as a hub for low-emissions technology in the longer term.

Oil and gas

Gippsland produces 97 per cent of Victoria's natural gas and about 14 per cent of Australia's crude oil via the Gippsland Basin in Bass Strait. Oil and gas are two of the region's most important natural resources and important drivers of economic growth for both Gippsland and Victoria. The demand for these resources is growing, with Victoria's demand for gas expected to double by 2030. However, production of both oil and gas has now peaked and it is estimated that only about 15 per cent of known crude oil reserves and about 40 per cent of known gas reserves still remain for production. The main challenge for the industry is to extend production from existing and new fields. New oil fields may prove to be commercial and may extend the life of the oil industry although these are likely to be further offshore than existing reserves.

A number of onshore exploration licences have been approved in Gippsland that include minerals such as coal seam gas, sometimes referred to as coal bed methane, as well as other oil and gas resources. Exploration is at an early stage and as yet the potential for commercial extraction is not known. Locations in the region for potential exploration, retrieval and transfer of gas resources include Bass Gas at Nyora, Barry Beach marine terminal, the Port Anthony marine terminal and associated supply functions at Longford. It will be important to ensure that new earth resources industries such as coal seam gas, or onshore oil and gas, are developed in a way that is environmentally sustainable and compatible with existing and developing industries.

At a national level, the Standing Council on Energy and Resources has endorsed a National Harmonised Regulatory Framework for Natural Gas from Coal Seams (May 2013). The Victorian Government has endorsed the outcomes of the national framework and will ensure that state legislation is consistent with its findings. While the primary purpose of the framework is to be a guidance document to governments, it will benefit communities, farmers, other land users and industry by providing increased levels of consistency, certainty and transparency in the management of natural gas from coal seams in Australia.

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Sand, stone and mineral extraction

Extractive industries for sand and rock are necessary to support Victoria's construction industry. Continuing high growth rates are projected for Melbourne and regional Victoria, and there are consequent pressures to identify and protect sand and hard rock resources with good access to these markets.

Gippsland is a major provider of sand to the construction industry, with important resources in the Granville-Nyersa area that supply metropolitan Melbourne. Industry sources anticipate a shortfall of supply within 10 years due to diminishing resources and increased demand. New areas will need to be identified and protected through planning measures. Sand resources at Trafalgar have been identified as a resource of state significance and would be a suitable medium- to long-term addition to the Granville-Nyersa supplies.

Hard rock resources for crushed rock and aggregates are also important, particularly for road and drainage construction and, like sand supplies, are best located convenient to the market. Resources are well distributed across Gippsland with sufficient supplies for many decades. Maintaining access to locally accessible construction resources helps to limit transport and related costs and retain competitive advantages for Gippsland industries.

Extractive industry interest areas occur within the region, which contains areas of known future interest to the extractive minerals industry (for example sand and stone). Areas are based on suitable geological occurrence and also take into account existing local government planning schemes. They are intended to provide a guide to local government in developing future planning policy. In response to the Economic Development and Infrastructure Committee's inquiry into greenfields mineral exploration and project development in Victoria, the Victorian Government has committed to various activities that will undertake further data gathering and planning to better protect the state's extractive resources for future development. The outcomes of these activities may have implications for future planning provisions.

There may also be economic opportunities for a local mining industry in Gippsland. There has been an active industry in the past, most notably with goldmining at Walthalla but also with copper and tin mining, and there are also recognised deposits of lead, iron, zinc, silver and platinum, particularly in East Gippsland. These resources and other minerals have the potential to be commercially productive subject to variables such as world prices, the value of the Australian dollar and demand from major markets such as China. There is currently exploration activity for minerals sands such as rutile and zircon.

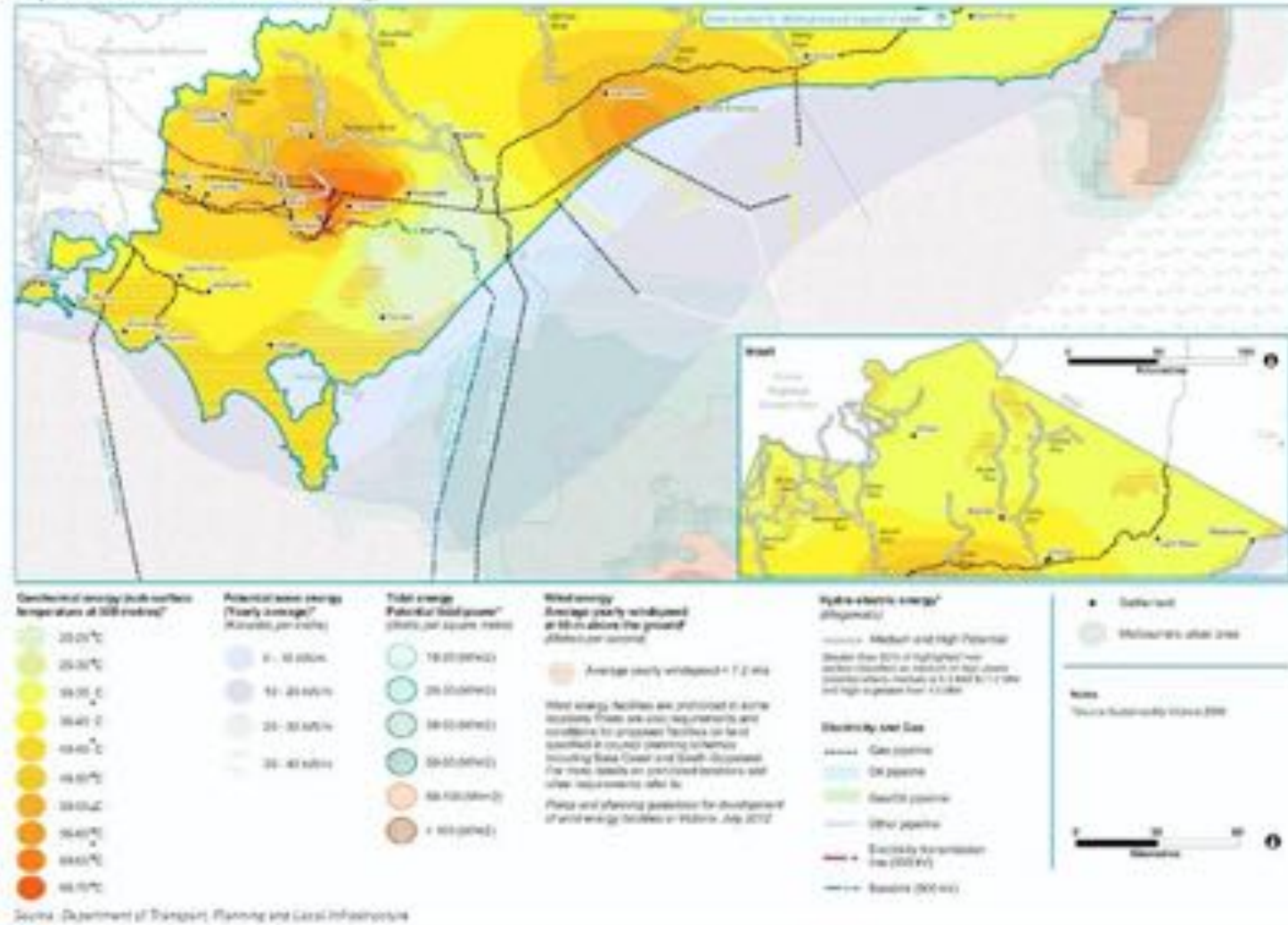
Renewable energy

While Gippsland's energy in the immediate term is closely linked to its brown coal deposits, there are opportunities to develop renewable energy resources as part of a long-term strategy to maintain Gippsland as Victoria's energy hub (see Map 7: Future directions for renewable energy). Potential renewable energy resources in the region include geothermal, wind, hydro-electric, wave and tidal generated energy. Geothermal and wind energy are likely to offer the best prospects in the short to medium term. There are two wind energy facilities operating at Teora and Wonthaggi and a third, much larger facility, is currently under construction at Bald Hills. There are likely to be opportunities to further increase production of wind energy although wind turbines and associated infrastructure will need to be carefully located to avoid impacts on landscape and housing.

Geothermal energy involves utilising heat generated from deep underground and converting it to electricity. Some initial investigation of geothermal energy in Gippsland has been supported by State Government through the Latrobe Valley Shallow Geothermal project as an opportunity to build on technology and business innovation in the energy sector. In the future geothermal energy resources may be integrated with existing transmission infrastructure to offer a sustainable, long-term energy commodity for export across Victoria and interstate.

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Map 7: Future directions for renewable energy



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Coastline and ocean currents particularly around Westport and Phillip Island provide favourable conditions to generating tidal energy. This form of energy can be captured with the use of tidal turbines or tidal barrage systems. A 150 kilowatt demonstration tidal device has been operating at Phillip Island. Wave energy captured using floating buoys, platforms or submerged deep water devices can generate electricity from the motion of the ocean's waves. Gippsland's extensive coastline provides an opportunity for research and testing of wave energy potential for the future.

In addition, there may be opportunities for energy produced from agricultural or forestry products, such as bioenergy, which are discussed in Section 11.2 Agriculture.

Strategies for future land use

- Prepare a strategic energy plan that identifies and protects the region's established and emerging energy resources in order to maintain Gippsland as Victoria's energy hub. The plan will support appropriate initiatives that involve renewable energy or reduce or mitigate carbon emissions (including geothermal, hydro-electric, tidal, wind, organic waste, clean coal processing and carbon capture and storage), support infrastructure investment, and minimise environmental, cultural, heritage and social impacts.
- Investigate development and infrastructure provision that assists continuing production from the region's oil and gas fields and technologies to maximise extraction.
- Support the development of mineral and other earth resources where proposals meet the requirements of the relevant environmental and regulatory processes.

- Prepare a new Gippsland Coalfields Planning and Investment Framework to provide policy and planning guidelines to support the implementation of work currently underway by Clean Coal Victoria, including development of the Victorian Brown Coal Roadmap and Strategy. The framework would identify important coal resource and environmental assets and assist to implement amenity and infrastructure buffers. It is intended that the framework would replace reference documents currently listed in the State Planning Policy Framework.
- Review the Regional Sand Extraction Strategy – Lang Lang to Grantville 1996 and associated planning scheme provisions with a view to protecting important regional sand resources and supporting the construction sector.
- Identify, manage and facilitate access to natural resources where appropriate, including sand and stone, minerals, timber and renewable energy potential.

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12. Environment and heritage

Future directions

- Manage risks to Gippsland's communities and economy from natural hazards
- Manage Gippsland's environmental and heritage assets to achieve the best outcomes for the region's environment, economy and community
- Plan for potential impacts and opportunities arising from climate change and initiatives that support national and global action to reduce greenhouse gas emissions

The Gippsland region has rich and diverse environmental and cultural heritage assets. The Gippsland Regional Plan recognises that the diversity of landscapes in Gippsland underpins its prosperity and livability and acknowledges these environmental assets are central to the region's sustainability. Priorities in the Gippsland Regional Plan aim to capitalise on these environmental assets, particularly:

- the Gippsland Lakes as a significant attractor, and the need to improve the ecological health of the lakes system
- national parks and coastal parks such as Wilsons Promontory, and opportunities to leverage investment in nature-based tourism

Effective management of Gippsland's environmental and cultural heritage assets will help maintain its capacity to provide primary production output, facilitate transition to a low-carbon economy, and protect critical water and tourism assets. The strategic tourism investment areas mentioned in Section 11.1 of this plan will also help support these activities.

There are four catchment management authorities that cover the Gippsland region: East Gippsland, West Gippsland, Port Phillip and Western Port, and North East. These catchment management authorities invest in the protection and enhancement of the environment throughout the region, along with public land managers and bodies such as the Gippsland Coastal Board. Regional catchment strategies are the primary integrated regional strategies for achieving improved environmental outcomes in the region. Regionally significant environmental assets identified in this plan align with those identified in the regional catchment strategies. This plan complements catchment management authority initiatives by encouraging appropriate land use planning mechanisms that recognise and respond to regionally significant environmental assets.

The Gippsland Coastal Board manages strategic coastal and marine planning issues for the Gippsland coast between San Remo and the New South Wales border. The Gippsland Coastal Board has developed coastal action plans to manage key issues and areas along its coast. The three coastal management authorities also undertake activities to investigate and protect the marine assets adjacent to their regions.

Registered Aboriginal Parties will have an important role in planning place-based activity and development, and there are benefits to engaging with the relevant Aboriginal² community organisations early in strategic planning processes. Currently the Gunakurnai Land and Waters Aboriginal Corporation, Wurundjeri Tribe Land and Compensation Cultural Heritage Council and the Taungurung Clans Aboriginal Corporation have legislated responsibilities relating to the management of Aboriginal cultural heritage places in the Gippsland region. This arrangement recognises the key role that Aboriginal people have in the protection and management of significant Aboriginal cultural heritage places. Native title is also held by the Gunakurnai People over Crown land in a significant portion of the region.

² Throughout this document, the term 'Aboriginal' is used in reference to both Aboriginal and Torres Strait Islander people. Where the terms 'Aboriginal', 'Aboriginal' and 'Indigenous' are used in the context of programs and initiatives, and unless noted otherwise, we include both Aboriginal and Torres Strait Islander peoples.

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Key areas where potential growth or land use change may intersect with environmental and cultural heritage assets have been identified. Natural hazards have been mapped and form part of the considerations for urban growth. This plan provides direction on these issues.

The region will draw on environment and cultural heritage assets by enabling appropriate tourism, settlement and economic diversification opportunities, while protecting and maintaining environmental and cultural heritage assets. This will be achieved by directing settlement growth and development to minimise impacts on high value environments and cultural heritage assets, and to avoid areas subject to high risk from natural hazards by utilising appropriate land use planning mechanisms to complement other natural resource management objectives and activities.

There are many areas that require detailed planning consideration before progressing with urban growth proposals. These planning considerations are illustrated on Map 6 and explored further in Section 12.1 Environment and heritage assets, and in Section 12.2 Natural hazards and risks.

12.1 Environment and heritage assets

Environment and cultural heritage assets are essential to the region's continued growth, providing foundations and attractors for many industries and people. Protection and enhancement of these assets present many opportunities within the Gippsland region and should not be seen as an obstacle to growth, but rather as part of the sustainable development of the region.

The region's wilderness areas and national parks also have inherent value as places where people can connect to the natural world, appreciate the landscape, and observe and interact with native wildlife. They provide unique experiences that cannot be replicated or replaced in the built environment. Protection of these places and their environmental and cultural heritage assets acknowledges their value and ensures they remain intact for the flora and fauna they include, and for the benefit of future generations.

Cultural heritage

Gippsland has a rich and unique cultural heritage linked to gold and coal mining, to its maritime history and to its enduring connection to Aboriginal peoples. Many important Aboriginal cultural heritage and historic heritage places are located within some of Victoria's best known state and national parks, including Wilsons Promontory and Cape Conran. Existing Aboriginal cultural heritage experiences in the region include the Bataluk Cultural Trail. Much of the region's historic heritage is related to mining. Historic mining sites such as Walhalla, Ormeo, Toomben goldmining precinct and the State Coal Mine in Warrhaggi form part of many tourist driving routes.

In planning for growth and future land use change, cultural heritage is considered to be a community, economic and social asset. The region's historic engines and cultural heritage assets are important to contemporary communities and are an integral element in creating a sense of place.

Many tourists seek heritage tourism experiences. Aboriginal cultural heritage and historic heritage attractions and services contribute to the regional economy and employment. Building a comprehensive sense of place around cultural heritage assets is important in developing resilient and sustainable communities.

Terrestrial habitat

Gippsland is well known for its significant forest and woodland areas on both public and private land. Terrestrial habitat, and the plants and animals supported by it, is a key consideration for land use planning as it is vital to the region's productive future. Areas such as rangeland and alpine environments provide numerous environmental values, including tourism attractors for the region.

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Catchment management authority initiatives include improving the quality and extent of remnant vegetation, especially significant areas as identified in regional catchment strategies. There are economic opportunities for landholders in the region involving the management of ecosystem services¹ and on-farm carbon sequestration. Improved coordination between land use planning and natural resource management is encouraged in this plan to achieve multiple benefits from these activities. Regional natural resource management planning and land use planning will need to consider any potential increase in natural hazards as a result of such activities. This is particularly relevant to any changes in landscape fire and flood risks that may result from increasing treed vegetation cover, especially where occurring in close proximity to settlements.

Waterways, coastal, estuary and marine assets

The Gippsland region spans the Great Dividing Range and contains all or part of 13 significant river catchments incorporating nine heritage rivers² and numerous nationally and internationally significant wetlands. Many rivers provide water supplies within and external to the region. The region's coastal environments, including national parks and the Gippsland Lakes, contribute significantly to the economic, cultural, environmental and recreational life of residents and visitors. These areas attract significant peak populations during holiday periods, and are critical for supporting agriculture and forestry, commercial and recreational fisheries and tourism.

Many waterways, coastal, estuary and marine assets are under significant pressure for development given the opportunities they present for the region's economic and population growth. Growth around waterways, coastal, estuary and marine assets will be carefully managed to protect these assets while achieving regional growth benefits. This includes careful planning for tourism, industry and settlement growth to take account of these environmental assets and their associated cultural heritage assets and natural hazards, particularly around the Gippsland Lakes and Burnung Coast. Suitable planning tools such as overlays will be consistently developed across the region to manage threats to these assets, and protect the value they return to the region's economy and community.

This plan highlights high level planning considerations that will apply to more detailed planning proposed for the Gippsland Lakes sustainable development plan, an initiative in the Gippsland Lakes Environment Strategy. The Gippsland Lakes also require ongoing catchment management activities to protect and improve water quality, which needs to be complemented by appropriate land use planning.

Catchment health

Water supply is critical to the continued economic success of the Gippsland region and to complement the proposed population growth within Gippsland and Melbourne. Pressure for increased settlement and tourism development exists in some declared water supply catchments and needs to be carefully managed to protect both water quality and water supply.

Councils may need to review their domestic wastewater management plans to enable effective planning for the type of settlement and economic activity that can occur in these areas while protecting catchment health.

1. Trading ecosystem services through market-based approaches including competitive tenders such as EcoTender and BioTender can provide farmers with income for undertaking environmental works to conserve and enhance the environment.
2. [Water in Victoria 2014-15 background report](#).

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Map 8: Future directions for environment and heritage



Build or enhance the impact of development on high value environmental and cultural heritage assets, including significant landscapes.

Support initiatives to enable the establishment, protection and reconstruction of landscapes through large-scale nature restoration corridor projects.

Reduce the impact of development on the quality and security of water resources.

Strategic cultural heritage
Wetlands
Area containing high-value terrestrial habitat
Public land

Decided water supply catchment
Lakes
Rivers

Source: Department of Transport, Planning and Local Infrastructure

Reduce the impact of development on high value coastal, estuarine and marine assets, such as the Crooked Lakes and Corser Strait.

Marine Park Reserves
Special sites
Regionally significant wetlands
Wetlands

Manage risks to settlements by directing development away from areas of vulnerability risk from natural hazards.

Urban Resilience Indicators
Urban Resilience Indicators
Settlements
Freeways and Highways
Suburban/urban area

(1) Marine Park Reserves and Wetlands are subject to various risks from climate change and sea level rise, which may impact on their ecological and recreational values. The Department of Environment, Land and Water Conservation will monitor and manage these risks.

(2) Marine Park Reserves and Wetlands are subject to various risks from climate change and sea level rise, which may impact on their ecological and recreational values. The Department of Environment, Land and Water Conservation will monitor and manage these risks.

(3) Urban Resilience Indicators (URIs) are used to assess the vulnerability of settlements to natural hazards. URIs are based on a range of factors, including population density, building stock, and infrastructure. The Department of Environment, Land and Water Conservation will monitor and manage these risks.

(4) Urban Resilience Indicators (URIs) are used to assess the vulnerability of settlements to natural hazards. URIs are based on a range of factors, including population density, building stock, and infrastructure. The Department of Environment, Land and Water Conservation will monitor and manage these risks.

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Significant landscapes

There are many significant landscapes⁵ in the Gippsland region. Those associated with the coastal environment have already been identified through the Coastal Spaces Landscape Assessment Study, with its recommendations adopted across the region via the application of the Significant Landscape Overlay and Environmental Significance Overlay. The region will need to consider if there is a future need to identify and protect significant landscapes across inland areas in a consistent way. This would help protect economic diversification opportunities within the region, particularly around nature-based tourism. Significant features and landscapes within inland Gippsland that may warrant investigation, include the South Gippsland hills, Buchan Caves, the Baw Baw Plateau, valleys of the Tambo, Mitchell and Macalister rivers, the Snowy River, the Ormeo Valley and Great Alpine Road and many other rangeland and alpine environments.

Strategies for future land use

- Avoid urban growth impacts in areas with high value environmental and cultural heritage assets such as significant vegetation, waterways, marine areas, significant landscapes and Aboriginal cultural heritage and historic heritage places.
- Plan strategically to reduce the impact of urban growth on the use and security of water resources and minimise risks to the environment.
- Plan strategically to reduce the impact of urban growth on high value coastal and waterway assets such as the Gippsland Lakes, Corner Inlet, Anderson Inlet, Maltacosta Inlet and their source rivers.
- Support initiatives to enable the establishment, protection and reconnection of ecosystems through large-scale native vegetation corridor projects.

- Apply planning tools, such as the Significant Landscape Overlay, Environmental Significance Overlay and Heritage Overlay, to protect significant inland and coastal landscapes and cultural heritage assets. The endorsed regional catchment strategies can assist to inform this process.
- Provide for the sensitive adaptive reuse of historic heritage places, where appropriate, and appropriate infill development in heritage streetscapes to enable historic heritage assets to be conserved and celebrated.
- Support the preparation of a sustainable development plan for the Gippsland Lakes and foreshore to identify appropriate development around the lakes.

12.2 Natural hazards and risks

Natural hazards and risks are considered in this plan to enable appropriate growth and development opportunities across the Gippsland region.

Flood

Significant areas of the Gippsland region are subject to flood risks. Land use planning decisions should be based on the best quality information on flood hazard to minimise risk to life, property, community infrastructure and environmental assets. Accurate flood mapping is critical in this regard.

Flood provisions in planning schemes should be applied consistently across the region to avoid inappropriate development or redevelopment, or to require appropriate development responses.

⁵ Significant landscapes are considered by Atglen, a leading research and landscape planning firm, to be identified as locally significant landscapes, which the Coastal Spaces Landscape Assessment Study

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Monitoring and regular updating of flood mapping will be critical to inform settlement planning and economic growth into the future. The regional settlement framework included in this plan incorporates the latest flood mapping and has been developed to minimise risks from flood. Map E indicates which settlements have existing flood overlays and therefore potential implications for development in specific areas.

Managing flood risk is an issue particularly for the affected areas of the settlements of Latrobe City, Bairnsdale and Sale. As new information about flood hazards emerges over time, other settlements may also need to apply flood overlays to their towns. There may be the need to respond to and manage anticipated minor flood impacts through design responses or mitigation works such as retarding infrastructure or providing alternative means for water to escape. Flood-prone land in some circumstances be incorporated in an urban context for use as open space or recreation areas. Other responses may include mitigation through infrastructure works to divert floodwater or provision of drainage.

Bushfire

Challenges exist in the Gippsland region given the number of high bushfire hazard areas that intersect with settlements as well as areas experiencing rural residential and tourism expansion. Regional and localised planning considers bushfire risk in detail, with the assistance of planning tools such as the Bushfire Management Overlay, regional bushfire planning assessments and bushfire-prone areas, as well as input from key stakeholders such as the Country Fire Authority and the Department of Environment and Primary Industries. The regional settlement framework included in this plan has been developed to minimise risk from bushfire.

Map E indicates which settlements have the existing Bushfire Management Overlay that may have implications for development in specific areas.

The Bushfire Management Overlay in the region will be updated in the near future to reflect updated understanding of bushfire hazards in Victoria, and may cover additional settlements.

Future planning for urban areas will also need to consider the potential for changes in landscape bushfire risk. Changes to landscape can occur over time with the introduction of land uses permitted by planning schemes. An example of potential increased risk associated with landscape change includes the development of timber plantations within natural resource or industrial buffer areas adjacent to existing or planned urban areas. This is particularly relevant for buffer areas around the Yallourn coal mine and the Australian Paper Maryvale site.

When addressing bushfire risk, community resilience to bushfire will be strengthened by:

- prioritising the protection of human life over other policy considerations when planning to create or expand a settlement at risk of bushfire
- applying a precautionary approach to planning and decision making when assessing the risk to life, property and community infrastructure from bushfire
- taking advantage of existing settlement patterns where new development will not expose the community to increased risk from bushfire.

Acid sulfate soils

Coastal acid sulfate soils are known to occur in the Gippsland region, and there is a high probability that acid sulfate soils also exist in association with inland wetlands. These soils should remain undisturbed to prevent serious impacts on infrastructure and human health that can result from their mismanagement. The growth proposals in this plan consider the potential for acid sulfate soils by identifying ideal locations for economic and settlement growth opportunities. Local planning will need to consider this risk in more detail.

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Threats to soil health

Soil erosion and salinity are of particular threat to the health of soils through parts of Gippsland and can affect their productivity, both in terms of being able to support agriculture and forestry and their ability to support other natural assets such as native vegetation. Declining soil health can also have impacts on other assets, such as water quality in waterways, wetlands and estuaries. The catchment management authorities have programs in place to manage soil erosion and salinity threats across the region.

According to the West Gippsland Erosion Management Plan, rill and gully erosion are perceived to be the greatest risk across their region. Sheet and rill erosion are also seen as erosion issues in some cropping areas and in steeper parts of the region.

Land slip is a hazard particularly for areas in the west and south of the region around the Strzelecki Ranges and South Gippsland hills, which needs careful consideration in any planning investigations and decisions. Salinity is an important consideration for urban growth, particularly in areas that may experience urban salinity issues, such as Sale and Loongatha.

Land use planning should consider particular threats to soil health, particularly where any settlement growth is proposed in areas of high soil erosion or salinity potential. Various overlays can be used by local councils across the region to manage some soil issues, such as the Erosion Management Overlay and the Salinity Management Overlay, however these overlays are not used in every council area in the region.

Strategies for future land use

- Direct urban growth away from areas of high risk from bushfire, flood, acid sulfate soils and coastal inundation and adopt a precautionary approach
- Direct development to locations of lower bushfire risk
- Carefully consider development in locations where there is significant bushfire risk that cannot be avoided
- Avoid development in locations of extreme bushfire risk
- Avoid development in areas where planned bushfire protection measures may be incompatible with other environmental objectives
- Consistently incorporate information on environmental assets and natural hazards into planning schemes by updating the relevant overlays when necessary to reflect new understanding and to recognise high value environmental assets and priority landscapes identified in regional catchment strategies

Climate change and coastal hazards

The Gippsland Regional Plan recognises the potential risks to Gippsland's natural environments, settlements and economy from climate change, along with potential economic diversification opportunities associated with climate change and a low carbon economy. More information is needed on the likely impacts of climate change on specific industries across the region and the opportunities that may arise from these changes such as new industries and diversified use of existing commodities. This information will assist with strategic land use planning, including consideration of any potential increase in exposure to natural hazards. The former Department of Primary Industries, with the University of Melbourne and support from the Gippsland Local Government Network, has undertaken research to explore opportunities associated with climate change including agricultural futures planning.

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Reduced rainfall, more severe droughts and altered forest structures may reduce runoff to critical water catchments as a result of climate change, affecting Gippsland's ability to supply Melbourne with water, as well as affecting Gippsland's resident and industry users, including electricity generators in the Latrobe Valley. More frequent bushfire and increased temperatures also have implications for water quality and may impact on human health and regional tourism.

Important built assets, infrastructure and environmental and cultural heritage assets along the region's coast may be at increased risk due to coastal storms, sea level rise, coastal erosion and inundation as a result of climate change. Losses in residential and commercial property, services and infrastructure may potentially occur as a result of these events. Areas most vulnerable to inundation are the immediate foreshore and low-lying coastal areas in the region.

To respond to climate change and the potential increase in coastal hazards, this plan considers the potential increase in coastal hazards by identifying strategic and settlement opportunities in coastal areas. It supports the coordination of climate change adaptation initiatives across the region, including implementing the relevant findings of current research projects to identify adaptation responses suitable for Gippsland. As information continues to emerge on the potential implications of coastal hazards and climate change, land use planning considerations should be incorporated into strategic land use planning. More information on coastal hazards is available on the Victorian Government's climate change website⁴.

Land use planning can assist to mitigate climate change impacts through support for measures that reduce greenhouse gas emissions. This may include supporting greater investment in less carbon-intensive fossil fuels, such as natural gas, supporting the development of renewable energy resources and facilitating the introduction of clean coal technologies and carbon capture and storage. Management of natural carbon sinks such as native forest and plantation timber can also assist to sequester carbon dioxide from the atmosphere.

Strategies for future land use

- Monitor, assess and act on the potential impacts of climate change and collaborate with other agencies and research institutions to inform adaptation strategies including future land use planning.
- Support regional and local climate change mitigation strategies that reduce greenhouse gas emissions, including development of renewable energy, technology investments to improve energy efficiency and optimal use of natural carbon sinks or geological reservoirs.
- Ensure regional and local planning responds to opportunities for innovation and industry development arising from climate change and initiatives to reduce greenhouse gas emissions, for example by facilitating land use change that supports sustainable industry alternatives.
- Support initiatives to undertake adaptation planning for climate change impacts in coastal areas and towns and implement through relevant changes to planning schemes.

⁴ <http://www.climatechange.vic.gov.au/developing-a-climate-change/your-area>

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13. Living in the region

Future directions

- Promote the sustainable growth and development of Gippsland through an identified network of settlements.
- Develop settlements that have a strong identity, value their natural and cultural heritage and are prosperous and environmentally sustainable.

Gippsland faces particular challenges in accommodating projected population growth within the context of competing priorities for land and natural resources, and the potential increased risk from natural hazards such as bushfire, coastal inundation and flood. A regional settlement framework is needed to better understand where and how the region can accommodate a growing population. It is also required to guide urban development to locations that reduce impacts on environmental and cultural heritage assets, facilitate economic growth opportunities and reduce the risks from natural hazards. This plan aims to support safe and well planned urban settlement that provides a quality living environment, thriving economics and equitable access to services.

Gippsland's settlements will need to accommodate a projected increase in population of approximately 116,000 people, from 270,400 in 2011 to 386,000 in 2041. The forecast annual average population growth rate of 1.19 per cent is mid-range among Victoria's regions.

Gippsland also has opportunities to grow its population at a faster rate by attracting and retaining more people. The region's population could reach 445,000 by 2041 with significant investment in natural resources such as energy resources and agriculture, improved access to and from Melbourne, improved lifestyle and housing affordability, and upgraded services and facilities in the region's main towns.

Strategies to increase youth retention are seen as one way to lessen the projected ageing of the region's population profile. Similar to national trends, the forecast growth of retirement age and elderly population groups is projected to increase from 20 per cent to 35 per cent by 2031. However, the age structure varies across the region between municipalities. Bow Bow and Latrobe have the youngest populations while Bass Coast and East Gippsland have the oldest.

13.1 Existing settlement framework

Gippsland settlements that have experienced strong growth in recent times include Traralgon, Warragul, Drouin, Wonthaggi and Bairnsdale. Much of this growth comes from Melbourne, driven by housing affordability, access to metropolitan services and employment, and the regional town, rural and coastal lifestyles on offer.

The region is characterised by a settlement pattern that is mainly focused on its primary transport networks. While most of the population is located in the region's main towns, more than 30 per cent of the region's population resides in settlements of less than 500 people. The relative proportions will change as larger centres and towns become more urbanised.

The main population centres along the Princes Highway are Warragul/Drouin, Latrobe City as the regional city consisting of Moe, Morwell, Traralgon and Churchill, Sale and Bairnsdale. In southern Gippsland, Wonthaggi and Leongatha are the main population centres with Phillip Island also experiencing strong growth.

There are other smaller towns that provide an important district service centre role and provide basic commercial and service functions for local residents and wider catchments of rural populations. These towns include Lakes Entrance, Orbost, Omeo, Murrumbidgee, Foster, Mirboo North, Maffra, Heyfield, Resodale, Yarram and Trafalgar.

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Many smaller towns and settlements experiencing limited growth provide a local service function and offer an alternative lifestyle option. These places tend to be along the coast or in rural settings across Gippsland. Outside these settlements there are many low density rural residential style developments where people enjoy living in attractive landscapes with some services and close proximity to towns.

13.2 Future settlement pattern

Development of a regional settlement framework for Gippsland is influenced by the need to:

- manage growth in areas subject to growth pressures
- complement and support economic growth directions and community preferences
- resolve competing demand from other land uses such as agriculture and mining
- avoid natural hazards such as bushfire, flood and coastal inundation
- protect highly valued environmental and cultural heritage assets

Population projections and economic analysis indicate the majority of growth will occur in the regional city, other regional centres and main towns. Proximity to Melbourne, employment opportunities, landscape and amenity locations, and access to transport connections are also factors attracting growth to particular locations.

A network of integrated and prosperous settlements: regional city, regional centres and towns

The region is planning for strong population growth dispersed across Gippsland, with most of that growth focused in and close to the regional city, and other regional centres. It includes Latrobe City, and a network of sub-regional centres comprising a regional centre and one or two nearby smaller towns that provide alternate lifestyle options (see Map VI). This approach will enable the Latrobe Valley corridor, southern Gippsland and other coastal and inland areas to have appropriate focus points for business, services and community interaction.

The Gippsland region aims to build on a networked settlement approach in order to:

- foster larger urban centres with the ability to support higher labour productivity and jobs
- diversify the economy and attract investment in the projected higher employment service sector industries of healthcare, scientific and technical services, retail, trade, accommodation and food
- facilitate interaction among businesses by concentrating the location of services and facilities
- enable surrounding areas to benefit by growing their own economies due to their access to higher order services and diversity of economic opportunities
- efficiently provide higher order services to communities throughout the region
- support the retention of the region's youth and skilled workers
- utilise existing infrastructure and service capacity and reduce costs to government and the community
- offer diversity in urban and town character and residential living
- retain the region's significant rural, natural and coastal landscape areas and lessen exposure to natural hazards

Planning for this networked approach will be particularly important in and around those places expected to experience the strongest growth pressures such as Bairnsdale, Warragul/Drouin, Traralgon and Wonthaggi. Gippsland councils have completed strategic planning for all of the region's major centres, which has identified growth areas to accommodate projected growth in the short and medium term.

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Dispersed towns and settlements

There are a range of towns and settlements in Gippsland that are spread along major transport corridors and in rural and coastal landscapes that provide important district and local roles for their communities. Almost all of these places are expected to see some increase in population. Land use approaches that are important to these communities include protecting local character, environment and heritage assets and values, managing risks associated with natural hazards, improving access to services, and supporting economic diversification. Providing integrated community hubs of services and facilities can be an efficient way of meeting local community needs while providing better access to higher order services in larger centres.

Coastal towns

Coastal communities may require support to assist in transition and adaptation to the impacts of climate change including coastal storms, sea level rise, coastal erosion and inundation. Projects underway by government will assist to better inform communities about potential impacts and adaptation strategies.

Connectivity and transport

Gippsland's settlement pattern reflects the importance of transport access. Most of the region's major population centres are located on the east-west Princes Highway transport spine. This dominant route provides links between large centres, Melbourne and interstate. From Melbourne to Bairnsdale the road link is mirrored by rail, with connecting coaches providing further transport options. Secondary major transport routes are the Bass and South Gippsland highways, which connect Warragul and Leongatha to Melbourne, as well as providing important linkages within the region and further east. North-south routes, including the Strzelecki Highway, connect southern Gippsland to the Princes Highway and Latrobe City, and onward to alpine areas and New South Wales. The Grand Ridge Road, the Hyland Highway and the Great Alpine Road are important scenic routes for tourists.

Planning for growth areas

Gippsland will become home for approximately 116,000 additional people by 2041, but this population will be significantly more diverse in age and household type. Family structures are projected to change, with significant increases in the number of smaller households, including single persons, couples without children and lone parent households. 'Single persons' is the fastest growing household type in Gippsland and is projected to make up 30 per cent of household types by 2031.

The age composition varies between towns. A higher number of young families are present in areas close to Melbourne while coastal areas have a higher percentage of retired and elderly people. In many towns along the Gippsland coast, such as Cowes and Inverloch, there is a higher part-time population than permanent population. The population of many Gippsland towns therefore varies on a weekly basis as well as a seasonal basis, with part-time residents often having different expectations and demands for services.

Currently new residential development across Gippsland is occurring at an average of 10 lots per developable hectare. In comparison with other regional cities and centres, this is considered low density, with regional cities such as Ballarat providing a lot density for new areas of 15 lots per hectare. These densities are providing housing diversity and responding to changing household compositions such as more single parent and lone person households. Smaller house and land parcels can provide a more suitable and affordable option for single and two person households.

Growth in residential development is partly due to the unique characteristics and attributes of individual towns and their surrounds, which contribute to the livability of a town. People may choose to live in Lakes Entrance because of its coastline and lakes, Warragul because of its rural setting and access to the ski fields or Leongatha because of its rolling hills. There is a need to identify those characteristics and attributes, where they are particularly valued by the community, and ensure they are protected and enhanced.

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Map 9: Future directions for settlement



Growth descriptor

- Promote growth** - Proactively encourage and facilitate opportunities for major-scale development in areas identified for significant growth.
- Support growth** - Support proposals for medium-scale growth consistent with local plans.
- Sustainable change** - Support small-scale residential, commercial and industrial development and change.

Settlements

- Regional city*** - Strengthen sub-region networks of cities and towns through integrated planning and service delivery.
 - Regional centre**
 - Town**
 - Small town**
 - Urban food considerations⁽¹⁾**
 - Urban fire considerations⁽²⁾**
- *The regional city is Latrobe City, the growing of Traralgon, Strathalbyn, the Mitchell.

- Key road corridor**
- Key rail corridor**
- Public land**
- Lakes, rivers and water storage**
- Areas within 100km of central Melbourne**
- Melbourne's urban area**

(1) Urban food considerations are important to address the food system to ensure a sufficient and resilient food system for the region. For more information on food systems, see the Regional Growth Plan.

(2) Urban fire considerations are important to address the fire risk in the region. For more information on fire risk, see the Regional Growth Plan.

0 40 80 Kilometres

Source: Department of Transport, Planning and Local Infrastructure

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13.3 Future directions for cities and towns

The regional settlement framework (as shown in Map 9) directs projected population growth to six defined growth nodes consisting of Latrobe City as the regional city, and the regional centres of Bairnsdale, Loongatha, Sale, Warragul/Drouin, and Wonthaggi. These locations are serviced by existing utilities, education, health, and community infrastructure. Continued growth and investment in these locations will help generate a critical mass of population, which in turn will drive demand for business and employment. Greater housing diversity, cultural and recreational opportunities in these centres will be an important attractor for population growth and retention.

The regional city and centres are connected through Gippsland's transport network, and will continue to provide a range of employment, education, health, and recreation opportunities accessible to the region's population, including dispersed and remote communities. The settlement framework provides clear direction of settlement roles and functions and promotes greater coordination of investment in services and facilities through the identified sub-regional networks.



Retired Pilot, Latrobe City Council

Latrobe City as Gippsland's regional city

The regional city provides a focus for future regional investment to help achieve the momentum necessary for a more diverse and resilient economy, capable of attracting more specialised services and enhancing access to goods and services otherwise only available in metropolitan Melbourne.

Significant assets such as the Latrobe Regional Hospital, Latrobe Regional Airport, the university campus at Churchill, manufacturing and commercial functions, and rail and road transport connections provide a platform to support a knowledge-driven economy directed at utilising the region's resources in new and sustainable industries.

The aim of promoting and planning for Latrobe City as Gippsland's regional city is aligned with work to accelerate population growth in regional cities by Regional Cities Victoria (RCV) and supported by the State Government. The release of the Regional Cities Victoria Growth Framework provides resources including growth indicators and diagnostic tools to assist regional cities in establishing targets and investment priorities.

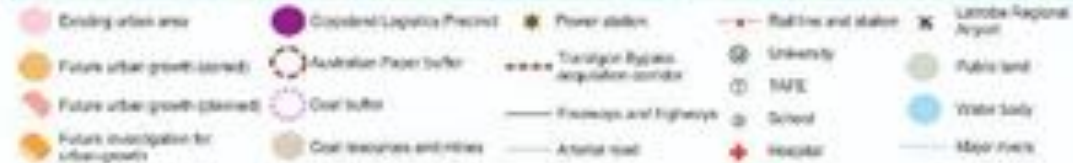
Future directions for the regional city will include integrated planning across the four urban centres to provide adequate land supply for residential and employment uses, and planning for infrastructure to meet the needs of a growing and changing population, business and industry (refer to Map 10). Long-term investigation areas for urban growth have been identified, and further planning work for these areas will be determined in line with population growth and future needs.

An assessment of urban land supply indicates a potential yield in excess of 12,500 residential lots has been identified to meet future demand. This supply is sufficient to meet the additional 7800 households required by 2041 based on indicative population estimates.

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Map 10: Latrobe framework plan



Source: Department of Transport, Planning and Local Infrastructure

As Gippsland's regional city, Latrobe City will accommodate urban growth and be the focal point for high order regional infrastructure and service investment. Growth will be planned to achieve greater integration across the four corners of Thorngate, Maxwell, Mac and Church to support them functioning as a single urban system.

Planning for urban growth
 Implementation of growth frameworks has provided land for residential development across the city to meet short-term and medium-term needs. Further planning work is underway to determine development requirements including infrastructure provision, transport access and amenity and landscape considerations. Considerations for any future urban expansion include managing the interface with coal buffer areas as well as flood and bushfire hazards. A strategy will be developed to advance the growth of Latrobe City as a single urban system.

Growth opportunities in business, manufacturing and services
 The commercial and manufacturing sectors, together with the university campus at Churchill provide skills and research capacity to expand economic opportunities based on the region's energy resources. Strategies to reinforce the city's commercial centres will support greater attraction of business and professional services, providing more diverse employment opportunities for the city and the wider region.

Transport networks
 The city is located along the Princes Highway road and rail corridor and is connected to the southern part of the region via the Strzelecki Highway. The Gippsland Logistics Precinct has been identified to facilitate freight movement through export gateways from the region. Latrobe Regional Airport is a key asset providing access to air services.

Note
 Further detailed investigation and planning for growth should consider issues including water and waste management, regional infrastructure, development, built and natural assets, including bushfire and flood risk, and other resources including Latrobe Energy Infrastructure, other investment resources and other priorities.



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Efficient and reliable transport connectivity between the four centres will be important to enable full integration of their respective services and facilities, including access to employment, education and housing choices.

Success in growing Latrobe City as a single urban system will support growth within the Princes Highway corridor, including in the regional centres of Warragul/Drouin, Bairnsdale and Sale. Accessibility to employment opportunities and higher order services in Latrobe City will enhance these centres as alternative locations of choice.

Regional centres – Bairnsdale, Leongatha, Sale, Warragul/Drouin and Wonthaggi

The network of regional centres identified on the settlement framework map (refer to Map 9) will accommodate projected urban growth together with the regional city Sale and Bairnsdale, located along the Princes Highway corridor, will accommodate population growth in central and eastern parts of the region, as well as expand employment and service functions for dispersed and remote communities. Leongatha and Wonthaggi are connected via the Bass Coast and South Gippsland highways and will provide an increasingly important service role for the southern part of the region.

Warragul and Drouin are in close proximity to each other and have similar high rates of population growth. These centres will accommodate projected population growth in the western part of the region, with careful management of urban growth to focus commercial functions, and consolidate residential development to minimise encroachment onto agricultural and rural land.

Planning has been completed to accommodate the expected levels of growth in the regional centres. Framework plans for Bairnsdale, Leongatha, Sale, Warragul/Drouin and Wonthaggi are shown in Maps 11 to 15.

Table 3: Indicative household demand and land supply

Regional centre	Indicative additional households 2041*	Draft Urban Development Program potential residential yield
Bairnsdale	2100	Work on the East Gippsland Urban Development Program report is currently underway. East Gippsland Shire Council has prepared the Bairnsdale Growth Strategy which identifies future urban growth areas including around nearly 100 hectares of residential, commercial and industrial development opportunity areas.
Leongatha	700	<ul style="list-style-type: none"> • 300 jobs with 1.0 hectare residential, commercial and • 9000 jobs with 1.0 future residential, commercial and • 1200 jobs with 1.0 rural residential area
Sale	1000	<ul style="list-style-type: none"> • 200 jobs with 1.0 hectare residential, commercial and • 1200 jobs with 1.0 future residential, commercial and • 1000 jobs with 1.0 rural residential area
Warragul	6500	<ul style="list-style-type: none"> • 2800 jobs with 1.0 hectare residential, commercial and • 9700 jobs with 1.0 future residential, commercial and • 2700 jobs with 1.0 rural residential area
Wonthaggi	2500	<ul style="list-style-type: none"> • 2000 jobs with 1.0 hectare residential, commercial and • 2000 jobs with 1.0 future residential, commercial and

* Indicative planning requirements estimates are necessary for planning at the town and sub-report level. DPCo's historic and future 2012 population projections are not published below statistical local area level for 2011 to 2031, or below regional area for 2011. Indicative planning population is also closely consistent with figures in Future 2012 but do not form part of the state government's official population projections.

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Map 11: Bairnsdale framework plan



Source: Department of Transport, Planning and Local Infrastructure

Bairnsdale will continue to build on its role as a regional centre providing employment and services for towns east along the Princes Highway corridor, Gippsland Lakes, coastal towns, and dispersed communities across the alpine region. Its role in providing health and social support services will be increasingly important to meet the changing needs of nearby communities, particularly for the settlements of the Gippsland Lakes.

Planning for urban growth

The draft Bairnsdale Growth Strategy has been prepared to guide future urban growth, including investigation areas for medium-density housing and opportunities for the consolidation of community activities around the Bairnsdale Aquatic and Recreation Centre. Future residential areas have been identified in the north-east and eastern areas of Bairnsdale. The East Bairnsdale and Linnico Structure Plan will provide more detailed planning for residential and employment land, including expansion for food manufacturing.

Growth opportunities in business, manufacturing, and services

The CBD Improvement Project aims to provide improved streetscape and pedestrian facilities to enhance amenity and support greater vitality and business attraction within the main commercial precinct. Current economic strengths in business services, food manufacturing and tourism will continue and provide a focus for future value-adding and diversification.

Transport networks

Bairnsdale has good transport connections to settlements along the Princes Highway corridor and to northern areas along the Great Alpine Road. These road networks are important for agriculture and forestry freight transport. The rail connection west to the Latrobe Valley and Melbourne is also a key asset supporting movement of passengers and freight. V/Line coach services provide access to towns further east and onwards to Corbara and New South Wales. The Bairnsdale aerodrome upgrade will also enhance aviation facilities.

Integrated planning across the sub-region network

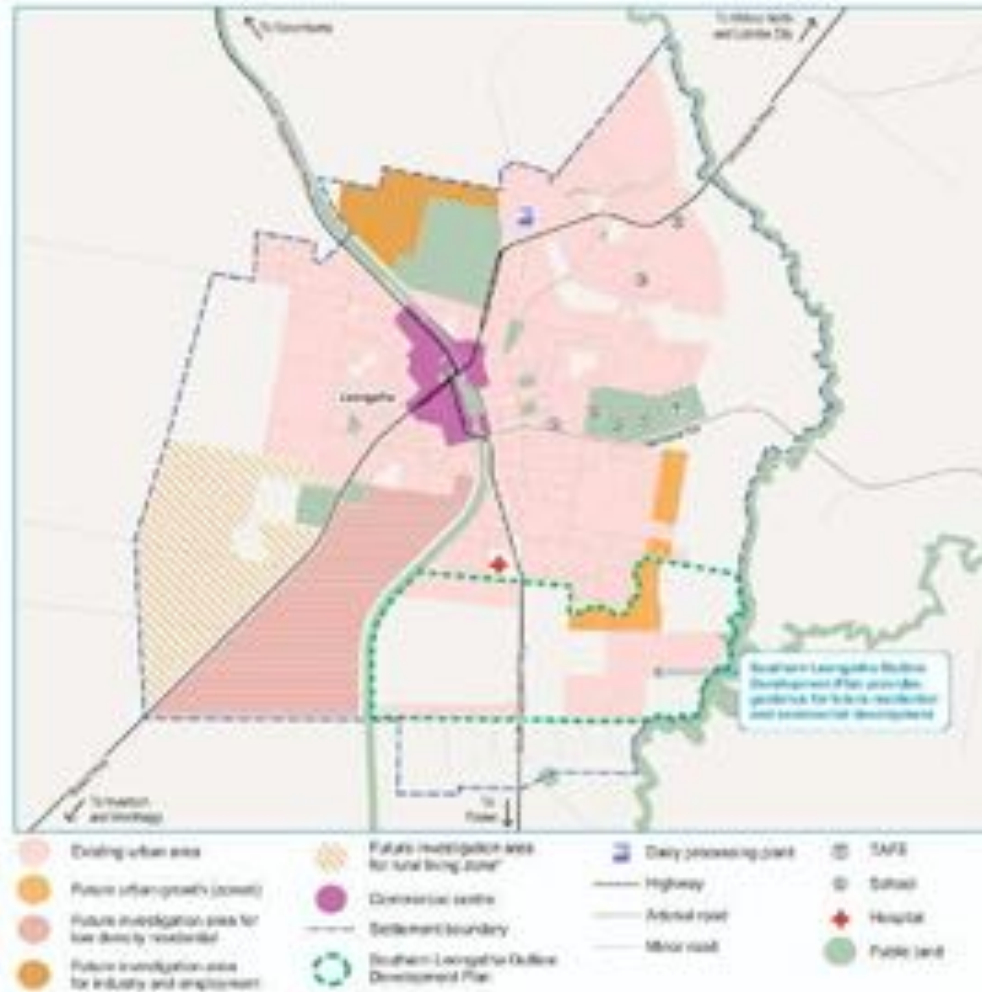
The close proximity of Bairnsdale to Puffinbush and a number of surrounding smaller communities provides the opportunity for integrated planning and coordination of urban land release and provision of services. Bairnsdale will strengthen its role as a regional centre and provide higher order services accessible to surrounding communities. Local scale growth in these communities will provide increased housing choice within this sub-region network.

Note: Further detailed investigation and planning for growth areas will consider future needs including health, housing, education, environmental issues (including water and waste) identified in regional catchment strategies, cultural heritage assets, existing landscape and natural heritage and natural resources (including 3 streams, 1 water industry treated facility, other riparian earth resources, streamlines, wetlands).



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Map 12: Leongatha framework plan



Source: Department of Transport, Planning and Local Infrastructure

Leongatha will continue growing to accommodate future population growth and provide employment in business and industry sectors, as well as education, health and community services. Leongatha will provide higher order services with nearby Korumburra continuing to provide services to meet local needs.

Planning for urban growth
The Leongatha Framework Plan provides direction for long-term growth, including locations for future residential, commercial and industrial uses. The Southern Leongatha Outline Development Plan provides more detailed planning for residential and commercial development south of the existing urban area.

Due to the Tawarra River water supply catchment of new development including land within the Rural Living Zone and Low Density Residential Zone, must be connected to reticulated sewerage.

Business and manufacturing growth opportunities
Leongatha provides a service centre for the dairy industry in southern Gippsland and includes a significant dairy processing facility. Continued investment in land manufacturing and value adding to agricultural products will support future employment. South Gippsland Shire Council is currently preparing the Leongatha Industrial Land Supply Study to start for future needs.

Transport networks
Growth will be facilitated by continued access to Melbourne and other parts of the region via the South Gippsland and Bass Highways. The Strzelecki Highway provides a connection north to Latrobe City.

Integrated planning across the sub-region network
There are future opportunities to more closely integrate planning for Leongatha and Korumburra in terms of residential and employment land supply, and provision of community services.

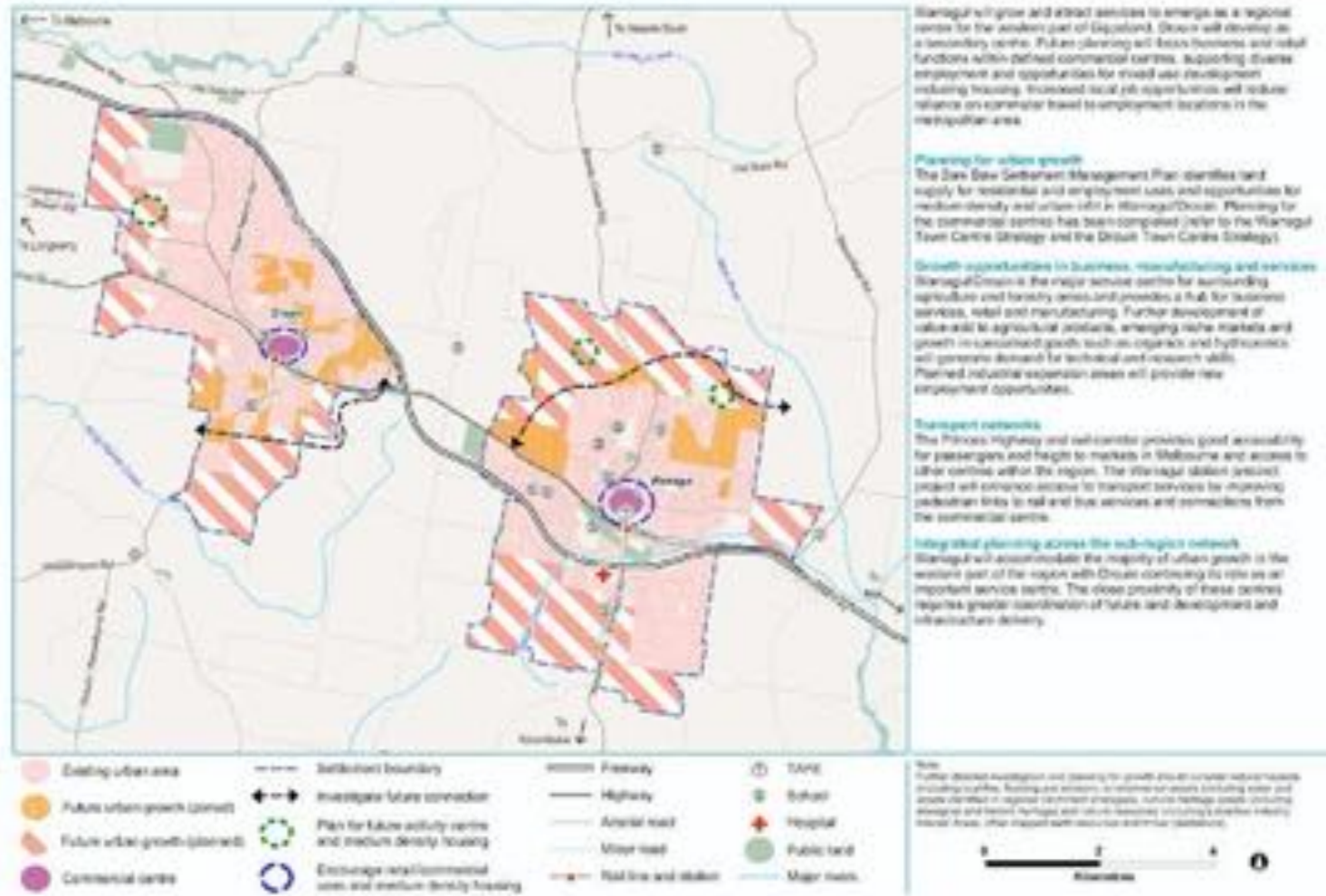
Note:
Future urban investigation area planning for growth about existing urban areas including business, health and education development needs including water and sewerage identified in regional catchment strategies. Industrial growth needs including transport and utility infrastructure about locations including Strzelecki Highway, Industrial Road, and 'residual' rural roads and other potential.

Modified by Environmental South Gippsland Council - Strategic Assessment and Services Unit



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Map 14: Warragul/Drouin framework plan



Source: Department of Transport, Planning and Local Infrastructure

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Map 15: Wonthaggi framework plan



Wonthaggi will accommodate projected population growth in southern Gippsland and provide a location for higher order services accessible from the wider area. The business and commercial functions, as well as education and government services, will support further growth and diversification of the local economy.

Planning for urban growth
Growth forms to accommodate urban expansion have been identified in the Wonthaggi Framework Plan. The plan provides for additional industrial land for future needs. There is adequate residential land supply in the short- to medium-term, with the potential to progress further planning of the Wonthaggi North growth area in 2014. Infrastructure planning and investment will be required to support future growth.

Growth opportunities in business, manufacturing and services
Service industries for surrounding agricultural areas will continue to be important, as well as increasing opportunities for expansion in tourism supported by natural attractions. Work to establish the Beer Coast Cultural Precinct in Wonthaggi, is aimed at providing recreational education and cultural facilities for the centre, and will be a significant attractor for related activity.

Transport networks
The Wonthaggi Framework Plan provides direction for the future planning of a bypass road to enhance connectivity for the Bays Highway.

Integrated planning across the sub-region network
The nearby towns of Inverloch and Cape Paterson offer attractive coastal living opportunities within close proximity of services and facilities in Wonthaggi. Future planning will manage land release across the subregion network to retain the focused functions and character of Inverloch and Cape Paterson.

Support long-term link to Inverloch

- Existing urban area
- - - Settlement boundaries
- ↔ Investigate future connection
- Highways
- Ⓜ TAFE
- Future urban growth (planned)
- Education precinct
- Future bicycle link
- Arterial road
- Ⓜ School
- Commercial centre
- Cultural precinct
- Public land
- Main road
- + Hospital
- Future industrial growth area
- Ⓜ Future neighbourhood centre

Source: Department of Transport, Planning and Local Infrastructure

Note:
Further detailed investigation and strategic growth should consider natural resource including wildlife, feeding and nesting, environmental assets including water and coastal protection regional ecosystem strategies, cultural heritage assets, including Aboriginal and Torres Strait Islander history, and providing a diverse industry base. Also, other transport such as rail, and air services.



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South Gippsland

Other centres comprising sub-region networks

The regional settlement framework builds on the existing settlement pattern, recognising the opportunity to integrate planning and investment across sub-region networks centred around the regional centres.

This approach is adopted in order to:

- provide a collaborative approach to managing growth, services, investment and employment between nearby regional centres and towns
- support growth and higher order services across the region
- increase efficient and effective interaction, servicing and infrastructure delivery between networked towns so that business and communities can access reciprocal benefits and attract higher levels of investment

The settlement framework recognises five sub-region networks of towns (refer to Map 9).

The sub-region networks have been identified based on considerations including:

- share of projected consolidated town population relative to surrounding areas
- projected population of at least 1000 persons and planned capacity to accommodate change
- geographic proximity, transport links and employment connections
- range and availability of complementary services and functions
- opportunities to streamline investment and maximise access to shared services

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These networks acknowledge the lead role of the respective regional centre as the primary location to accommodate urban growth, with secondary centres providing housing diversity and local services. The provision of social services and attraction of business investment within the networks will support communities across their broader catchment districts. The sub-region networks are comprised as follows:

Regional centre	Secondary centres	
Bairnsdale	Plymville	Plymville is located approximately 15 kilometres from Bairnsdale, and is a predominantly residential community with most industrial and employment services sourced from Bairnsdale.
Loongatha	Korumburra	Korumburra is located 14 kilometres from Loongatha via the South Gippsland Highway. These centres are of similar size and provide a broad range of services. Loongatha provides additional functions in government, education and health services.
Sale	Maffra Stratford	Both Maffra and Stratford are within 20 kilometres of Sale (and within 10 kilometres of each other). These secondary centres are projected to absorb the majority of population growth from within their surrounding area and will continue to access higher order services in Sale.
Warragul	Drouin	Warragul and Drouin are experiencing similarly high population growth. However Warragul will remain the larger centre and provides additional employment opportunities and services including the West Gippsland Hospital.
Wonthaggi	Inverloch Cape Paterson	Wonthaggi, Inverloch and Cape Paterson are within convenient commuting distance of each other. Wonthaggi provides a higher level of services particularly in retail/commercial, government, education and health services. Inverloch provides a more local scale of services. Cape Paterson includes areas identified for future urban growth and will rely on combined services at Inverloch and Wonthaggi.

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Strategies for future land use

- Plan to accommodate projected urban growth within Latrobe City as the regional city, and the regional centres of Bairnsdale, Longsight, Sale, Warragul/Drouin and Wonthaggi
- Support implementation of land use strategies and structure plans for the regional city and regional centres to accommodate growth over the next 20 to 30 years and to integrate delivery of their economic, environmental, social, infrastructure and transport needs
- Prepare a strategy for the long-term growth of Latrobe City as a single urban system, providing a catalyst for change and a driver for growth more broadly across Gippsland
- Support the development of sub-region town network strategies that attract, facilitate and consolidate future growth within the regional centres and secondary centres by better coordinating investment and distribution of facilities, building on complementary town roles, fostering economic growth, enhancing access to higher order services from across the region, improving connectivity and applying development contributions
- Support the continuing role of towns and small settlements in providing services to their districts, recognising their relationships and dependencies with larger towns
- Support heritage conservation and urban design initiatives to strengthen livability and identity
- Prepare a housing strategy for Gippsland to investigate opportunities to achieve diverse and affordable housing within major cities and centres that meets the needs of the community
- Prepare a strategy to increase demographic diversity and youth retention, which considers initiatives such as marketing, employment opportunities and use of education facilities
- Plan for increased demand on services and infrastructure in towns with high holiday home ownership as these become the primary place of residence

14. Regional infrastructure**Future directions**

- Work with utility and service agencies to optimise access to gas, electricity, drainage, water, sewerage and telecommunications and cater for a growing population and economy across the region
- Support road, rail and port improvements across Gippsland and beyond, particularly to markets and employment
- Provide health, education, cultural and sporting facilities to meet local needs in locations that are accessible and convenient to the people who will use them

The timely provision of infrastructure and services is required to support future growth and change in the Gippsland region. The delivery of an appropriate settlement pattern where population fluctuations are both predicted and sequenced is necessary to achieve growth in a sustainable manner. In some instances existing services and assets may have to be augmented or replicated to accommodate new levels of demand.

This plan aims to identify where there may be increased demand for infrastructure services based on projected population and housing growth, potential development of new industries or expansion of existing industries.

The plan provides a framework to align the supply and demand strategies of infrastructure service providers and their customers. The plan promotes the importance of both demand management and augmentation of supply networks. It also supports the need for future infrastructure planning to ensure infrastructure delivery keeps pace with population and economic growth, and supports the role of the regional city and centres in accommodating this growth.

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14.1 Water, energy and utilities

Growth in settlements and economic activity throughout the Gippsland region will result in demand for additional water, energy and utility infrastructure. Efficient use of existing systems and identification and protection of utility infrastructure corridors have been considered. The projected population and settlement patterns take into account high level planning for currently planned and anticipated service utilities.

Gas and electricity

The Gippsland region has an extensive network of electricity and gas transmission infrastructure administered by asset managers and energy retailers. Electricity infrastructure is comprised of generating sources located in the Latrobe Valley, high voltage transmission lines, terminal stations, sub-transmission lines, and lower voltage distribution and connection lines to energy users. There are some constraints in the electricity supply network, particularly for supply to areas east of Bairnsdale. The region's electricity network owner, SP AusNet, has a long-term development plan outlining augmentation works required to meet expected load growth to 2041.

Gas and electricity supply planning for the major urban centres and towns has allowed for anticipated population and economic growth (refer to Table 4). Despite overall planned utility provision and upgrades, there are known shortfalls with respect to some services for these key towns: electricity supply (Wonthaggi, Inverloch, Sale, Bairnsdale and Warragul/Drouin) and gas supply (Bairnsdale, Paynesville, Sale and Warragul/Drouin). Securing a reticulated gas supply for Phillip Island has been identified as an important issue to facilitate further tourism and business investment on the island.

Telecommunications (including National Broadband Network)

Planning for future urban and economic growth should be flexible and responsive to make best use of new telecommunications technology and infrastructure as it becomes available. The introduction of the National Broadband Network will provide improved access to education and health services, and provide businesses with the opportunity to expand online sales and broaden their customer base to compete nationally and globally. Gippsland's planning authorities should work with telecommunications providers to ensure a consistent approach for infrastructure design and placement in growth areas and to support the requirements of the national network.

Water supply and management

The Gippsland region has important water supply assets including a network of reservoirs, the desalination plant near Wonthaggi, Gippsland Water Factory, and the South Gippsland Water saline outfall transfer system.

Rural and urban water corporations have prepared water supply demand strategies to manage future supplies of water for urban and industrial use with the aim of maintaining reliable water supply. These strategies include demand management and priority for water conservation, and options to augment supply infrastructure. When future integrated water cycle strategies⁷ are developed, they will need to consider the implications of the plan on future water demand and supply.

Planning for future urban and economic development should incorporate measures to reduce demand for water where possible, including through water sensitive urban design and opportunities for urban water harvesting. New urban areas should include provision of recycled water to reduce demand for potable water.

Across Gippsland water supply has been assessed as meeting domestic and commercial demand for the short to medium term. For Phillip Island and areas around Westport, the supply system requires no immediate augmentation.

⁷ Strategic water cycle plans will be developed to supply demand to 2041.

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Recycled water

The Gippsland Water Factory is a key asset for treating wastewater and producing recycled water for a range of uses within the region. The region's water authorities also produce recycled water for use in their operations. Continued innovation and investment in recycled water could alleviate demand on potable water supply and enhance the long-term security of the region's water supplies. The region should support opportunities to integrate recycled water supply networks within urban growth areas including commercial and industrial uses.

Table 4: Summary of infrastructure considerations

Settlement	Local road & drainage	Water	Sewerage	Gas	Electricity
Latrobe City					
Corryville	•	•	✓✓	•	✓✓✓
Moe	✓	✓✓	✓	✓	✓✓
Morwell	✓	✓✓	✓✓	✓	✓✓
Traugott	✓	✓	✓✓	✓	✓✓
Regional Centres					
Bairnsdale	✓	•	✓✓	•	✓
Lenguahta	✓	✓✓	✓✓	✓✓✓	✓✓
Sale	•	✓✓✓	✓	✓	✓
Warragul District	✓✓	✓✓	✓✓	•	✓
Winnipeg	✓	✓✓	✓✓	✓✓	✓
Network considerations					✓✓✓
Major network upgrade to support growth					✓✓
Significant infrastructure investment to support growth					✓
Capacity to accommodate growth to 2050					•

Waste management

The region has an existing framework to manage municipal and solid industrial waste through the functions of the Gippsland Regional Waste Management Group. Under state government legislation, the Gippsland Regional Waste Management Group is responsible for planning for the management of municipal waste through partnerships within the region, and supporting and implementing state government policies and strategies relating to waste.

The region has an existing network of solid waste management infrastructure comprising council landfills, resource recovery centres, materials recovery facilities, organics processors, and construction and demolition resource recovery.

One of the challenges for the region is dealing with the large increase in waste generation that corresponds with the summer peak tourist season. The capacity of public waste infrastructure is strained during these peak periods and this limits opportunities to recover and divert waste from landfill. Other challenges relate to the mix of urban settlements and rural areas within the region and the diverse streams of domestic and industrial waste this produces.

The Gippsland Regional Waste Management Group has set out future directions and priorities to upgrade many existing facilities to improve service delivery and broaden the suite of material recovered. A number of smaller landfill sites are expected to reach capacity over the next five years and will require rehabilitation measures. Some of these facilities will be replaced by resource recovery centres.

This plan supports an ongoing, coordinated approach to managing solid waste through a network of landfill and recovery centres that are accessible for domestic and industrial users. Local strategic planning should support and facilitate the development of waste facilities including appropriate amenity buffers to secure their operations in the long term. Further information about future waste management and infrastructure is included in Getting Full Value – The Victorian Waste and Resource Recovery Policy.

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Strategies for future land use

- Work with water, drainage, energy, and telecommunications agencies to prepare strategic infrastructure plans to provide utility servicing infrastructure to growth areas across the region
- Support ongoing investment in water infrastructure and management of water resources to enhance security and efficiency of water supply to industry and urban areas
- Support the provision of adequate facilities to manage the region's solid waste
- Give priority to development proposals that maximise the use of existing infrastructure and minimise the need for new infrastructure

14.2 Transport networks

The Gippsland transport network requires ongoing planning and review to ensure it remains efficient, well connected and reliable. It is critical for the network to enable regional businesses to efficiently manage their supply chain requirements and for the community to conveniently access employment, services and recreational activities, and visit family and friends.

Businesses and the regional economy rely on a mature freight system including Victoria's connectivity to the Australia-wide system. Regional connections to port facilities in Melbourne and other hubs such as Portland, Geelong, Hastings and interstate to Eden are essential, as are linkages to Melbourne Airport, and increasingly to Avalon Airport and other regional airports.

Regional ports and airports also host important local services. For Gippsland this includes the East Sale Royal Australian Air Force Base, aircraft manufacturing at Latrobe Regional Airport, light aircraft charter services at Latrobe and West Sale airports, and recreational or agricultural crop spraying flights from small airports throughout Gippsland. Local ports include the Barry Beach Marine Terminal at Coromandel, which handles

offshore oil and gas provisioning and a number of ports that support commercial fishing fleets including Lakes Entrance, which is home to the largest commercial fishing fleet in Victoria.

This plan considers the community's transport access in a growing Gippsland, including the need to travel within the region to access employment, recreation and services such as the university campus at Churchill and regional hospitals at Bairnsdale, Morwell, Sale, Traralgon and Warragul. It also considers the need to access higher order services outside the region, particularly Melbourne Airport for domestic and international flights.

Through the following future directions (illustrated in Map 16), the plan identifies regionally significant transport opportunities that will help manage and promote regional growth.

Network capacity and efficiency

As Gippsland grows, sufficient network capacity must be available to ensure efficient transport both to and from the region. This is especially important for the major transport corridors of the Princes and South Gippsland highways and the Gippsland rail line.

The Australian Government is undertaking a strategic study regarding the implementation of high-speed rail (HSR) on the east coast of Australia. Once fully operational, express journey times of less than three hours between Melbourne-Sydney could be achievable. Phase two of the study depicts a preferred alignment for the HSR system between Melbourne, Canberra, Sydney and Brisbane. The Gippsland Regional Development Australia Committee and the Gippsland Regional Management Forum support a route that traverses the Gippsland region.

The national freight task is projected to double over the next decade and this is likely to put additional strain on Gippsland's road network as freight such as fresh and processed food is likely to continue to be moved by road.

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A number of transport projects are being planned and developed that may help improve the capacity and efficiency of the region's transport system. These include:

- expanding road space such as the duplication of the Princes Highway between Traralgon and Sale, and a potential Princes Highway Traralgon Bypass (land has been reserved in the Latrobe Planning Scheme through a public acquisition overlay)
- improving and modifying the network of public transport services to better meet market needs
- improving and modifying the network of cycling and walking tracks and trails
- maximising use of existing infrastructure such as higher productivity freight vehicles on designated routes, encouraging road freight to operate in non-peak periods and timetabling enhancements on the rail network
- the proposed East West Link to improve access to the Port of Melbourne and Melbourne Airport, and support access for a growing population in Gippsland and Melbourne's south-coast growth corridor
- enhancing rail capacity via passing loops in conjunction with the Dandenong Rail Capacity Program and providing additional train paths to retain direct linkages to Melbourne's CBD through the Melbourne Metro project
- developing the Port of Hastings as Victoria's next container port
- support the Port of Hastings transport studies to plan for efficient transport access based on industry needs associated with the port's development.

Access and connectivity

Efficient transport connections are needed to provide access to services and employment across Gippsland as well as inter-regional destinations. As the region's population continues to grow and change, it is important to plan transport infrastructure projects to promote enhanced connectivity, capitalise on economic opportunities and monitor the demand and the viability of providing additional public transport services. Planning for new residential developments, industry and employment areas should be integrated into the existing transport network and designed with good pedestrian permeability and internal road layouts conducive to public transport provision.

Improved access to markets is critical for the prosperity of the region's agricultural, forestry and earth resources sectors. To enable processed products to be exported from the region, there is a need for good transport access to port facilities. This could be achieved by integrated use of the existing road and rail network or potentially the development of new facilities such as a rail link from the region to the Port of Hastings.



Princes Highway

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Opportunities for ensuring access and connectivity exist around:

- connecting the region to key gateways and markets within and outside the region such as Melbourne, international gateways, interstate and other regional cities. One example in the Gippsland region is to use overtaking lanes on the Strzelecki and Hyland highways to improve access to Gippsland's dairy industry
- harmonising cross-border vehicle legislation and rules
- developing enhanced community transport and/or mobile provision of essential services for remote, sparsely populated areas of high community need
- improving and modifying public transport services to better meet market needs and planning new residential developments to integrate with public transport services
- improving the accessibility of public transport facilities through Disability Discrimination Act 1992 compliance and bicycle access
- Supporting the Port of Hastings transport studies to plan for efficient transport access based on industry needs associated with the port's development.

Freight and logistics precincts

Gippsland relies on good access to freight gateways to deliver products to market and receive goods. Transport access to Melbourne Airport, the Port of Melbourne and the Port of Geelong is essential for air and sea freight. These outcomes are underpinned by relevant policies such as the Gippsland Freight Strategy. Planning should build on transport policy direction and support important freight and logistics precincts and their access. This includes the need to protect Gippsland's existing transport facilities and their surroundings from encroachment. It also involves retaining flexibility for possible future expansion and additional freight facility requirements due to export opportunities for natural resource commodities.

The State Government has identified the Port of Hastings as a future container terminal port. The expanded Port of Hastings facility could provide an alternate export gateway for Gippsland's container freight task.

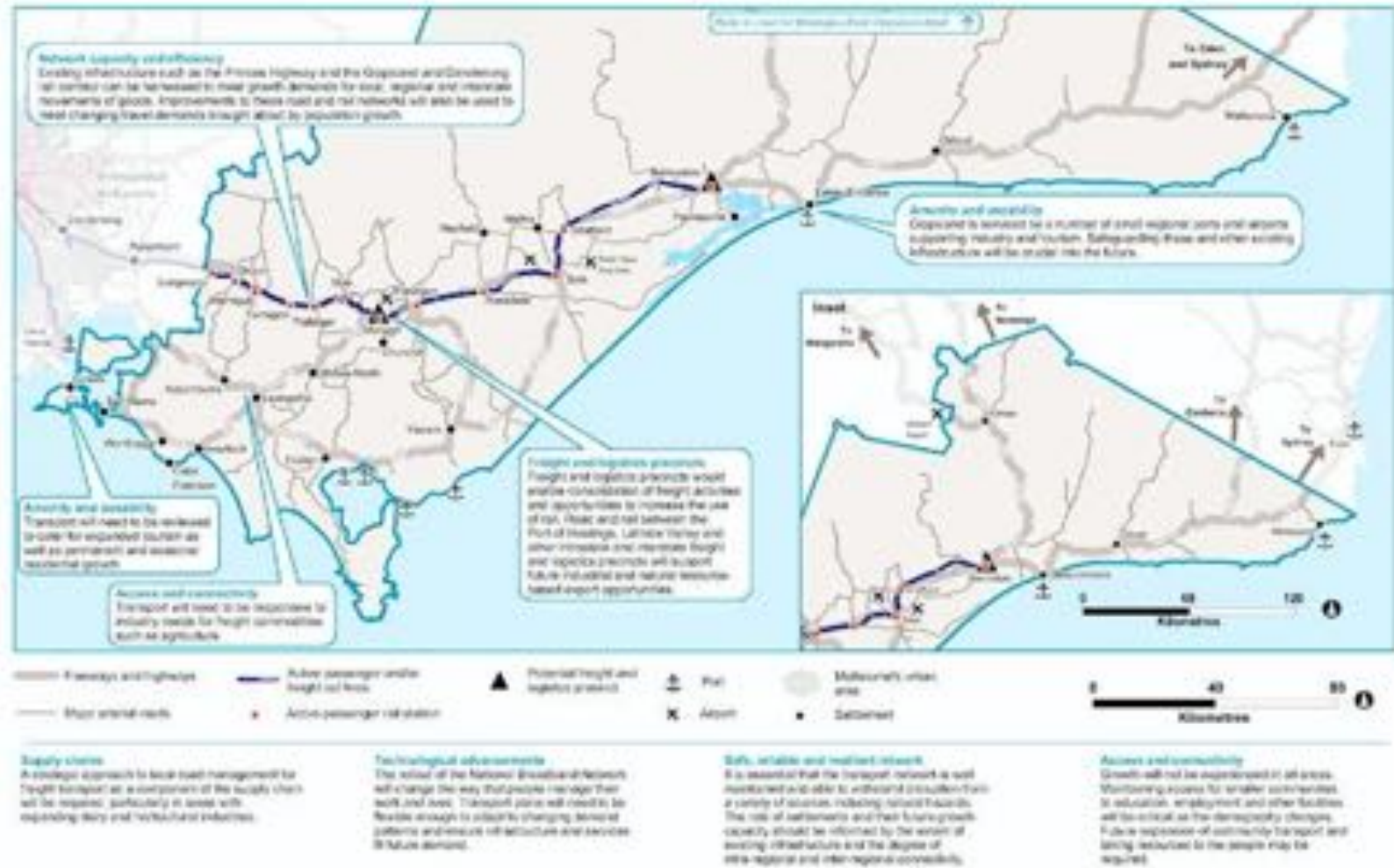
Existing infrastructure facilities such as rail freight facilities in Morwell could provide for the interchange of freight between road and rail transport, and would benefit from the development of a freight and logistics precinct in and around these facilities. This would enable the potential consolidation of freight activities and opportunities to increase the use of rail, when available. In addition, the potential to develop a freight precinct with intermodal facilities at Lyndhurst, in metropolitan Melbourne, could enhance access to key transport corridors and ports for Gippsland commodities. Gippsland has a number of food producing facilities that generate significant road freight. Transport planning to improve access to these facilities would reduce costs to business and enhance their competitiveness.

Opportunities for developing freight and logistics precincts could include:

- seaports such as container, bulk, and general cargo in Gippsland, which could include a rail corridor reservation from the Gippsland rail line to the Port of Hastings
- airports, such as international, interstate and regional
- intermodal freight terminals, such as processing opportunities for freight and logistics precincts at Morwell and Bairnsdale
- activity specific centres, such as distribution centres and processing plants.

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Map 16: Future directions for transport



Source: Department of Transport, Planning and Local Infrastructure

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Safe, reliable and resilient network

The Gippsland transport network provides access for the community to settlements, employment, education, and retail and health facilities. It is important the network is well maintained and resilient to major disruption and there is unimpeded access. Impediments can arise from natural hazards such as bushfire and flood but also from changes in the commodities being carried, with the potential use of larger vehicles and changes in the operations of the logistics industry.

Opportunities for providing a reliable and resilient network could involve:

- contingency plans for major disruption as a result of flood or bushfire
- maintenance of rail and road networks
- reducing on-time running limitations
- alternative fuelled vehicles

Technological advancements

Technological advancements such as the rollout of the National Broadband Network may provide access to a greater range of services from home. The health and education sectors highlight the potential of providing services online. The National Broadband Network may also provide increased opportunity for home-based businesses.

New vehicle designs could also lessen the environmental impacts of transport and improve productivity and safety of vehicles.

Supply chains

Understanding how local roads connect to the main arterial road network could provide greater efficiencies in supply chains and encourage moves towards higher productivity freight vehicles on designated routes. It is important to recognise the strategic importance of the freight transport network as a component of the supply chain, particularly for the export of food products, paper, coal, horticulture and manufacturing.

Increasing road use and vehicle capacity demands may mean local maintenance funding and weight restrictions, for example, need to be reviewed into the future.

Opportunities to better understand efficient supply chains exist around:

- understanding relationships, movements and modes between the farm-gate, market, distribution centres and gateways for various commodities such as extractive industries and agricultural products
- food processing and fisheries in the region
- future coal export possibilities
- road and rail freight capacity constraints
- intermodal terminal requirements and consolidation opportunities
- technology advancements

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Amenity and useability

Improved amenity and useability within the transport system will promote the wellbeing of users and help attract people to the region. Incorporating pedestrian and bicycle networks and infrastructure in town centres, and planning for bicycle parking and storage at key destinations can facilitate higher rates of participation in walking and cycling as a transport option. Cycling and walking as recreation are also considerations for overall transport system design.

Transport access should be considered at the subdivision stage. Subdivision guidelines can encourage new development to be designed to include useability and amenity.

Opportunities for ensuring amenity and useability include:

- tourist routes for all users, including cyclists. In Gippsland this could build on the opportunities of the region's recreational walking and cycling trails to attract users and tourists, particularly to the region's rail trails that offer recreational and sustainable transport between towns.
- facilities such as wayside rest areas, signage and information hubs.
- marketing such as package tours for day trips.
- town centre improvements.
- road use management such as 'NoRoads' Smart Roads road use identification.

Strategies for future land use

- Support improvements to the region's road network including the Princes, Bass and South Gippsland highways, connections to ports, and roads running north-south through the region.
- Improve connections out of the region to metropolitan Melbourne, Melbourne Airport, to other states and to other Victorian regions.
- Support improvements to the Gippsland and Dandenong rail line.
- Support the Port of Hastings transport studies to plan for efficient transport access based on industry needs associated with the port's development.
- Support investigations into the potential need for other deep water port facilities as they emerge to support industry and exports.
- Support the provision of public transport services for those without access to private vehicles and to improve access to services and employment.
- Improve access to key freight routes so that regional businesses can enhance their supply chain efficiency.
- Support the development of freight and logistics precincts in Morwell and Bairnsdale, and improvements to key transport links.

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14.3 Social Infrastructure

Social infrastructure refers to community facilities and services that help the community meet its social needs and promote wellbeing. These facilities and services may include education, health, open space and recreation, arts and cultural facilities and community meeting places. More broadly it can encompass community meeting places, volunteer organisations and the social networks that support them. Social infrastructure planning occurs across all levels of government to align with community needs from a local scale to the regional or national scale.

Considering social infrastructure at a regional scale involves assessment and planning for high level facilities and services commensurate with population size and distribution, and investigation of the regional community's current and future needs. At the regional scale, social infrastructure may include government services, hospitals, tertiary or other further education facilities, performing arts or convention centres, museums and central libraries.

When planning for future social infrastructure in Gippsland it will be important to assess projected population growth and the demographic profile of the future community to determine likely needs. This may include consideration of age, cultural background, household structures and the needs of specific groups such as people with disabilities. It will also be necessary to assess the range, capacity and utilisation of existing social infrastructure to better plan for future needs. In some cases existing social infrastructure facilities may be modified or enhanced to meet changing needs. In the future there may be a need for more flexible delivery of social infrastructure including enhanced mobile and similar outreach services.

Social infrastructure in Gippsland includes facilities such as hospitals, tertiary education and training facilities, regional cultural and sporting facilities such as stadiums and arts centres, and various volunteer community and civic organisations.

Health and education

The Gippsland region has a network of public and private hospitals, community health services and bush nursing services distributed across the major centres of Latrobe City, Warragul, Wonthaggi, Sale and Bairnsdale. The Latrobe Regional Hospital includes a specialist cancer centre and supporting accommodation. Redevelopment of the Longatha Hospital is currently underway to provide improved services. The Gippsland Medical School at the university campus at Churchill is also a key health infrastructure asset.

Health indicators for Gippsland residents are broadly in line with the rest of regional Victoria but are somewhat lower than indicators for metropolitan Melbourne, in part due to lower incomes and reduced access to medical services in remote areas. To address these issues, health promotion in Gippsland prioritises physical activity, healthy eating, mental health promotion and sexual and reproductive health. Strategic planning for future urban areas can support these priorities through provision of active and passive open space and access to pedestrian and bicycle networks.

The role of the education sector is important to support efforts to transition and diversify the regional economy. The Latrobe Valley Industry and Employment Roadmap highlights potential linkages among education and research institutions and emerging industry sectors in renewable energy, low-carbon technology, food processing and advanced manufacturing.

Gippsland has existing research and development and tertiary education facilities located throughout the region, most notably at Ebinbank and Churchill. The Gippsland Regional Plan proposed to enhance the delivery of these services through the development of a Centre for Sustainable Industries to increase the economic strength and capability of key regional industries through improvements in energy usage, commoditised product value, waste management, production processes and transitioning to a low-carbon economy. Such an approach would encourage research

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into the key challenges facing the region in terms of competitiveness and economic viability, ensure regional employers embrace cutting edge approaches and technologies, and facilitate industry-focused educational activities to address skill needs.

This plan provides a land use context to support tertiary education and research and development in the region including the establishment of a network of technology enabled learning centres in Bairnsdale, Sale, Traralgon, Churchill, Warragul, Loongatha and Wertheim. The regional settlement framework supports these centres as appropriate locations for tertiary and other research institutions. For more information refer to the Gippsland Tertiary Education Plan.

Community, cultural and sports facilities

Community facilities such as public halls and meeting places are important for maintaining volunteer and civic organisations, which are significant contributors to community cohesion in small and remote settlements. Sporting clubs, recreational groups and emergency services such as the County Fire Authority rely on volunteers and their support networks to continue to provide services for regional and remote communities.

Access to art galleries, performing arts centres and major sports facilities is important to meet the needs of a regional community to help provide more diverse cultural experiences, and to attract and retain a broader range of social groups. Festivals, sporting events, exhibitions and cultural performances help promote the identity and diversity of Gippsland and contribute as attractions and important economic drivers that complement the landscape, wildlife or other nature-based activities in the region.

Gippsland has a range of cultural facilities including regional art galleries in Bairnsdale, Sale and Morwell, and performing arts centres in Sale, Traralgon and Warragul. Planning and programming of activities at these facilities needs to be coordinated, providing tourists and residents with a more diverse

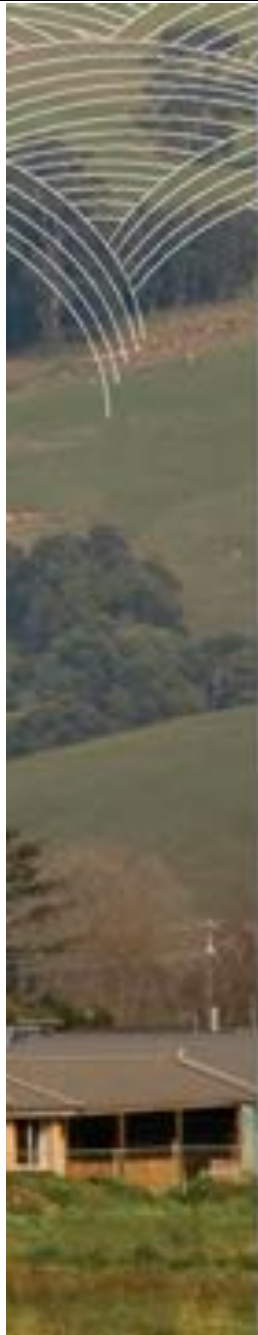
offer that encourages extended visits. Other high profile sporting assets in the region include the Traralgon Tennis Complex, Phillip Island as the venue for the Australian Motorcycle Grand Prix, and the Gippsland Regional Sports Complex in Sale. The proposed Gippsland Aquatic Centre would be a significant addition to the region's sports infrastructure.

Regional communities will continue to access and enjoy Gippsland's regional parks, and walking and cycle trails. These spaces are important for recreation and maintaining active and healthy communities. Planning to respond to community needs may require future investigation of supporting infrastructure within regional parks and trails. Future planning should be done in coordination with relevant agencies such as Parks Victoria.

Strategies for future land use

- Provide regional social infrastructure in the regional city and centres, as described in the settlement framework, to meet the high level service needs for residents across the region. Projected population growth and demographic profile, including anticipated growth in the proportion of aged persons, will inform considerations for hospital, allied health and aged care infrastructure planning and upgrades.
- Encourage local social infrastructure, such as schools, community centres and health services, to be co-located on shared sites and to be designed as multi-purpose facilities.
- Plan for flexible and/or mobile provision of essential services for dispersed and remote communities including enhanced community transport options.





PART D REGIONAL GROWTH PLAN

This part of the Gippsland Regional Growth Plan brings together all of the elements of the regional land use framework including economy, environment and landscape, settlement and regional infrastructure to identify the plan for growth and change over the next 30 years. It provides direction on where future growth should occur and is informed by advice, analysis, investigation and community feedback.

15. Future directions for regional growth

This plan identifies areas where there are potential conflicts between land uses. These are most prominent in the case of earth resources and strategic agricultural land, and also in relation to urban settlement pressures in high amenity rural or coastal landscapes. In some cases, these conflicts raise questions about the economic value of resources versus the values derived from environmental and cultural assets such as habitat and landscape.

This plan is intended to provide policy direction to assist decision-making with regard to land use outcomes. The principles outlined in Section 10 Principles to achieve the vision have informed the specific objectives and strategies developed for the economy, environment and heritage, settlement and infrastructure. The strategies in Part C provide the basis for more detailed work to be included in the implementation Plan. Key directions for growth across the region are shown on Map 17 and a summary of the objectives and strategies with regional spatial implications are included in Table 5.

Table 5: Overview of strategies for regional growth

Principle	Issues	Future directions	Strategies (see map 17 for further direction)
1. Strengthen economic resilience by growing a more diverse economy, which is supported by new investment, innovation and value-adding in traditional strengths	<ul style="list-style-type: none"> Realise the economic value Key economic assets and resources vulnerable to change Water, power, gas, and other key resources of state significance Capacity for primary industry sectors to drive regional development 	<p>Various prosperous commercial centres</p> <p>Diverse services and manufacturing activities</p> <p>Productive and innovative agriculture, forestry and fisheries</p>	<ul style="list-style-type: none"> Encourage vibrant and prosperous commercial and service activities with local and wider connections that respond to changing social and market conditions Develop locally produced training programs for increased employment
		<p>Strengthen energy growth</p>	<ul style="list-style-type: none"> Apply use of areas of strategic significance for agriculture and forestry to carry assessing processes for non-agricultural or non-forestry use informed by expert agricultural advice Encourage production and processing units that add value to local agricultural, forestry and fisheries products Protect crucial water and energy assets that help grow the state as an investment location for Australia and Asia
		<p>Regional innovation and research hubs</p>	<ul style="list-style-type: none"> Support innovation in local production economies with renewable energy and greenhouse gas emissions reduction, including geothermal, clean coal, processing, and carbon capture and storage Support development of coal-to-product, liquid fuels, jet, and gas Invest in the water and electricity access to key resources where appropriate including state and storm, in relation to renewable energy potential Support continuing production from the region's oil and gas fields Provide a new Economic Cooperation Planning and Investment Framework Develop the region's research and development profile
		<p>Strengthen tourism and recreation hubs</p>	<ul style="list-style-type: none"> Strengthen tourism and recreation hubs in coastal and inland areas Encourage tourism development with local and international connections to facilitate access to natural culture, heritage and tourism and to high quality roads in the environment and exposure to natural beauty

REGIONAL GROWTH PLAN

PART D

Principles	Issues	Future directions	Strategies (see map 17 for further direction)
<p>2. Promote a healthy environment by valuing Gippsland's environmental and heritage assets, and by minimising the region's exposure to natural hazards and risks</p>	<ul style="list-style-type: none"> • Consolidating pressures on environmental and cultural heritage assets and landscapes • Habitat fragmentation and reduced resilience to change • High exposure to natural hazards, especially coastal flooding and coastal erosion 	<p>Manage risk from natural hazards</p>	<ul style="list-style-type: none"> • Direct urban growth away from areas of high risk from coastal flooding and coastal erosion
		<p>Manage environments and cultural heritage assets to achieve desired outcomes</p>	<ul style="list-style-type: none"> • Apply urban growth outside of areas with environmental and cultural heritage assets such as waterways, wetlands, reserves, and Agricultural and Nature Heritage Zones • Support large-scale native vegetation and/or other projects • Protect significant native reserves, landscapes, and cultural heritage assets
		<p>Access roads and opportunities from climate change</p>	<ul style="list-style-type: none"> • Monitor access and action opportunities to climate change • Respond to opportunities for innovation and industry development arising from climate change and initiatives to reduce greenhouse gas emissions • Support initiatives to increase adaptation capacity from climate change impacts, hazards, risks and resilience through relevant changes to planning schemes
<p>3. Develop sustainable communities through a settlement framework centring major urban centres, which ensure residents have convenient access to jobs, services, infrastructure, and community facilities</p>	<ul style="list-style-type: none"> • Accommodating pressure on growth and change • Access to employment and services • Growth pressures vary across region • Sea level rise and storm surge pressures cause loss of coastal infrastructure 	<p>Sustainable growth and development through a network of settlements</p>	<ul style="list-style-type: none"> • Accommodate urban growth within Latrobe City as Growth and Employment Centres, regional centres, and adjoining networks of towns • Land use strategies and structure plans to accommodate growth over the next 20 to 30 years • Integrated infrastructure and services plans across the central corridor and networks • A strategy for the long-term growth of Latrobe City as a single urban system • Support new urban growth outside of regional centres where natural resources are abundant or managed • Manage sensitive growth to limit impact on agricultural productivity, natural and wetland resources and other outcomes
		<p>Settlements that are strong, vibrant and safe</p>	<ul style="list-style-type: none"> • A housing strategy to meet future opportunities to address diverse and affordable housing • Support heritage conservation and urban design initiatives that strengthen identity and connectivity • A strategy to increase development capacity and productivity • Plan for increased demand on services and infrastructure to allow high quality service delivery

PART D REGIONAL GROWTH PLAN

Principle	Issues	Future directions	Strategies (see map 11 for further direction)
4. Deliver timely and accessible infrastructure to meet regional needs for transport, utilities and community facilities	<ul style="list-style-type: none"> • Maintaining infrastructure capacity with growing urban centres • Road, rail, and sea networks • High dependence on ports and air ports outside the region 	Access to gas, electricity, drinking water, sewerage and wastewater services	<ul style="list-style-type: none"> • Strategic infrastructure plans to coordinate utility service infrastructure to growth areas. Plans to coordinate land use plans
		Road, rail, and sea networks	<ul style="list-style-type: none"> • Investments to the local, national and global transport networks within and beyond Gippsland as a result of an economic growth stimulus • Invest gate opportunities for road, rail, and sea connections to the Port of Hastings and other Gippsland and regional ports • Support development of freight and logistics networks in Morwell and Balmuccia
		Health, education, culture and sporting facilities to meet local needs	<ul style="list-style-type: none"> • Regional social infrastructure in the regional hubs and centres

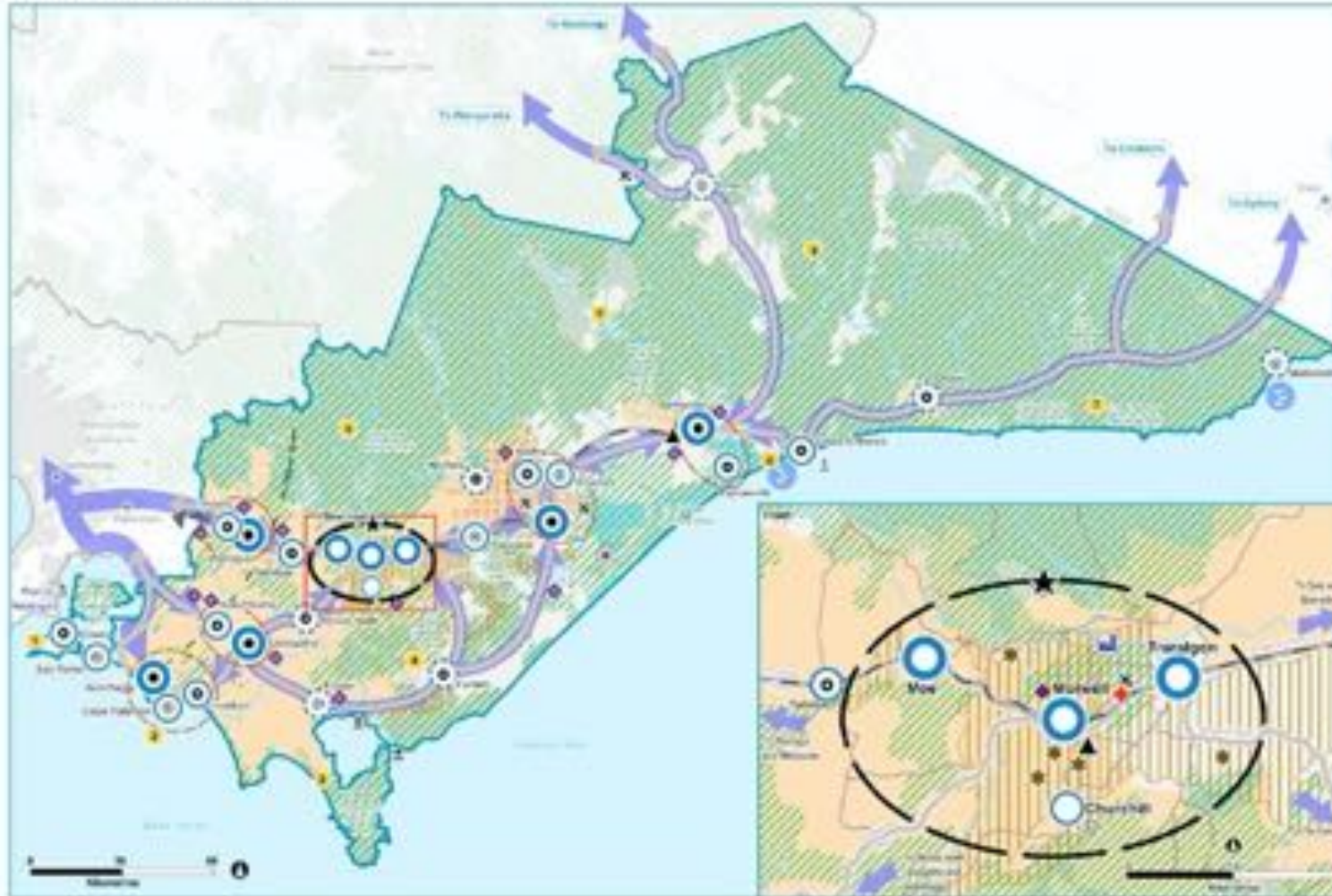


Mount Bignong, Wilsons Promontory Photo courtesy of Tourism Victoria

REGIONAL GROWTH PLAN

PART D




Map 17: Gippsland Regional Growth



Source: Department of Transport, Planning and Local Infrastructure

PART D REGIONAL GROWTH PLAN

SETTLEMENTS

-  **Promote growth:** Proactively encourage and facilitate opportunities for major-scale development in areas identified for significant growth.
-  **Support growth:** Support proposals for medium-scale growth consistent with local plans.
-  **Sustainable change:** Support small-scale residential, commercial and industrial development and change.

The regional city and centres will support increasingly diverse employment opportunities, including growth in healthcare, retail and professional and technical services.

-  **Regional city - Latrobe City***
-  **Regional centre**
-  **Town**
-  **Small town**
-  Strengthen sub-region networks of cities and towns through integrated planning and service delivery.
-  Areas within 100 km of central Melbourne
-  Melbourne's urban area

*Latrobe City is the grouping of Forestville, Moreside, Sile and Drouth

CONNECTIVITY AND TRANSPORT

-  **Networks supporting movement and access:** Connectors to the regional city and centres will be increasingly important to provide access to high level services and diverse employment opportunities. Efficient and reliable access to markets, including to ports, airports and interstate road networks, will be necessary to facilitate future agricultural, industrial and natural resource based export opportunities.
-  Potential freight and logistics precincts will enable consolidation of freight activities and opportunities to increase the use of rail. Road and rail between the Port of Hastings, Latrobe Valley and other interstate freight and logistics precincts will support future industrial and natural resource based export opportunities.





-  Key road corridor
-  Key rail corridor
-  Arterial road (main map only)
-  Airport
-  Port

ECONOMIC DEVELOPMENT

-  Protect key agriculture and forestry land and support food production for domestic and export markets.
-  Protect the Macalister Irrigation District as a key asset for horticulture and dairy production.
-  Food manufacturing hubs add value to local agricultural products.
-  Retain brown coal reserves for derivatives and future use in low-emissions power generation.

-  Power station
-  Liquefied gas plant
-  Australian Paper Mills
-  Organic recycling facility
-  University
-  Hospital
-  Fishing port

ENVIRONMENT

-  Public land
-  Lakes
-  Areas containing high value terrestrial habitat
-  Rivers

STRATEGIC TOURISM INVESTMENT AREAS

-  Phillip Island
-  Bunsong Coast
-  Illawarra Promontory National Park
-  Tarka-Bugs National Park
-  Australian Alps
-  Gippsland Lakes
-  Croajingolong National Park



PART E DELIVERING REGIONAL GROWTH

16. Implementation

16.1 Planning schemes

The Gippsland Regional Growth Plan will have status as part of the Victoria Planning Provisions and planning schemes. This will give the plan's strategic directions status in each local government area's planning scheme.

The Gippsland region councils will work in partnership with State Government to facilitate the required planning scheme amendment process and content as an immediate priority.

An Advisory Committee has been appointed to conduct a review of the State Planning Policy Framework in order to deliver regional growth plans and other major planning policies (such as the Metropolitan Planning Strategy).

The plan will guide and inform future strategic planning across the Gippsland region, including future reviews of each council's Municipal Strategic Statement. The plan will help provide justification for future planning scheme amendments that are consistent with the plan.

This plan will provide councils with a clearer regional land use context to inform and influence future local strategic planning, planning scheme amendments and local decisions. As the plan indicates preferred locations for future urban development and valued areas for protection, it can be used as a high level context for regional and local infrastructure planning and investment.

The plan establishes a context for growth and settlement planning that can inform and assist in frameworks for town and city growth plans and infrastructure requirements. This more detailed level of planning will continue in partnership between local and state government planning authorities. Careful engineering of urban projects, land development and population change during the life of the plan will be established to assist in its delivery.

16.2 Links to Gippsland Regional Plan implementation

The plan is closely aligned with strategic framework established by the Gippsland Regional Plan. Implementation of this plan will also be considered in relation to other ongoing work to implement the strategic directions of the Gippsland Regional Plan. This will strengthen the capacity for achieving shared objectives and targeting efforts to secure endorsement and funding for the highest priorities in the region.

Further, opportunities for implementation of key directions and actions expressed in this plan will be explored with the councils, state and federal governments, and the Gippsland Regional Development Australia Committee. It is appropriate to facilitate and ensure alignment between the regional growth plan and the regional plan in order to promote outcomes that are consistent with common directions expressed in each plan.

This plan is intended to be used to inform any subsequent review of the Gippsland Regional Plan.

DELIVERING REGIONAL GROWTH

PART E

16.3 A plan for implementation of actions

Implementation of this plan is critical to achieve its strategic directions for growth and change. An implementation plan will ensure that the region is able to respond to key regional challenges and strategic directions of the plan relating to infrastructure provision, key asset protection and management of future growth.

Short-term implementation priorities include:

- Amending council planning schemes to align with the key elements of this plan, and providing a resource to guide and inform future strategic planning work across the region, including future reviews of each council's Municipal Strategic Statement
- Developing a detailed implementation plan including strategy actions, timelines and delivery responsibilities for action items. The implementation plan will also provide greater certainty on regional infrastructure investment priorities to inform future decision making about growth and change. Preparation of the Implementation Plan will involve working with councils, state government departments and infrastructure and service delivery agencies
- Working with regional governance groups to coordinate their work plans and priorities to deliver the strategic directions of the plan. Currently these groups include the Gippsland Local Government Network and the Gippsland Regional Plan Leadership Group. The continued involvement of other organisations and bodies such as the Gippsland Coastal Board will also be important to realise the vision and aims of the plan.

- There are a number of strategies and projects already identified by the region and some of these are underway or have committed funding in place. Supporting delivery of these projects, advocating for funding and leveraging across all levels of government will progress the region's identified priorities and help implement this plan.

Projects with current funding include:

- Port of Hastings – \$110 million funding is committed to continue planning and design work to expand the Port of Hastings as Victoria's second container port.
- Macalister Irrigation District – \$16 million in funding announced to provide upgrades aimed at improving efficiency and waterway health.
- Latrobe Valley Industry and Employment Roadmap – \$30 million has been committed for various initiatives to support transition and economic diversification.
- Warragul Rail Precinct Upgrade – \$26 million has been provided to improve pedestrian links, public transport access and car parking capacity at the station.
- Gippsland rail line investment – \$8 million has been provided for track technology east of Traralgon to improve safety and continuation of train services.
- CarbonNet – the project aims to capture carbon emissions from power plants, industrial processes and now coal-based industries in the Latrobe Valley for storage in geological basins. The federal and state governments have provided combined funding of \$100 million to support feasibility work.

PART E

DELIVERING REGIONAL GROWTH

- Gippsland Lakes Environment Strategy – aimed at improving the environmental health of the Gippsland Lakes and protecting this important asset for its environmental, recreational and economic value. Funding of \$30 million over four years has been committed for environmental projects
- Princes Highway duplication (Traralgon to Sale) – \$175 million has been committed for the corridor upgrade to improve safety and reduce travel time for passengers and freight across the region
- Road corridors – \$7 million has been committed to complete the sealing of the Ormeo Highway

While located outside Gippsland, there are potential benefits for the region stemming from the following projects that form part of the Victorian Government's submissions to Infrastructure Australia:

- East West Link – this would improve freight movement from Gippsland to the Port of Melbourne and the M80 Ring Road
- Dandenong Rail Capacity Program – this would facilitate improved rail capacity between Gippsland and metropolitan Melbourne
- North East Link – this would provide for freight movement and improved access from Gippsland to major industrial areas and interstate road connections including the Hume Freeway

16.4 Review and performance

It is intended that this plan will inform any subsequent review of the Gippsland Regional Plan.

The plan is intended to be a living and adaptable plan, able to respond to new data and information as it arises, including information from state or regional strategies and programs. The plan is to be reviewed on a four- to five-year cycle. Any review process will involve broad community and stakeholder engagement.

Implementation of this plan will be integrated with the overall implementation of the Gippsland Regional Plan and included in the performance monitoring framework already established or being established in future, for the implementation of the Gippsland Regional Plan. This framework includes an assessment of performance and project progress and sets out performance measures for the key directions of the Gippsland Regional Plan.



Rhyl Boardwalk, Bass Coast Shire Council

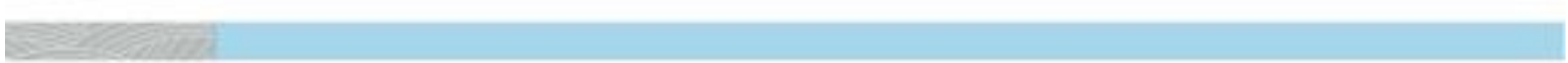
DELIVERING REGIONAL GROWTH

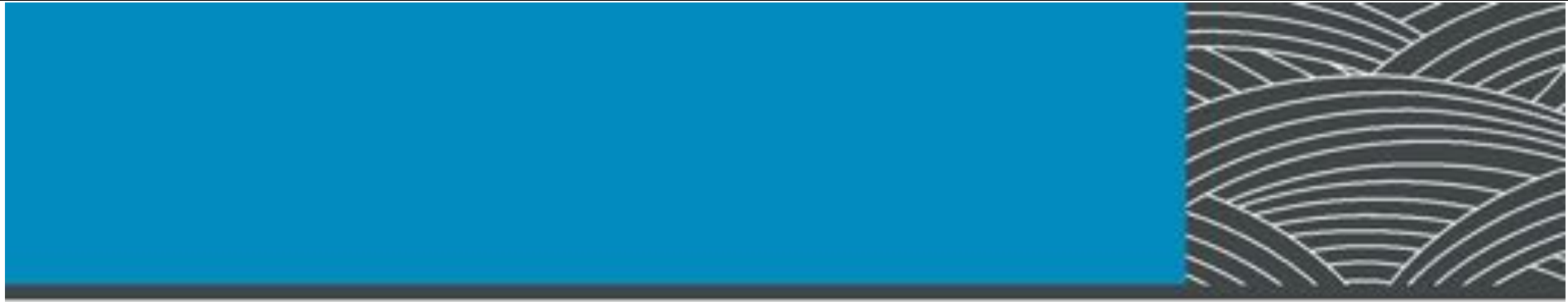
PART E

16.5 Implementation summary

The key implementation actions, priorities, partners and responsibilities are summarised below:

Action	Priority	Timing	Lead responsibility	Key partners
1. Planning scheme implementation of regional growth plan	High	2013-2014	Department of Transport, Planning and Local Infrastructure	Gippsland region councils
2. Implementation Plan	High	2014-2015	Gippsland region lead governance entity	Gippsland Regional Growth Plan project partners
3. Gippsland region Municipal Strategic Statement reviews	Medium	To coincide with Municipal Strategic Statement review cycles	Gippsland region councils	Department of Transport, Planning and Local Infrastructure
4. Review	Medium	2016-2018	Gippsland region lead governance entity	Gippsland Regional Growth Plan project partners





REGIONAL
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A VISION FOR VICTORIA

GIPPSLAND

REGIONAL GROWTH PLAN
CONSULTATION AND ENGAGEMENT REPORT

September 2013



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1. Introduction

Eight regional growth plans have been developed in partnership between local and state government to plan for future growth, development and prosperity in regional Victoria.

The Gippsland Regional Growth Plan was developed from July 2011 to August 2013. Stakeholders and the broader community were involved at various phases of the plan's development. This document reports on the consultation and engagement undertaken and provides a summary of submissions and responses.

There were two stages of public consultation as part of the project. These were conducted as part of establishing the plan's vision, principles and strategic directions in July and August 2012 and as part of the preparation of the draft plan in June and July 2013. These provided an extensive range of feedback and suggestions which have assisted in the Gippsland Regional Growth Plan's development and refinement.

A framework for the project's approach to consultation was established through the development of a community engagement strategy guided by the International Association for Public Participation (IAP2) spectrum of public consultation. Generally, consultation and engagement included: the department and participating council websites, brochures, face-to-face briefings, council and government agency questionnaires, workshops, Project Steering Committee meetings, circulation of draft reports with invitations for comment, and advertisements placed in locally circulating newspapers across the region.

Table 1 below shows project partners involved in developing the plan. The direction and content of the plan was guided by a Project Steering Committee and Technical Working Group comprising the project partners indicated. The project was managed by the Regional Development Victoria's project team based in the Gippsland Regional Office.



Table 1: Project partners

Organisation	Project Steering Committee	Technical Working Group		Project Steering Committee	Technical Working Group
Department of State Development, Business Innovation	✓	✓	Bass Coast Shire Council	✓	✓
Department of Environment and Primary Industries	✓	✓	Baw Baw Shire Council	✓	✓
Department of Transport, Planning and Local Infrastructure		✓	East Gippsland Shire Council	✓	✓
VicRoads	✓	✓	Latrobe City Council	✓	✓
Regional Development Australia	✓	✓	South Gippsland Shire Council	✓	✓
Parks Victoria		✓	Wellington Shire Council	✓	✓
Gippsland Coastal Board		✓	West Gippsland Catchment Management Authority	✓	✓
Gippsland Water		✓	East Gippsland Catchment Management Authority		✓
East Gippsland Water		✓	Port Phillip & Westernport Catchment Management Authority		✓
South Gippsland Water		✓			



2. Overview of consultation and engagement

The plan was developed in five broad stages. Table 2 describes the plan's stages and timelines and includes an overview of engagement and consultation activities. For more detail on the consultation undertaken at each stage, refer to the detailed tables contained in the matching sections of the report.

Table 2: Consultation summary across the project

Project stage	Date	Stakeholders	Consultation	Summary of activity
1. Project establishment	July 2011	<ul style="list-style-type: none"> Gippsland Local Government Network 	<ul style="list-style-type: none"> Introductory briefing and presentation to the six Gippsland councils Councils and relevant state agencies were invited to nominate representatives for the Project Steering Committee 	<ul style="list-style-type: none"> The presentation included an overview of scope, objectives, governance, methodology, phases and deliverables Councils participated in a scoping exercise, with contributions and discussion on regional issues, current projects, stakeholders and governance arrangements
2. Preparing the issues paper	Nov 2011 – May 2012	<ul style="list-style-type: none"> State and local government departments and agencies 	<ul style="list-style-type: none"> The issues paper was developed with input from the Project Steering Committee and Technical Working Group. Technical issues workshops were held. Meetings were held with key stakeholders. 	<ul style="list-style-type: none"> An early version of the draft issues paper was circulated to the Project Steering Committee and Technical Working Group for consideration and comment. Stakeholder workshops on economics and transport, and population and settlement were held. A variety of meetings were held with key stakeholders to identify and discuss regional issues.



Project stage	Date	Stakeholders	Consultation	Summary of activity
3. Establishing the plan's strategic directions	July – August 2012	<ul style="list-style-type: none"> • State and local government departments and agencies • Business and industry • Gippsland community 	<ul style="list-style-type: none"> • A Strategic Directions brochure was prepared with input from the Project Steering Committee. • The Strategic Directions brochure was widely circulated for comment. • An integration workshop with state and local government, business and industry groups. 	<ul style="list-style-type: none"> • Strategic Directions brochure public consultation phase 16 July – 10 August 2012, including public notices published in Gippsland's local newspapers and on the Department of Transport, Planning and Local Infrastructure website, and direct mail out to stakeholders. • An Integration Workshop was held on 16 August 2012 to consider the project's main elements (economy, transport, environmental assets).
4. Preparing the draft regional growth plan	Nov 2012 – Jun 2013	<ul style="list-style-type: none"> • State and local government departments and agencies • Business and industry 	<ul style="list-style-type: none"> • The draft plan was developed with input from the Project Steering Committee. • Industry consultation occurred as part of the preparation of technical background studies. • Council briefings occurred as part of the preparation of the draft plan. 	<ul style="list-style-type: none"> • The first version of the draft plan was circulated to the Project Steering Committee in December 2012 for consideration and comment. • Eight technical background reports were prepared in consultation with industry and the Project Steering Committee and Technical Working Group. • Council briefings occurred during the preparation of the draft plan. • A revised version of the plan was circulated for comment to the Project Steering Committee on 7 February 2013. • A second revised version of the plan was circulated for comment on 11 April 2013. • The Project Steering Committee agreed to proceed to public consultation of the draft plan on 18 April 2013.



Project stage	Date	Stakeholders	Consultation	Summary of activity
5. Preparing the final regional growth plan	July – August 2013	<ul style="list-style-type: none"> • State and local government departments and agencies • Business and industry • Gippsland community 	<ul style="list-style-type: none"> • Public consultation process 3 June – 12 July including open house information sessions in each municipality. 	<ul style="list-style-type: none"> • The draft plan and summary brochure were distributed to Gippsland councils and government departments for public display. Copies were also provided to Committee 4 Gippsland. Promotion of the consultation process included public notices in Gippsland's local newspapers, GippslandGchat, and websites (Councils, Gippsland Local Government Network, Gippsland Regional Plan), and direct mail out.



3. Consultation and engagement detail and response

The following tables provide more detail about consultation undertaken at each stage of the project, describing when it happened, what the consultation was and what outcomes were achieved from consultation.

3.1 Project establishment

This stage involved setting up the key project management and governance functions of the project.

The consultation and engagement during this stage of the project involved project partners in the Technical Working Group and Project Steering Committee. These groups provided feedback on the proposed project arrangements. Final endorsement of governance arrangements and documents was provided by the Project Steering Committee.

Table 3: Project establishment – engagement activities

Date	Engagement activity	Details
30 June 2011	Dissemination of draft introductory material for consultation with councils	Letters were sent to all the Gippsland council CEOs (Helen Anstis, Baw Baw Shire; Tim Johnson, Wellington Shire; Tim Tamlin, South Gippsland Shire; Paul Buckley, Latrobe City; Steve Kozlowski, East Gippsland Shire; Allan Bawden, Bass Coast Shire) advising the launch of the project and included the introductory information document 'Regional Growth Plan - Draft material for consultation with councils.'
1 July 2011	Inception meeting with project partners	Inception meeting with Gippsland Local Government Network CEOs and Executive Teams of the six Gippsland councils. The meeting included a presentation outlining the objectives and scope of the project, and proposed governance arrangements. The session also included an issues scoping exercise with the participants.
August – October 2011	Establishing the Project Steering Committee	On 3 August 2011 the former Department of Planning and Community Development wrote to the CEOs of Gippsland's six councils and other relevant government departments and agencies inviting nominations for representatives to the Project Steering Committee. The committee membership subsequently comprised: Jane Oakley (Regional Development Victoria) and Helen Anstis (Baw Baw Shire) as co-chairs, Hannah Duncan-Jones (Bass Coast Shire), Melissa Harris (Baw Baw Shire), Fiona Weigall (East Gippsland Shire), Carol Jeffs (Latrobe City), Paul Stampton (South Gippsland Shire), Josh Clydesdale (Wellington Shire), John Brennan (former Department of Sustainability and Environment, now Department of Environment and Primary Industries), Des Williams (former Department of Primary Industries, now Department of Environment and



Date	Engagement activity	Details
		Primary Industries], Patricia Liew (VicRoads), Martin Fuller (West Gippsland Catchment Management Authority), Alex Arbuthnot (Regional Development Australia – Gippsland), Alan Freitag, Emilio DiSisto and Craig Birch (all former Department of Planning and Community Development). The first meeting of the Project Steering Committee was held on 15 September 2011.
October – November 2011	Establishing the Technical Working Group	In October 2011 nominations were sought from councils and other relevant government agencies for representatives for a Technical Working Group to support the Project Steering Committee. The Technical Working Group was established in late November 2011 and comprised representatives from each council, the former Department of Sustainability and Environment, Department of Planning and Community Development and DOT, VicRoads, Parks Victoria, West Gippsland Catchment Management Authority, East Gippsland Catchment Management Authority, Port Phillip and Westernport Catchment Management Authority, Gippsland Coastal Board, Gippsland Water, East Gippsland Water, South Gippsland Water and Regional Development Australia.

Consultation and engagement feedback

At the initial meeting of the Project Steering Committee a set of draft project operations documents were tabled for review and discussion, including the Project Steering Committee Terms of Reference, Project Charter, Project Plan, Stakeholder Engagement and Communications Plan and Risk Management Plan. The Project Steering Committee was invited to review these documents to ensure compatibility with their existing commitments and existing regional governance structures. The meeting included a facilitated session (with Aerium Consultants) where the committee was encouraged to explore the project objectives, outputs, project ownership, current issues and existing data.

Response to feedback

The Project Charter and Stakeholder Engagement and Communications Plan were revised to address the feedback from the Project Steering Committee. The revised documents included the addition of regional stakeholders and reference to related projects such as the Melbourne Metropolitan Strategy and planning for areas along the metropolitan interface.



3.2 Preparing the issues paper

The project team prepared an issues paper to capture evidence which would inform the regional growth plan. The consultation and engagement in this stage included key stakeholders in the Technical Working Group and Project Steering Committee. Engagement activities included meetings with project partners and providing the draft issues paper for comment and feedback.

Table 4: Preparing the issues paper – engagement activities

Date	Engagement activity	Details
October 2011	Scoping the draft issues paper.	<ul style="list-style-type: none"> The draft issues paper was informed by a 'Gippsland Region Economic Profiles and Outlook, 2011' paper that was prepared for the project and completed in June 2011. This report relied significantly on council economic and tourism strategies that had already been prepared and been the subject of their own consultation approach with industry sectors and the community. Economic development officers in each council were consulted during the preparation of the report and it was subsequently used as the basis of various meetings and discussions around the economic drivers, constraints and opportunities for the region. Facilitated workshop were held as part of the Project Steering Committee meeting on 17 October, with time allocated for topics including 'people and population', 'urban pressures' and 'transport'. Two facilitated technical workshop sessions were held with government, community and industry stakeholders on Economics and Transport, and Population and Settlement. The workshops were held on 10 February and 20 February 2012, respectively. Around eighty participants attended the two workshops. Meetings to introduce the project and discuss related opportunities, constraints and projects were held from October 2011 to May 2012 with a variety of government organisations including: Parks Victoria, Gippsland Coastal Board, former Department of Sustainability and Environment, Clean Coal Victoria, Gippsland Regional Management Forum and VicRoads. The draft issues paper was first circulated to the Project Steering Committee and Technical Working Group in October 2011 and was subsequently discussed at a Project Steering Committee workshop on 18 November 2011.
May 2012	Finalising the issues paper	<ul style="list-style-type: none"> The draft issues paper was revised having regard to the above comments, other relevant strategic plans, and additional discussions with key stakeholders. The issues paper was finalised in May 2012.



Consultation and engagement feedback

Comments on the draft issues paper were received from members of the Project Steering Committee and the Technical Working Group as well as the Statewide Technical Working Group about state-level policy implications.

A variety of comments were received in respect of the content of the draft issues paper with key points relating to:

- The preferred settlement pattern across the region and the role of Latrobe City as the regional city
- The desire, extent and implications of an aspirational population figure
- Changing requirements and preferences for housing
- Service delivery options for small towns and rural settlements
- Accessibility to social services, alignment with emerging peri-urban and metropolitan planning
- Protection of rural and town character
- Protecting productive agricultural land and high value eco-systems
- Infrastructure and transport needs to support growth
- Alignment with Latrobe Valley Industry and Employment Roadmap, regional catchment strategies and Gippsland Food Strategy.

Response to feedback

The issues paper was revised in respect of each of the above comments with the areas receiving particular attention being:

- More direction regarding where and how urban growth should be managed
- Providing infrastructure and development contribution plans to manage growth
- Community strengthening through place-making and provision of social services
- Inclusion of a section on the importance and pressures associated with farming in peri-urban areas
- Comments regarding the pressures associated with coastal development
- Additional commentary regarding Gippsland's key transport corridors and linkages
- Additional statistical information and related commentary for most identified areas of economic activity
- Additional commentary and identified implications associated with the potential of the regions natural resources
- Some additional commentary around the implications and opportunities associated with climate change
- Inclusion of additional areas of significant biodiversity and habitat.



3.3 Establishing the plan's strategic direction

This stage involved the project team working in partnership with a cross-section of stakeholders to identify opportunities and constraints, develop scenarios, and analyse context and issues. The evidence and ideas generated by the issues paper and the Scenarios Workshop led to the identification of a vision for the region, principles for growth and change and proposed strategic directions for the regional growth plan.

Table 5: Establishing the plan's strategic direction – engagement activities

Date	Engagement activity	Details
Pre-public consultation engagement activities		
July – August 2012	Integration workshop Council Briefings Project Steering Committee Meetings	<ul style="list-style-type: none"> An Integration Workshop was held on 16 August 2012 to consider the project's main elements of economy, transport, and environmental assets and their inter-dependencies and competition for land-use. Forty-seven representatives of community, industry and government agencies attended. Two workshop sessions were completed to identify the challenges and opportunities associated with each element. A series of council briefings were conducted across the region to bring Councillors up-to-date with project progress and to provide opportunities for comment on the developing strategic directions. Two targeted workshops were held with relevant council and industry stakeholders to inform the preparation of the plan's strategic directions and consultant reports in respect of tourism and agriculture and forestry. Both workshops had around 12 people in attendance. The plan's strategic directions were developed in consultation with the Project Steering Committee.
Public consultation engagement activities		
	Strategic Directions brochure availability	<ul style="list-style-type: none"> A Strategic Directions brochure (Appendix 1) was produced and public consultation occurred between 16 July and 10 August 2012. Consultation included public notices inviting people to "Have Your Say" published in Gippsland's local newspapers, availability on the Department of Transport, Planning and Local Infrastructure and council websites, and direct mail out to 220 stakeholders.
	Council workshops	<ul style="list-style-type: none"> A series of council staff workshops were held across the region that involved land-use, environmental and social planners, engineers and economic development officers. The workshops covered: population projections, settlement patterns and planning, economic drivers, environmental assets and natural risks, and infrastructure needs. Each workshop was focussed on the relevant municipal area.



Consultation and engagement feedback from public consultation on the Strategic Directions
<p>Nineteen submissions were received in respect of the Strategic Directions brochure from private individuals, community organisations, industry groups, councils, government departments and agencies. Key issues raised in the submissions included:</p> <ul style="list-style-type: none"> • Need for broader approach than just nature-based tourism • Clearly delineate land to be retained for agriculture • Need for new infrastructure and transport works • Need for a connection to the Port of Hastings • Need to identify areas for urban growth • Need to include the value of sustaining a healthy and diverse natural environment • Various comments in respect of support for the timber industry <p>A detailed summary of key issues raised is included as Appendix 2.</p>
Response to feedback
<p>Actions arising from the consultation feedback included:</p> <ul style="list-style-type: none"> • Inclusion of a variety of Strategic Tourism Investment Areas. • Identification of Areas of Strategic Significance for agriculture and forestry • Review and refinement of infrastructure and transport sections, including specific actions in respect of investigations into a connection to the Port of Hastings • Refinement of the settlement framework and development of Regional City and Centre framework plans • Refinement of the Environment and Heritage section, in consultation with Department of Environment and Primary Industries • Inclusion of additional details regarding the significance of the timber industry in Gippsland.

3.4 Preparing the draft regional growth plan

Development of the draft regional growth plan involved the project team working in partnership with the Project Steering Committee to prepare a plan which captured the expectations of stakeholders and built on the key issues, drivers of change and strategic directions identified through earlier work. This stage included meetings and workshops with Project Steering Committee and Technical Working Group members, as well as opportunities to provide direct feedback on the content of the draft plan as it was developed. The Project Steering Committee ultimately endorsed the draft plan for consultation and councillors were briefed prior to the commencement of exhibition and during the consultation period. A draft background report was also prepared to set out the evidence base for the draft regional growth plan.



Consultation on the draft plan occurred between 3 June and 12 July 2013. The consultation and engagement during this stage was directed to Councillors, key stakeholders, interested parties and individuals, who were informed and invited to provide feedback on the draft plan.

Table 6: Preparing the draft regional growth plan – engagement activities

Date	Engagement activity	Details
Pre-public consultation engagement activities		
November 2012 – June 2013	<ul style="list-style-type: none"> • Council Briefings • Council workshops on Regional City, Regional Centre and Town growth forecasts and capacity • Technical studies • Project Steering Committee reviews • Statewide Technical Working Group review 	<ul style="list-style-type: none"> • The draft plan was developed from the outcomes of past consultation processes and various technical background reports and other related reference sources. • Each stage of the preparation of the draft plan was the subject of input from the Project Steering Committee. • Industry consultation occurred as part of the preparation of technical background studies which subsequently informed the preparation of the plan's Background Report. • Further Council briefings occurred as part of the preparation of the draft plan. • Further workshops with council planning, environmental, engineering and economic development staff occurred to review each component of the plan. • The draft plan and background report were reviewed by representatives of the regional growth plans Statewide Technical Working Group, which comprised members from government departments. • Feedback from all above consultation activities informed the preparation of the draft plan.
Public consultation engagement activities		
June – July 2013	<p>Public consultation process 3 June – 12 July.</p> <p>Websites, Mail-outs, open-house information sessions in each municipality.</p>	<ul style="list-style-type: none"> • The draft plan and summary brochure were distributed to Gippsland councils and government departments for public display. Copies were also provided to Committee 4 Gippsland. • Promotion of the consultation process included public notices in Gippsland's local newspapers, GippyAGchat, and websites (Departmental, Councils, Gippsland Local Government Network, Gippsland Regional Plan), and direct mail out to 220 government, industry and community stakeholders. • The draft plan was the subject of nine articles in local newspapers and was reported on during a Gippsland ABC news report for a full day. • Public notices advising of the availability of the draft plan and seeking comments were placed in all of Gippsland's main newspapers. These notices also advised readers of



		<p>open-house sessions to be held in each municipality.</p> <ul style="list-style-type: none"> • Open-house sessions were held within council, departmental and public hall facilities in regional centres of each Gippsland municipality. • Approximately 80 people attended the six open-house information sessions. Three departmental representatives were in attendance to explain components of the draft plan and answer any questions. • The Department of Transport, Planning and Local Infrastructure website received 1794 hits on the Gippsland Regional Growth Plan site during the consultation period.
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Consultation and engagement feedback from public consultation on the draft plan

The main themes/topics raised in feedback received on the draft Gippsland Regional Growth Plan included:

- Need for strengthening of the plan's vision
- Request for greater emphasis on aboriginal cultural values and tourism
- Need to recognise importance of timber production from native timber and not just plantations
- Both support for and opposition to brown coal mining, oil and gas extraction and coal seam gas
- Request for inclusion of mapping showing Extractive Industry Interest Areas
- Need to show stone resources in addition to sand resources
- Need to include some additional Strategic Tourism Investment Areas
- Need a strategy about adapting to climate change – progressing Department of Primary Industries/Melbourne University previous work (agricultural futures)
- More emphasis on defence sector, hardwood timber production, Macalister Irrigation District modernisation project, additional tourism locations
- Stronger focus on renewable energy – beyond wind and geothermal
- Map geothermal resources
- Request for inclusion of some small towns in sub-regional networks
- Over emphasis on Latrobe Valley in plan's actions and commentary
- Need to strengthen reference to peri-urban area and identify related growth pressure issues
- More emphasis on a networked region rather than a regional city model
- Need for review of some town framework plans
- Need for clearer link to Metropolitan Strategy
- Need for alignment with Regional Development Victoria Regional Cities Growth Strategy
- Request to strengthen the alignment between the regional growth plan and regional catchment strategies
- Impact of climate change should be discussed in more detail



- Need greater recognition of biodiversity values, particularly east Gippsland
- Risk around timber plantations within buffers, for example, Australian Paper Maryvale – landscape change affects risk profile – implications for urban interface
- Recognise forestry industry role in fire management
- Include formal recognition of the region's Indigenous people
- Need for improved rail services
- Need to identify a connection to the Port of Hastings
- Need to identify infrastructure that is needed to support growth
- Need for natural gas supply on Phillip Island
- Include reference to a third international airport for Melbourne
- Need for a secondary college for Phillip Island
- Rail corridor reservation from Gippsland to Port of Hastings
- More investment needed in marine and coastal infrastructure – tourism and recreation
- Sewerage upgrades needed for various towns

A more detailed summary of feedback received is included in Appendix 3.

3.5 Preparing the final regional growth plan

This stage involved updating the plan to take account of feedback received on the draft plan. The consultation and engagement associated with this stage of the plan's development included discussions with some of the submitters, liaison with other relevant government departments and agencies, discussion with and between Project Steering Committee members and contractor review of technical background report.

The final draft Gippsland Regional Growth Plan was endorsed by the Project Steering Committee for consideration by Councils at its meeting on 23 August 2013. After Project Steering Committee endorsement, the plan was submitted to each of the Gippsland Councils (Bass Coast Shire, Baw Baw Shire, East Gippsland Shire, Latrobe City, South Gippsland Shire and Wellington Shire) for formal consideration. The plan will be submitted to the Minister for Planning once it has been considered by councils.



Table 7: Preparing the final regional growth plan – engagement activities

Date	Engagement activity	Details
July – August 2013	Review submissions and collaborate with stakeholders to prepare the final plan	<ul style="list-style-type: none"> 62 submissions were received by the end of the consultation period. The submissions were from individuals, industry groups and firms, Gippsland and neighbouring metropolitan councils and government agencies. All submissions were reviewed and key points were categorised into those that warranted change to the draft plan or background report, were more of a local nature or not directly relevant to the project, were already addressed within the report, or were not accepted. The draft plan and background report were subsequently revised. In reviewing and responding to points raised within the submissions there was: discussions with some of the submitters, liaison with other relevant government departments and agencies, discussion with and between Project Steering Committee members and contractor review of technical background reports.

Consultation and engagement feedback

A thorough review of all submissions was undertaken. In a number of instances there was direct liaison with submitters to clarify the matters raised and to discuss options for how a satisfactory response could be achieved. Consultation also occurred with some state government departments that had responsibilities related to the particular matter raised in the submission. The submissions were also discussed with the Project Steering Committee.

Response to feedback

Various updates were made to the regional growth plan and background report on the basis of submissions. These included:

Draft Gippsland Regional Growth Plan

Refer to Appendix 3 for details.

Draft Gippsland Regional Growth Plan Background Report

- Additional detail added on the impacts of climate change on agriculture and forestry at Section 1.2
- Additional detail added on the value of dairy, forestry and horticulture in Section 1.2



- New specific section added on coal seam gas at Section 1.5
- Landslip added as a Natural hazard and risk at Section 2.2
- Additional peri-urban growth pressure detail added at Section 3.1
- Additional detail added on available ports at Section 4.1
- Reference to Timber Industry Road Evaluation Study in Section 4.1

Suggestions that were not adopted generally included:

- Local matters predominantly related to particular sites proposed for urban development or specific infrastructure investment
- Transport and infrastructure projects that have not been committed to by government
- Need for a new secondary school on Phillip Island as this is a local matter
- Matters that will be addressed in the plan's implementation plan
- Matters relating to existing legislation



3.6 Conclusion

There has been ongoing stakeholder consultation throughout the preparation of the Gippsland Regional Growth Plan.

General information on regional growth plans has been available to the public on the Department of Transport, Planning and Local Infrastructure's website since the commencement of the project.

There have been two specific public and other key stakeholder consultation and engagement periods during the plan's preparation. These occurred when comment was sought on the plan's Strategic Directions (July-August 2012) and when the draft Gippsland Regional Growth Plan was made available for comment (June-July 2013).

The project's Technical Working Group and the Statewide Technical Working Group have provided specialist input that has influenced the preparation of the plan.

The Project Steering Committee has met regularly, mostly at monthly intervals, and has provided significant guidance and influence on all aspects of the plan.

Other opportunities for government departments and agencies, industry groups, and members of the public to influence the preparation of the plan have occurred as a result of:

- Six targeted workshops
- Preparation of technical background reports
- Council and government agency briefings
- Alignment with other related projects.

The final consultation stage involved the draft Gippsland Regional Growth Plan being made available on departmental and council websites, website links being widely distributed throughout the region, direct mail outs occurring to 220 individuals and organisations and six open-house information sessions being held in each Gippsland municipality. As a result of this consultation approach there were around 1800 visits to the plan's website and 62 submissions were received. All submissions were thoroughly assessed and have subsequently informed the finalisation of the Gippsland Regional Growth Plan.



Appendix 1 – Consultation Materials
Strategic Directions brochure

Introduction

Why do we need this Plan?

What are the key objectives?

Key Strategic Directions

Population and settlement

What are the population and settlement trends for the Gippsland region?

Population projections

Year	Population
2011	140,000
2016	145,000
2021	150,000
2026	155,000
2031	160,000
2036	165,000
2041	170,000
2046	175,000
2051	180,000



Development drivers and opportunities

Support networks

Regional assets and benefits

What are the key regional opportunities for the region?
What are the key regional priorities to support regional growth and development?

What are the key regional priorities to support regional growth and development?

What are the key regional assets and benefits?

The image displays three maps of Gippsland, each with a corresponding legend and text. The first map, titled 'Development drivers and opportunities', shows various icons representing different sectors and locations. The second map, 'Support networks', highlights infrastructure and service areas. The third map, 'Regional assets and benefits', uses color-coding to represent natural and cultural assets. Each map includes a legend at the bottom with icons and labels.



Draft Gippsland Regional Growth Plan consultation brochure

About the Gippsland Regional Growth Plan

The Gippsland Regional Growth Plan is one of eight plans being prepared across Victoria. It will provide a broad direction for regional land use and development as well as strategic planning frameworks for key regional centres.

Regional growth plans are being prepared in a partnership between local government and state agencies and authorities.

The regional growth plans will:

- identify important economic, environmental, social and cultural resources to be protected, maintained or developed
- provide direction for accommodating growth and change including residential, employment, industrial, commercial, agricultural and other land activities
- show broadly which areas of land can accommodate growth and which are to be maintained, including identification of the infrastructure needed to support growth or change
- help councils by streamlining planning policy as well as potentially reducing the amount of strategic work councils have to do.

Have your say

Tell us what you think about the draft Gippsland Regional Growth Plan.

To view and comment on the draft visit www.dpi.vic.gov.au/gippsland/rgp

Further information about the draft plan along with supporting background documents and media updates are available.

To ensure your comments are considered, please provide your feedback by **Friday 12 July 2013**.

More information

Email: Gippsland.RGP@dpi.vic.gov.au

Phone: 052 575 2000

ACCESSIBILITY: If you need to view the draft Gippsland Regional Growth Plan in an accessible format, please telephone 052 575 2000 email Gippsland.RGP@dpi.vic.gov.au or visit online at www.dpi.vic.gov.au/gippsland/rgp

REGIONAL GROWTH PLANS
A VISIONARY VICTORIA

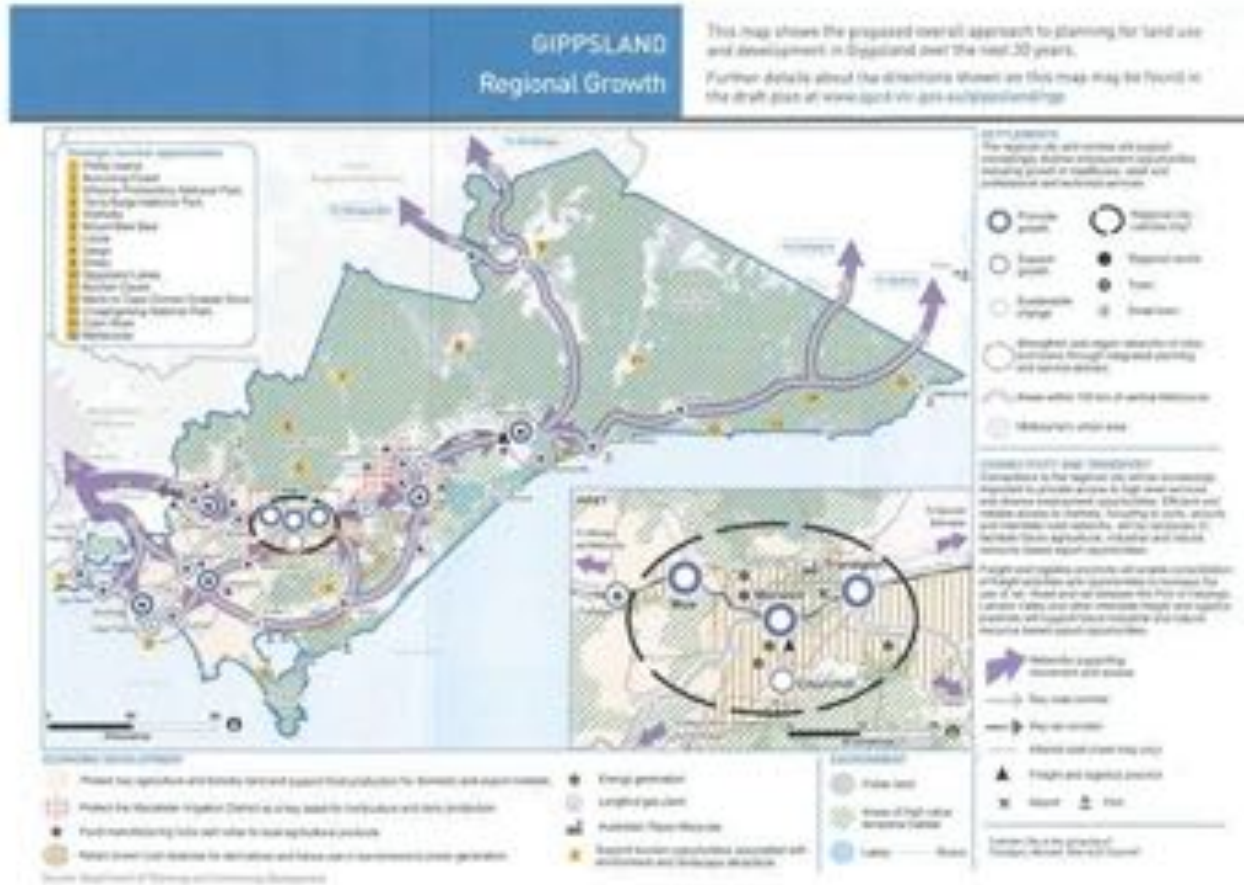
GIPPSLAND

DRAFT REGIONAL GROWTH PLAN CONSULTATION

June 2013

Victoria

The Gippsland Local Government Network (GLGN) is an advisory network of local government, including Bairnsdale, Bowdoin, East Gippsland, East Sutherland, Gippsland, Latrobe, Leongatha, Loddon, Murrumbidgee, North East, Phillip, South East, South West, Strathgordon, and Warragul Councils.





Appendix 2 – Strategic directions consultation details, feedback and response

Source	Feedback (paraphrased)	Project team comments	Outcome(s)
Submission 1	<ul style="list-style-type: none"> • Need to seek more diverse economic outcomes • Need for port access • Should clearly delineate land for agriculture 	<ul style="list-style-type: none"> • Plan is consistent with regional economic directions • Sought Department of Transport, Planning and Local Infrastructure advice • Areas of Strategically Significance for agriculture and forestry are shown 	<ul style="list-style-type: none"> • Minor changes • Specific strategy included • Minor changes
Submission 2	<ul style="list-style-type: none"> • Indicate growth areas for key settlements 	<ul style="list-style-type: none"> • Regional city and centre framework plans to be prepared 	<ul style="list-style-type: none"> • Framework plans introduced
Submission 3	<ul style="list-style-type: none"> • Specific tourism opportunity 	<ul style="list-style-type: none"> • Plans supports tourism at a regional level 	<ul style="list-style-type: none"> • No change
Submission 4	<ul style="list-style-type: none"> • Questioned implementation approach • Nominated specific tourism opportunities • Education needs a higher profile • Settlements need better connectivity • Need re-use and recycling facilities 	<ul style="list-style-type: none"> • Implementation approach still under consideration • Plan supports tourism at a regional level • Consider in social infrastructure section • Consider connectivity in transport section • Consider re-use and recycling in environmental section 	<ul style="list-style-type: none"> • Statewide implementation plan • No change • New education paragraphs • Connectivity recognised • Recycling and re-use recognised
Submission 5	<ul style="list-style-type: none"> • Need to emphasis environmental values and identify natural risks 	<ul style="list-style-type: none"> • Further assessment with Department of Environment and Primary Industries and catchment management authorities to occur 	<ul style="list-style-type: none"> • Environmental section changes
Submission 6	<ul style="list-style-type: none"> • Consider industrial buffer requirements 	<ul style="list-style-type: none"> • Noted 	<ul style="list-style-type: none"> • State Policy requirement
Submission 7	<ul style="list-style-type: none"> • Needs more specific environmental management actions 	<ul style="list-style-type: none"> • More appropriately dealt with in management plans. 	<ul style="list-style-type: none"> • Environmental Section 12.1 modifications
Submission 8	<ul style="list-style-type: none"> • Implications of potential Port Anthony operations 	<ul style="list-style-type: none"> • Plan does not specifically advocate for this project 	<ul style="list-style-type: none"> • Noted



Source	Feedback (paraphrased)	Project team comments	Outcome(s)
Submission 9	<ul style="list-style-type: none"> Implications of Port of Hastings and Cowes to Stony Point Ferry on Westernport 	<ul style="list-style-type: none"> Would be subject of assessment studies 	<ul style="list-style-type: none"> Noted
Submission 10	<ul style="list-style-type: none"> Need for improved public/rail transport Local land development opportunity Support shared use of facilities 	<ul style="list-style-type: none"> Supported Local not regional matter Will promote shared facilities 	<ul style="list-style-type: none"> Supported at regional level No change Strategy in Section 14.3 included
Submission 11	<ul style="list-style-type: none"> Need to address multi-cultural issues Need to improve public transport network 	<ul style="list-style-type: none"> Is addressed in other government strategies Public transport to be supported 	<ul style="list-style-type: none"> Noted Supported at regional level
Submission 12	<ul style="list-style-type: none"> Offer to provide additional mapping 	<ul style="list-style-type: none"> Noted 	<ul style="list-style-type: none"> Mapping changes
Submission 13	<ul style="list-style-type: none"> Seeks separation of Phillip Island and mainland in municipality of Bass Coast Supports urban design frameworks for Bass Coast towns 	<ul style="list-style-type: none"> Matter for local government Noted 	<ul style="list-style-type: none"> No change Streetscape improvements supported Section 11.1
Submission 14	<ul style="list-style-type: none"> Need to support new tourism ventures, particularly nature-based tourism 	<ul style="list-style-type: none"> Tourism, including nature-based tourism considered as a key economic driver 	<ul style="list-style-type: none"> Tourism included in plan Section 11.1
Submission 15	<ul style="list-style-type: none"> Need to recognise Timber Industry Action Plan Need to recognise social and economic implications of timber industry Consider biomass opportunities for power Recognise transport network 	<ul style="list-style-type: none"> Forestry being recognised as key economic driver Biomass potential to be recognised Regional transport requirements being considered Water quality to be addressed 	<ul style="list-style-type: none"> Specific forestry section to be included Section 11.2 Biomass energy potential to be included Section 11.3 Considered in regional transport Section 14.2



Source	Feedback (paraphrased)	Project team comments	Outcome(s)
	<ul style="list-style-type: none"> Implications Recognise water quality benefits from state forests 		<ul style="list-style-type: none"> Water catchments recognised Section 12.1
Submission 16	<ul style="list-style-type: none"> Recognise benefits and impacts of forest and wood products Recognise compatibility of forest and wood industry with other land uses Note ageing workforce and need for young skilled workers Need for local road and highway upgrades Need for improved internet coverage for business 	<ul style="list-style-type: none"> Forestry being recognised as key economic driver Noted Ageing workforce and need for young skilled workforce being considered Transport section to address regional scale transport matters National Broadband Network coverage being recognised 	<ul style="list-style-type: none"> Specific forestry section to be included Section 11.2 State policy consideration Strategy being included regarding changing population demographics Section 13 Transport section noting regional improvements and National Broadband Network Section 14.2
Other submissions	<ul style="list-style-type: none"> Offered support for various components 	<ul style="list-style-type: none"> Noted 	<ul style="list-style-type: none"> No change



Appendix 3 – Summary of submissions to Draft Gippsland Regional Growth Plan

	Submission summary	Response (1) Out of scope; (2) Accept – added/ revised text in plan; (3) Noted – added/ revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged
1	<ul style="list-style-type: none"> • 1.1 Warragul area needs greater (expanded) growth boundaries – need to increase the mix of housing options to include greater areas of rural living • 1.2 Warragul growth boundary is very disjointed, the existing area of low-density between Armours Road through to Nilma-Bona Vista Road, from Princes Freeway up to East West Rd is not included in the growth boundary – despite this being suitable for further subdivision • 1.3 Areas prone to natural hazards are earmarked for growth • 1.4 Planning has been done based on existing use of this land, rather than its strategic potential • 1.5 Armours Road through to Nilma-Bona Vista Road, from Princes Freeway up to East West Rd – is ideally suited to mixture of medium and low density residential and rural living zones • 1.6 Warragul needs a mixture of housing – recent planning has had over-emphasis on medium-density housing, while no areas set aside for rural living to maintain town character 	<ul style="list-style-type: none"> • 1.1 to 1.5 (1) and (4) These are considered local planning matters for Baw Baw Shire and are being considered through the council's settlement planning project. The framework plans for Warragul and Drouin may be revised in the future as council completes this work. • 1.6 (1) and (4) The plan supports a greater diversity of housing within the region and proposes the preparation of a housing strategy. Future rural living areas are a matter for Baw Baw Shire.
2	<ul style="list-style-type: none"> • 2.1 Danger is basing growth projections on the current climate (economic and environment?) – Latrobe reliant on power industry/paper mill – if these close Latrobe will not have the employment base • 2.2 Focus on Latrobe as regional centre is narrow-minded – limits possibilities in other areas • 2.3 Latrobe operates as separate entities – this is a challenge to overcome • 2.4 Support 'rural city' approach for Sale – should incorporate Maffra, Stratford, Wurruk and Longford as suburbs to Sale • 2.5 Consider Sale to be underserviced and disadvantaged • 2.6 If Latrobe is to be regional city – need to support growth that physically links the towns 	<ul style="list-style-type: none"> • 2.1 (4) The plan's population projections are based on Victoria in Future 2012 as endorsed by government. Planning responses will need to be flexible to future circumstances as they evolve. • 2.2 and 2.3 (4) The Latrobe City grouping is recognised as the region's regional city consistent with state government policy and the presence of existing regional infrastructure and services. • 2.4 (4) Maffra, Stratford and Wurruk are included in the Sale sub region network. • 2.5 (1) and (5) • 2.6 (5) The Latrobe City strategy refers to the creation of a single urban system.



	Submission summary	Response (1) Out of scope; (2) Accept – added/ revised text in plan; (3) Noted – added/ revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged
	<ul style="list-style-type: none"> • 2.7 Appears to be bias towards Traralgon at the expense of rest of region, for example, new TAFE built in Traralgon) • 2.8 Would like to see Traralgon and Morwell as one centre • 2.9 Fast rail should be extended beyond Traralgon – hampering growth to the east • 2.10 Should be another university option located east of Latrobe – stem loss of youth from the area 	<ul style="list-style-type: none"> • 2.7 (1) and (4) The delivery of education infrastructure and services is outside the scope of the plan. • 2.8 (5) The Latrobe City strategy refers to the creation of a single urban system. • 2.9 (1) and (4) This point is a service delivery issue that does not require a land use solution and is therefore outside the scope of this plan. • 2.10 (1) and (4) The delivery of education infrastructure and services is outside the scope of the plan.
3	<ul style="list-style-type: none"> • 3.1 There is a need for a local government (public) high school to service San Remo 	<ul style="list-style-type: none"> • 3.1 (1) and (4) The delivery of education infrastructure and services is outside the scope of the plan.
4	<ul style="list-style-type: none"> • 4.1 Need for a secondary college on or near Phillip Island • 4.2 Only option is to travel to Wonthaggi High School • 4.3 Can not afford New Haven Secondary College 	<ul style="list-style-type: none"> • 4.1 to 4.3 (1) and (4) The delivery of education infrastructure and services is outside the scope of the plan.
5	<ul style="list-style-type: none"> • 5.1 There is a need for a state (public) secondary school to cater for children from Phillip Island and the surrounding waterline area • 5.2 Regional growth plan omits need for a secondary school – focuses on Post Secondary Education and Training • 5.3 Cost to the community is enormous for bus transport for students to reach Wonthaggi from around the region 	<ul style="list-style-type: none"> • 5.1 to 5.3 (1) and (4) The delivery of education infrastructure and services is outside the scope of the plan.
6	<ul style="list-style-type: none"> • 6.1 Include greater recognition of sustainable timber production from native forest • 6.2 Current draft gives reference to plantation timber – need to note that this can not substitute managed native timber – this should be recognised as an important land use 	<ul style="list-style-type: none"> • 6.1 (2) Further recognition has been included at Section 11.2: “Native forest is important as the source for hardwood species used in manufacturing, building materials and quality paper production.” • 6.2 (4) This point is addressed as noted above.



	Submission summary	Response
7	<ul style="list-style-type: none"> 7.1 Additional secondary school needed – Phillip Island and waterline communities 	<ul style="list-style-type: none"> 7.1 (3) and (4) The delivery of education infrastructure and services is outside the scope of the plan.
8	<ul style="list-style-type: none"> 8.1 Additional secondary school needed – Phillip Island 	<ul style="list-style-type: none"> 8.1 (3) and (4) The delivery of education infrastructure and services is outside the scope of the plan.
9	<ul style="list-style-type: none"> 9.1 Review figures for value of Gippsland's fishing catch 9.2 Suggest extend value of fishing industry to include associated retail and supplies, i.e. fuel 	<ul style="list-style-type: none"> 9.1 (4) This point was referred to the Department of Environment and Primary Industries for review. From projected estimates based on most recent records it is considered that the figure in the plan is an accurate reflection of the value of the region's annual commercial catch. 9.2 (5) Further consideration of the economic multipliers generated by the fishing industry is outside the scope of this plan.
10	<ul style="list-style-type: none"> 10.1 Query about extent of Gippsland region 10.2 Location at Nar Nar Goon is within Cardinia and forms part of metropolitan Melbourne 	<ul style="list-style-type: none"> 10.1 and 10.2 (5) This submission has been responded to by email clarifying the geographic scope of the plan to the six Gippsland local government areas.
11	<ul style="list-style-type: none"> 11.1 Confirm/check natural resource figures – media report suggests recoverable reserves of 5 billion barrels of oil and more than 10 trillion cu ft of natural gas in the Gippsland Basin Maps 11.2 Map 3 – Strategic Assets – include additional power stations: <ul style="list-style-type: none"> Jeeralang Gas Power Station east side of Monash Way, opposite to Hazelwood Power Station Morwell Briquette and power station Loy Yang B Power Station, additional to Loy Yang A, located south of Traralgon Give some recognition to the old Yallourn Power Station (closed for some time), opposite Yallourn West Power Station 11.3 Map 15 – Bairnsdale – add Bairnsdale Specialist School, Calvert Street 	<ul style="list-style-type: none"> 11.1 (4) and (5) The plan has been prepared with advice from the Department of Environment and Primary Industries. 11.2 (2) Revisions have been made to Map 3 other than the Morwell Briquette site and the old Yallourn power station. 11.3 (2) Map 10 has been revised to include the additional school site.



	Submission summary	Response
12	<ul style="list-style-type: none"> 12.1 Additional secondary school needed – Phillip Island and waterline communities 	<ul style="list-style-type: none"> 12.1 (1) and (4) The delivery of education infrastructure and services is outside the scope of the plan.
13	<ul style="list-style-type: none"> 13.1 Transport (page 54) – separate future capacity descriptions for Port of Hastings and Port of Melbourne – Port of Hastings is not planned to create capacity to handle new bulk commodities – wording should be “Developing the Port of Hastings as Victoria’s next container port” 13.2 Currently there is no detailed planning to directly connect Port of Hastings to Gippsland by rail – future studies will explore based on economic and demand considerations 13.3 Planning for transport infrastructure will require quantifiable forecasts for import and export volumes 	<ul style="list-style-type: none"> 13.1 (2) The text at Section 14.2 has been revised as suggested: “Developing the Port of Hastings as Victoria’s next container port. Support the Port of Hastings transport studies to plan for efficient transport access based on industry needs associated with the Port’s development.” 13.2 (5) 13.3 (5)
14	<ul style="list-style-type: none"> 14.1 Section 12.1 – supports reducing impact of development on quality and security of water resources 14.2 Section 14.1 – Table 4 – water infrastructure considerations for Bairnsdale – correct the statement to say “<i>May require some upgrade/augmentation to support growth</i>” (2 ticks) 	<ul style="list-style-type: none"> 14.1 (5) 14.2 (2) Table 4 at Section 14.1 has been revised as suggested.
15	<ul style="list-style-type: none"> 15.1 Add greater emphasis / importance of international visitors 15.2 Include reference to Phillip Island – Stony Point Car Ferry 15.3 Add Aboriginal cultural heritage tag to Phillip Island 15.4 Clearly show Phillip Island terrestrial habitat 15.5 Add importance of connectivity and public transport options to Phillip Island – enables staff resourcing of hospitality sector on the island 15.6 Recognise high contribution of tourism sector to Bass Coast compared to remainder of Gippsland – visitor growth will come from Asian markets 	<ul style="list-style-type: none"> 15.1 (2) The plan has been revised to refer to the potential associated with attracting international tourists at Section 11.1: “Most visitors to the region come from the domestic market, while unique nature-based attractions provide an opportunity to draw a greater number of international visitors.” 15.2 (4) The Phillip Island – Stony Point car ferry is a prospective project relating to transport service provision and is not within the scope of this plan. 15.3 (4) The plan has identified locations with Aboriginal cultural



	Submission summary	Response (1) Out of scope; (2) Accept – added/ revised text in plan; (3) Noted – added/ revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged
		<p>heritage in accordance with advice from Office of Aboriginal Affairs Victoria.</p> <ul style="list-style-type: none"> 15.4 (4) There are multiple environmental values at Phillip Island as represented on Map 7. Further detail of terrestrial habitat is available in the relevant regional catchment strategy. 15.5 (1) and (4) Text has been added to Map 15 which acknowledges tourism and transport in the area. 15.6 (4) This plan is focused at the regional scale and aims to promote and support economic activities that have multiple cross border benefits. Phillip Island and the Bunurong Coast have been identified as strategic tourism investment areas for Gippsland.
16	<ul style="list-style-type: none"> 16.1 Support recognition of brown coal as major regional asset 16.2 Support principles, particularly focus on lower emissions coal processing and developing Research and Development activity 16.3 Recommend greater emphasis on development of coal-to-products industries 16.4 Greater emphasis on RandD in sustainable industries and skills training to unlock potential for low-emissions, high value outputs 	<ul style="list-style-type: none"> 16.1 (5) 16.2 (5) 16.3 (2) Addition text has been included at Section 11.3: "Future opportunities include the development of coal-to-products industries such as processing brown coal as a potential source of gas, diesel and fertiliser for both domestic and export markets." 16.4 (1) and (4) The plan supports the directions of the Latrobe Valley Industry and Employment Roadmap which has a greater focus on skills training and research and development initiatives.
17	<ul style="list-style-type: none"> 17.1 Plan ignores the Western Port Catchment – risk of degradation to historical and heritage values 17.2 Section 6 – Snapshot of the Region – need more acknowledgement of Melbourne's peri urban hinterland as extremely important area 17.3 Section 7 – Drivers of Change – acknowledge Cowes, San Remo, Newhaven, Cape Woolamai are within peri urban area 17.4 Population growth – council premise that new residents can be directed to Wonthaggi is unsound 	<ul style="list-style-type: none"> 17.1 (4) Map 7 identifies high value habitat, marine and wetland assets around Westernport. 17.2 (2) Following the workshop with the Peri-urban Group of Rural Councils on 12 August 2013 revised text has been included in Section 7. 17.3 (2) Response as above. 17.4 (1) and (4) The plan reflects the Bass Coast Shire local policy framework in supporting urban growth at Wonthaggi.



	Submission summary	Response
	<ul style="list-style-type: none"> • 17.5 Section 13 – Living in the region – Future Directions dot points are not promoted • 17.6 Section 13.2 – Future Settlement Pattern – studies show greatest population migration into the shire occurs from outer eastern metropolitan suburbs and their peri urban hinterland • 17.7 Section 13.2 – planning for growth areas should include Wonthaggi as the Regional Centre, but growth is significantly higher in the peri-urban sector • 17.8 There should be four framework plans: (revise table on page 49) <ul style="list-style-type: none"> ○ Cowes – Silverleaves, Wimbeldon Heights, Vestnor ○ San Remo - Newhaven, Cape Woolamai ○ Inverloch ○ Wonthaggi - Dalyston <p>Maps</p> <ul style="list-style-type: none"> • 17.9 Map 4 – M420 redirection into San Remo and B460 continuing from a new junction 	<p>(1) Out of scope; (2) Accept – added/ revised text in plan; (3) Noted – added/ revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged</p> <ul style="list-style-type: none"> • 17.5 (6) • 17.6 (2) Following the workshop with the Peri-urban Group of Rural Councils on 12 August 2013 revised text has been included in Section 7. • 17.7 (5) • 17.8 (4) The objectives and criteria for identifying the sub region networks have been revised at Section 13.3: "The sub-region networks have been identified based on considerations including: Share of projected consolidated town population relative to surrounding areas Projected population of at least 1000 persons and planned capacity to accommodate change." • 17.9 (5)
18	<ul style="list-style-type: none"> • 18.1 Importance of retaining access to construction resources • 18.2 Link between haulage distance and cost – Melbourne has comparative advantage • 18.3 Importance of quarries situated close to market – need to identify and protect resource areas from incompatible land uses • 18.4 Planning schemes need to protect significant construction material resources • 18.5 Review of resources should extend to hard rock (not only sand) • 18.6 Incorporate Government commitments from Economic Development and Infrastructure Committee inquiry into Greenfields Mineral Exploration and Project Development in Victoria into regional growth plan – particularly inclusion of Extractive Industry Interest Areas 	<ul style="list-style-type: none"> • 18.1 (4) This point has been addressed through revisions to the plan, as noted in the response to Submission 20. • 18.2 (2) The plan has been revised with additional text included at Section 11.3: "Maintaining access to locally accessible construction resources helps to limit transport and related costs and retain competitive advantages for Gippsland industries." Text has also been added at Section 14.2: "Opportunities to better understand efficient supply chains exist around:



Submission summary	Response
<ul style="list-style-type: none"> • Recommendations • 18.7 Add Section 16.2 – Actions – Establish taskforce to implement recommendations from EDIC inquiry • 18.8 Planning protection for key material resource areas • 18.9 Streamline planning approvals • 18.10 Incompatible land uses directed away from Extractive Industry Interest Areas • 18.11 Section 8 – Challenges for Growth – acknowledge supply of resources to support growth • 18.12 Section 11.3 – widen description to cover Economic Development and Infrastructure Committee inquiry • 18.13 Section 15 – Table 5 – additional words to Principle 1, 3, 4 	<p>(1) Out of scope; (2) Accept – added/revised text in plan; (3) Noted – added/revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged</p> <p>understanding relationships, movements and modes between the farm gate, market, distribution centres and gateways for various commodities such as extractive industries and agricultural products”</p> <ul style="list-style-type: none"> • 18.3 (4) This point has been addressed in the revisions above. • 18.4 (4) Planning schemes include mechanisms to protect resource areas from encroachment of sensitive or incompatible land uses. This work is a matter for councils and local strategic planning. • 18.5 (2) The plan has been revised at Section 11.3 to include a strategy that refers to hard rock: “Identify, manage and facilitate access to natural resources where appropriate, including sand and stone, minerals, timber and renewable energy potential.” • 18.6 (4) Addition text has been included consistent with the response to Submission 20. • 18.7 (4) Actions stemming from the government’s response to Economic Development and Infrastructure Committee Inquiry may have implications for future planning provisions. It is not within the scope of this plan to establish a taskforce to progress these matters. • 18.8 (4) It has been noted above that this point is a matter for local strategic planning. This plan includes a statewide map of Extractive Industry Interest Areas. • 18.9 (1) This matter is outside the scope of this plan. • 18.10 (2) The plan includes a strategy at Section 11.3 to identify and manage access to natural resources: “Identify, manage and facilitate access to natural resources where appropriate, including sand and stone, minerals, timber and renewable energy potential.”



	Submission summary	Response
		<p>(1) Out of scope; (2) Accept – added/ revised text in plan; (3) Noted – added/ revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged</p> <ul style="list-style-type: none"> • 18.11 (4) It is considered that this challenge is addressed in Section 8 (fourth dot point) through the recognised need to manage the potential for land use conflicts “managing settlement growth with consideration of economic resources, environmental assets and natural hazards.” • 18.12 (4) Reference to the EDIC Inquiry has been included at Section 11.3. • 18.13 (4) The strategy on earth resources has been added to Table 5 at Section 15.
19	<ul style="list-style-type: none"> • 19.1 Section 10 Principles – add “protecting” in regard to sensitive environments • 19.2 Section 11 – page 27 – delete words linking agriculture to health of catchments and environment • 19.3 Section 12 – page 33 – recommend using the endorsed regional catchment strategies to inform application of future planning tools, such as the Significant Landscape Overlays and the Environmental Significance Overlays • 19.4 Section 16.1 – page 67 – add words to future amendments/municipal strategic statement review – will involve working with state agencies and catchment management authorities, or similar • 19.5 General – encourage ongoing collaboration and involvement of West Gippsland Catchment Management Authority during detailed implementation plan/amendments/municipal strategic statement reviews 	<ul style="list-style-type: none"> • 19.1 (2) The text in Principle 2 at Section 10 has been revised: “Distinctive rural landscapes and sensitive environments such as the coast, mountain ranges, and natural bushland will be protected and valued.” • 19.2 (2) The text at Section 11.2 has been revised as requested: “When considering development applications, recognise the importance that preservation and management of productive agricultural and forestry land makes to the rural character of Gippsland.” • 19.3 (2) The text has been revised at Section 12.1 as recommended: “Consistently apply planning tools, such as the Significant Landscape Overlay, Environmental Significance Overlay and Heritage Overlay, to protect significant inland and coastal landscapes, and cultural heritage assets. The endorsed Regional Catchment Strategies can assist to inform this process.”



	Submission summary	Response
		<p>(1) Out of scope; (2) Accept – added/ revised text in plan; (3) Noted – added/ revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged</p> <ul style="list-style-type: none"> 19.4 (4) The plan acknowledges an ongoing role for relevant state government departments and agencies in developing more detailed implementation actions at Section 16.3. 19.5 (4) Engagement with relevant state agencies is expected to continue as part of the development of the Implementation Plan.
20	<ul style="list-style-type: none"> 20.1 Insufficient recognition of significant stone and sand resources that are critical for the construction industry 20.2 Add new section at 11.4 – Earth Resources – highlighting importance of sand and stone – importance of local supply chain 20.3 Need to protect these resources from encroachment 20.4 Page 61 – Table 5 – add statement about protecting resources from encroachment <p>Maps</p> <ul style="list-style-type: none"> 20.5 Current quarries should be identified on a map, together with significant sand and stone resources 	<ul style="list-style-type: none"> 20.1 (2) Further recognition has been included with additional text and strategies at Section 11.3: “Extractive industry interest areas occur within the region, which contains areas of known future interest to the extractive minerals industry (for example sand and stone). Identify, manage and facilitate access to natural resources where appropriate, including sand and stone, minerals, timber and renewable energy potential.” 20.2 (2) Addition text has been included to address this point at Section 11.3 and Section 14.2: “Opportunities to better understand efficient supply chains exist around: understanding relationships, movements and modes, such as between the source, gateways, distribution centres and market for various commodities such as extractive industries and agricultural



	Submission summary	Response (1) Out of scope; (2) Accept – added/ revised text in plan; (3) Noted – added/ revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged
		<p>products.”</p> <ul style="list-style-type: none"> 20.3 (2) Additional text has been included to address this point at Section 11.3: “In response to a recent Parliamentary Committee inquiry, the Victorian Government has committed to various activities that will undertake further data gathering and planning to better protect the State’s extractive resources for future development. The outcomes of these activities may have implications for future planning provisions.” 20.4 (2) Table 5 in Part D has been revised to reflect all strategies in Part C including the natural resource strategy referred to above at 20.1. 20.5 (3) A map of current quarries has been included in the background report.
21	<ul style="list-style-type: none"> 21.1 Disagree draft plan enables council to streamline local policy and municipal strategic statement 21.2 Plan potentially creates additional work that council lacks resources to undertake 21.3 Vision does not drive the document, promotes ‘business as usual’ future 21.4 Too lengthy, tries to address issues that are not land use planning 21.5 Too much content falls into existing Local or State policy – lack of clarity about priority regional policy directions 21.6 Passive language 21.7 Economy Strategy – agribusiness assistance – disputed – costly for councils and this is the role for Department of Environment and Primary 	<ul style="list-style-type: none"> 21.1 (4) Actions stemming from the Implementation Plan may provide assistance to councils to develop or revise local planning policy to better align with the plan. 21.2 (4) The Implementation Plan may identify opportunities for support to local councils. The Gippsland Regional Growth Plan is expected to have influence further than through inclusion in planning schemes. 21.3 (4) and (6) The Vision refers to the development of new industries and innovative technology. It is reflective of the plan’s broad objectives. 21.4 (4) The plan is focused on land use issues common across Gippsland.



Submission summary	Response
<p>Industries</p> <ul style="list-style-type: none"> • 21.8 Economy Strategy – need a strategy about adapting to climate change and support for progressing Department of Primary Industries/Melbourne University previous work • 21.9 Economy Strategy – narrow focus on sand and coal – need general strategy to support mining and resource processing • 21.10 Environment and Heritage – gap around role of cultural heritage in sense of place / place-making – need a strategy around encouraging urban development to acknowledge cultural heritage values, via design, streetscaping etc. • 21.11 Environment and Heritage – gap around securing mitigation measures to preserve Gippsland lifestyle – need a strategy for mitigation against hazards and adaptive measures for existing settlements • 21.12 Infrastructure – social infrastructure text provides little direction, passive recreation (parks, walking trails) needs more detail • 21.13 Infrastructure – gap around developer contributions for social infrastructure, use of social infrastructure assessments, etc. • 21.14 Infrastructure – include support for high speed rail • 21.15 Part D – Repeats state and local policy and does not identify responsibilities or resources to deliver • 21.16 Overall – limited potential to translate at local level, demonstrates planning resources need to be focused at the local level • 21.17 Does not add value to local policy directions • 21.18 Discourage further resourcing of a detailed implementation plan – alternatively suggest support at local level to develop planning provisions, work with Gippsland Local Government Network to identify where regional approach will add value, i.e. could be regional approach to amendments, introduction of new zones, shared resourcing, etc. 	<p>(1) Out of scope; (2) Accept – added/revised text in plan; (3) Noted – added/revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged</p> <ul style="list-style-type: none"> • 21.5 (4) The intent of the plan is to address regional assets and issues common across Gippsland and avoid duplication of existing local and state policy. It is currently a stand-alone document and therefore some repetition of the State Planning Policy Framework is appropriate. • 21.6 (5) • 21.7 (4) Further detail on progressing and supporting the strategy for agribusiness assistance will form part of the Implementation Plan. • 21.8 (4) The government is progressing various strategies on climate change adaptation including the Future Coasts program. Specific land management actions, industry or behaviour change initiatives are outside the scope of this plan. Climate change implications have been considered as part of the agriculture section. • 21.9 (2) An additional strategy to support mining and resource processing has been included in Section 11.3: “Support the development of mineral and other earth resources where proposals meet the requirements of the relevant environmental and regulatory processes. Identify, manage and facilitate access to natural resources where appropriate, including sand and stone, minerals, timber and renewable energy potential.” • 21.10 (4) The Victoria Planning Provisions and local policy provide direction for the design of urban neighbourhoods and streetscapes. State and local heritage, open space, native vegetation and landscape are design considerations included in the existing planning framework. • 21.11 The plan’s strategies for addressing climate change and coastal hazards in section 12.2 are adequate given the plan’s regional scale



Submission summary	Response
<p>Maps</p> <ul style="list-style-type: none"> • 21.19 Scale of mapping is too broad to be translated into municipal strategic statement • 21.20 Lake Ormeo – intermittent – remove? • 21.21 Economy – urban inset – replace Lakes Entrance with broader Gippsland Lakes settlements description (Metung and Paynesville) • 21.22 Settlement map – extend sub region network to include Twin Rivers settlements – Nicholson, Johnsonville, Swan Reach 	<p>(1) Out of scope; (2) Accept – added/revised text in plan; (3) Noted – added/revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged</p> <p>application. Specific mitigation actions, through land management responses or other direct actions, are the realm of other related plans and strategies such as the Climate Change Adaptation Plan (2013) and the <i>Future Coasts</i> program.</p> <ul style="list-style-type: none"> • 21.12 (2) The plan has been revised to include reference to regional open space. • 21.13 (3) and (4) Mechanisms for developer contributions and social impact assessments are administered through the planning system or other relevant legislation. Developer contributions are referred to in the infrastructure strategies and are being separately dealt with at state level. • 21.14 (2) Text has been included at Section 14.2: “The Australian Government is undertaking a strategic study regarding the implementation of high speed rail (HSR) on the east coast of Australia. Once fully operational express journey times of less than three hours between Melbourne-Sydney could be achievable. Phase 2 of the study depicts a preferred alignment for the HSR system between Melbourne, Canberra, Sydney and Brisbane. The Gippsland Regional Development Australia Committee and the Gippsland Regional Management Forum support a route that traverses the Gippsland region.” • 21.15 (4) The intent of the plan is to address regional assets and issues common across Gippsland and avoid duplication of existing local and state policy. Further detail on responsibilities and resources will form part of the Implementation Plan. • 21.16 (4) The Implementation Plan will consider processes, actions



	Submission summary	Response (1) Out of scope; (2) Accept – added/ revised text in plan; (3) Noted – added/ revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged
		<p>and resources to progress the strategies included in the plan. These may include support for councils to develop or revise local policy.</p> <ul style="list-style-type: none"> • 21.17 (4) The plan promotes regional priorities common to Gippsland's local councils. It provides the opportunity to streamline local policy. Further work to develop or refine local policy will form part of the Implementation Plan. • 21.18 (4) The Implementation Plan will consider further actions and processes to support councils with local policy. • 21.19 (4) The regional maps are not intended for direct translation into planning schemes. Digital mapping at a finer scale may be developed in the future as part of the implementation measures. • 21.20 (6) Lake Ormeo is to remain on Map 3. • 21.21 (2) The text on Map 6 has been revised. • 21.22 (4) and (6) Additional text has been included in Section 13.3 to better explain the criteria and objectives for the sub region networks. The networks do not represent a population catchment. For the reasons explained in the text the additional settlements have not been included.
22	<ul style="list-style-type: none"> • 22.1 Agree Gippsland has resources and skills to develop innovative technologies in renewable energy, agriculture, food production and manufacturing • 22.2 It is known that coal, oil and gas will be phased out as renewable energy becomes more efficient and affordable • 22.3 So called 'clean coal' and fracking are short-sighted at the expense of valuable agricultural land • 22.4 Risk rendering agricultural land unusable 	<ul style="list-style-type: none"> • 22.1 (5) • 22.2 (2) The plan has been revised at Section 11.3 to give greater recognition to renewable energy resources: "While Gippsland's energy in the immediate term is closely linked to its brown coal deposits, there are opportunities to develop renewable energy resources as part of a long-term strategy to maintain Gippsland as Victoria's energy hub. Potential renewable energy resources in the region include geothermal, wind, hydro-electric, wave and tidal generated energy. Geothermal and wind



	Submission summary	Response (1) Out of scope; (2) Accept – added/ revised text in plan; (3) Noted – added/ revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged
		<p>energy are likely to offer the best prospects in the short to-medium term.”</p> <ul style="list-style-type: none"> • 22.3 (3) and (4) The plan identifies and protects strategic agricultural land. More information regarding the regulatory processes for gas extraction are included in the background report. • 22.4 (4) The plan identifies and protects strategic agricultural land.
23	<ul style="list-style-type: none"> • 23.1 Economy - strengthen recognition of the defence sector – list as separate heading under Section 11.1 and add to strategies in Table 5 (page 61) • 23.2 Economy – give specific recognition to hardwood timber production and operations at Heyfield (page 26) • 23.3 Economy – agriculture – give reference to importance of the MID modernisation implementation project (Section 11.2 and Table 5 page 61) • 23.4 Economy – include strategic tourism opportunities at Loch Sport, Port Albert and 90 Mile Beach and all rail trails should be included in tourism strategies (page 24) • 23.5 Economy – Longford gas plant should be referred to under oil and gas on page 28 • 23.6 Natural hazards and risks - revise text for flood hazard at Sale – to reflect that majority of Sale is not flood affected • 23.7 Consistent terms – use ‘RAAF Base East Sale’ • 23.8 Page 35 – agricultural futures planning work should acknowledge contribution of Gippsland Local Government Network • 23.9 Photos – add ESSO infrastructure and/or RAAF Roulettes 	<ul style="list-style-type: none"> • 23.1 (2) and (4) The plan includes reference to the defence sector in Section 11. Additional text has been included at section 11.1 to highlight opportunities for expanded manufacturing activities leveraged from the defence sector: “Recent investment to redevelop defence facilities and the potential for expansion of RAAF operations in central Gippsland provides leverage opportunities for construction, manufacturing and technical service industries across Gippsland. The region’s capacity in aircraft manufacturing also presents opportunities to diversify into similar high technology enterprises that may grow through collaboration with the Latrobe Regional and West Sale airports as well as supporting the defence sector.” • 23.2 (2) Text has been added in Section 11.2 to give greater recognition to hardwood timber production: “Managed native forest is an important source for hardwood species used in manufacturing, building materials and quality paper production. Native timber harvesting, particularly in areas across east Gippsland, is significant for local communities like Orbost and



Submission summary	Response
<p>Maps</p> <ul style="list-style-type: none"> • 23.10 Economy – annotate to increase defence presence • 23.11 Map 15 – future Directions for Transport – too generic – need to include specific projects – Princes Hwy duplication, link to Port of Hastings should be included • 23.12 Map 15 – also include need for improved public transport to ‘regional city’ and Melbourne along Princes Hwy corridor, particularly east of Traralgon • 23.13 Map 15 – need to recognise importance of improved transport connections within ‘sub region networks’ • 23.14 Map 12 – Sale Framework Plan – include inset map for Longford • 23.15 Map 12 – add TAFE site adjacent to West Sale aerodrome + proposed TAFE at Port of Sale • 23.16 Map 12 – amend RAAF Base East Sale environs line to align with the urban growth boundary 	<p>Heyfield in providing opportunities for employment and skills.”</p> <ul style="list-style-type: none"> • 23.3 (2) Text has been added on the Macalister irrigation District modernisation project at Section 11.2. • 23.4 (4) and (5) The proposed additional tourism areas are considered to be of local importance. Discussion on the region’s rail trails is included in the background report. • 23.5 (4) and (5) Longford is referenced in the plan at Section 11.3 and on Map 5 and Map 6. • 23.6 (2) Text has been revised at Section 12.2: “Managing flood risk is an issue particularly for affected areas of the settlements of Latrobe City, Bairnsdale and Sale.” • 23.7 (2) Text on Map 12 has been revised to reflect consistent term ‘RAAF Base East Sale’. • 23.8 (2) Text has been revised at Section 12.2 to acknowledge the contribution of the Gippsland Local Government Network: “The former Department of Primary Industries, with the University of Melbourne and support from the Gippsland Local Government Network, has undertaken research that will inform agricultural futures planning.” • 23.9 (2) Additional photographs have been provided by Wellington Shire and included in the plan • 23.10 (2) The inset to Map 6 has been revised to include text: “Opportunities to increase defence industries and training” • 23.11 (4) The Princes Highway duplication is noted in the plan at Section 14.2 and also in the background report. • 23.12 (1) and (4) Public transport is a service delivery matter and does not require a land use response.



	Submission summary	Response (1) Out of scope; (2) Accept – added/ revised text in plan; (3) Noted – added/ revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged
		<ul style="list-style-type: none"> • 23.13 (2) Text has been added at Section 13.3 to highlight the importance of transport access within the sub region networks: "Increase efficient and effective interaction, servicing and infrastructure delivery between networked towns so that business and communities can access reciprocal benefits and attract higher levels of investment." • 23.14 (4) It was considered that the scale of projected urban growth at Longford did not warrant its inclusion as part of the region's settlement framework. No other settlements of this size have been included in the plan. • 23.15 (2) Additional TAFE sites have been added to Map 12. • 23.16 (2) The RAAF Base East Sale environs line has been revised.
24	<ul style="list-style-type: none"> • 24.1 Strengthen reference to peri urban and issues affecting peri urban councils – BC, BB, SG • 24.2 Section 12.1 – Environment and Heritage – include reference to heritage villages – Coal Creek, Old Gipps town, Yarragon, Walhalla • 24.3 Section 12.2 – Natural hazards – highlight landslip as a hazard – particularly for BB, SG • 24.4 Section 13.3 – include reference to regional centres of Warragul/Drouin, Bainsdale, Sale (consistent with Latrobe Valley Roadmap) • 24.5 Need to highlight infrastructure costs as a constraint to servicing projected high growth in peri urban areas – e.g. Nyora in SG – councils and service authorities require additional funding to support this growth • 24.6 Section 13.3 – include importance of link between peri urban councils and Melbourne • 24.7 Section 14.1 – add requirement for sewerage upgrade to support growth 	<ul style="list-style-type: none"> • 24.1 The current words in Section 7 replaced following workshop with Peri-urban Group of Rural Councils on 12 August 2013. • 24.2 (4) Historic mining at Walhalla is noted in the plan at Section 12.1. Coal Creek, Old Gipps town and Yarragon are considered to be of local significance. • 24.3 (2) Text on land slip has been added at Section 12.2. • 24.4 (2) and (4) The text at Section 13.3 has been revised to include Warragul/Drouin within the Princes corridor. • 24.5 The current words in Section 7 replaced following workshop with Peri-urban Group of Rural Councils on 12 August 2013. • 24.6 The current words in Section 7 replaced following workshop with Peri-urban Group of Rural Councils on 12 August 2013. • 24.7 (4) The status of sewer capacity and requirements for future investment are included in Table 4 at Section 14.1. More detailed planning for sewer infrastructure is addressed in the Water Supply Demand Strategies of the region's water authorities.



	Submission summary	Response
	<ul style="list-style-type: none"> 24.8 Section 14.1 – add consideration for external funding to deliver transport infrastructure (note Sand Road Interchange, Longwarry North) and inclusion of specific rail corridor reservation from Gippsland rail line to Port of Hastings <p>Maps</p> <ul style="list-style-type: none"> 24.9 Include map to identify peri urban – link to Metro Strategy 24.10 Map 4 – stronger reference to linkages into the region from Melbourne 24.11 Map 13 – council is finalising Warragul/Drouin growth boundaries – to be reflected in regional growth plan 24.12 Map 13 – add text describing industrial expansion areas and importance for additional employment 	<p>(1) Out of scope; (2) Accept – added/ revised text in plan; (3) Noted – added/ revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged</p> <ul style="list-style-type: none"> 24.8 (4) The Sand Road Interchange is considered to be a local project. The plan reflects the views of the Port of Hastings Development Authority as the state government’s authority responsible for the development and management of the Port. 24.9 The current words in Section 7 replaced following workshop with Peri-urban Group of Rural Councils on 12 August 2013. 24.10 (4) Map 4 is intended to show the region’s transport connections within the broader state context. Inward linkages are shown on Map 16. 24.11 (2) Map 13 has been revised reflecting work underway by council and the Growth Areas Authority. 24.12 (2) Text has been added to Map 13 under the heading ‘Growth opportunities in business, manufacturing and services’.
25	<ul style="list-style-type: none"> 25.1 Advocates on behalf of Waterford Rise Estate, Warragul 25.2 Recommends some mapping revisions to the Warragul/Drouin Framework Plan to accurately reflect description of the land 25.3 Requests that southern portion of Waterford Rise Estate be shown as ‘existing urban area’ and northern portion be ‘future urban growth area’ 	<ul style="list-style-type: none"> 25.1 (5) 25.2 (2) Map 13 has been revised to reflect work underway by Baw Baw Shire and the Growth Areas Authority. The mapping accurately depicts the status of the Waterford Rise Estate land. 25.3 (2) Map 13 has been revised to include definitions of the land status and accurately depicts the status of Waterford Rise Estate.



	Submission summary	Response (1) Out of scope; (2) Accept – added/ revised text in plan; (3) Noted – added/ revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged
26	<ul style="list-style-type: none"> • 26.1 Not enough emphasis in the text about risks/pressure on tourism attractions (particularly Phillip Island) as result of increasing tourist numbers – contributing to pressure on roads and Phillip Island bridge • 26.2 Port of Hastings development also brings opportunities for car ferry, freight and passenger services to Phillip Island • 26.3 Plan can better promote grey water / recycled water use – application for agriculture and food production • 26.4 South Gippsland and Phillip Island rely on road transport – implications for freight transport and tourism access – need for a new, wider 4 or 6-lane bridge to Phillip Island • 26.5 Sea freight from Phillip Island to Melbourne may be feasible 	<ul style="list-style-type: none"> • 26.1 (4) Proposals for tourism development will be subject to local planning processes to assess potential impacts on transport and other services. • 26.2 (4) The plan reflects the views of the Port of Hastings Development Authority as the state government’s authority responsible for the development and management of the Port. • 26.3 (4) Reference to recycled water is included at Section 14.1. • 26.4 and 26.5 (4) The transport framework at Section 14.2 has been developed to provide a strategic rationale for upcoming projects that support or manage growth for the future. The plan articulates the importance of the transport network for the region’s economy.
27	<ul style="list-style-type: none"> • 27.1 Support plan’s acknowledgement of tourism as key component of Gippsland’s economy • 27.2 Support Phillip Island as a strategic tourism opportunity / investment area • 27.3 Support strategy for 20-year tourism strategy for Phillip Island – request clarifying statement so as not to preclude consideration of tourism proposals in the interim • 27.4 Plan needs to acknowledge lack of natural gas supply at Phillip Island – investment in gas supply infrastructure should be a priority 	<ul style="list-style-type: none"> • 27.1 (5) • 27.2 (5) • 27.3 (4) The strategy and any interim arrangements will be further developed as part of the Implementation Plan and in consultation with Phillip Island Nature Parks. • 27.4 (2) This issue has been acknowledged with additional text included at Section 14.1: “Securing a reticulated gas supply for Phillip Island has been identified as an important issue to facilitate further tourism and business investment on the island.”
28	<ul style="list-style-type: none"> • 28.1 Support aim of attracting growth to six urban centres – but also need emphasis on providing infrastructure to support the current population and growth in smaller townships that will link back into the higher growth areas – examples are: <ul style="list-style-type: none"> ○ Cowes, San Remo, Inverloch, Cape Paterson • 28.2 Services such as hospitals, tertiary education, sports and cultural 	<ul style="list-style-type: none"> • 28.1 (4) The plan is focused on the regional settlement pattern. Planning and service delivery for smaller towns will occur through local processes. Inverloch and Cape Paterson are identified as secondary centres within sub region networks • 28.2 (4) and (6) The plan is based on principles to make best use of existing infrastructure, thereby focusing and consolidating growth to



	Submission summary	Response
	<p>facilities should not simply be focused around major centres – should be directed based on need – danger of ignoring actual growth rate, for example, in Bass Coast and Baw Baw shires, and factors such as non-permanent (temporary) residents and tourists – puts pressure on infrastructure – plan does not acknowledge this</p> <ul style="list-style-type: none"> • 28.3 More emphasis on providing infrastructure to support tourism • 28.4 Plan undervalues tourism sector of Phillip Island – 3.7 million visitors per year, adding over \$1 billion direct and indirect to Victoria's economy • 28.5 Importance of infrastructure (hospitals, road network, education) at Phillip Island (attraction of national significance) is understated – needs to be reinforced 	<p>(1) Out of scope; (2) Accept – added/ revised text in plan; (3) Noted – added/ revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged</p> <p>areas best able to accommodate change. The current words in Section 7 replaced following workshop with Peri-urban Group of Rural Councils on 12 August 2013.</p> <ul style="list-style-type: none"> • 28.3 (4) and (5) The significance of the tourism sector is highlighted in the plan. • 28.4 (2) The figure has been revised to three million. • 28.5 (4) and (5) The plan is focused at the regional scale without detailing specific attractions. Promotion and management of particular attractions should be addressed through local tourism strategies.
29	<ul style="list-style-type: none"> • 29.1 Section 7 (page 13) – opportunity to articulate synergies between protection of the natural environment and reducing the risks from natural hazards (complementary objectives, rather than different drivers of change) • 29.2 Section 10 – Principle 2 – terminology – use 'lower' risk rather than low risk • 29.3 Section 12 Future Directions – should highlight synergies between high bushfire risk and high environmental values • 29.4 Timber Production (page 26) – acknowledge potential for timber plantations in vicinity of APM is identified as potential increased risk of bushfire – consideration for future urban expansion particularly north of Morwell • 29.5 Settlement – Section 13 – qualifying statements about growth and changes to bushfire hazard – particularly Ormeo, Mallacoota, Churchill, Mirboo North, Traralgon, Moe, Lakes Entrance, Wonthaggi • 29.6 Section 13 terminology – need to better explain definition of 'urban areas' and 'future urban growth areas' • 29.7 Section 14.3 – Social infrastructure – acknowledge role of emergency 	<ul style="list-style-type: none"> • 29.1 (5) • 29.2 (2) Text has been revised as suggested. "Urban and economic development will be managed so as to minimise adverse impacts on these environmental and cultural heritage assets, and will be directed to areas of lower risk from bushfires, flooding and other natural hazards." • 29.3 (5) • 29.4 (2) Text has been added at Section 12.2 to include consideration of landscape bushfire risk: "Future planning for urban areas will also need to consider the potential for changes in landscape bushfire risk. Changes to landscape can occur over time with the introduction of land uses permitted by planning schemes. An example of potential increased risk associated with landscape change includes the development of timber plantations within natural resource or industrial buffer areas adjacent to existing or planned urban areas. This is particularly



	Submission summary	Response
	<p>services, acknowledge importance of volunteerism – contribution to emergency services and community cohesion – suggest list under additional sub-heading</p> <p>Maps</p> <ul style="list-style-type: none"> • 29.8 Better to use Regional Bushfire Planning Assessments • 29.9 Map 7 – update to identify bushfire considerations in Wonthaggi, Ormeo, Lakes Entrance • 29.10 Map 7 – should be broadly consistent with the Regional Bushfire Planning Assessments 	<p>relevant for buffer areas around the Yallourn coal mine and the Australian Paper Maryvale site.”</p> <ul style="list-style-type: none"> • 29.5 (2) and(4) Natural hazard symbols representing urban flood and bushfire considerations have been added to the regional settlement framework. • 29.6 (2) The urban framework maps have been revised to include definitions of the land status. • 29.7 (2)Text has been revised at Section 14.3 to address this point: “Sporting clubs, recreational groups and emergency services such as the County Fire Authority rely on volunteers and their support networks to continue to provide services for regional and remote communities.” • 29.8 (4) The plan is informed by existing flood and bushfire overlays, acknowledging work is ongoing with mapping to be revised on release of new overlays including the Bushfire Management Overlay. • 29.9 (2) Changes have been made to Map 7 as suggested other than Wonthaggi. • 29.10 (5)
30	<ul style="list-style-type: none"> • 30.1 Clarify – what does ‘significant growth’ mean, for example, 5 per cent • 30.2 Clarify – source of population projections • 30.3 Section 11.2 Agriculture – could highlight more importance of beef – suggest add a paragraph on other agricultural commodities, as cropping may become major with climate change • 30.4 Section 11.3 Natural Resources – water and soils should be mentioned here (not just in Section 12) • 30.5 Section 13 – Future Directions – must attract youth • 30.6 Intrigued by future investigation urban growth areas (Traralgon) as 	<ul style="list-style-type: none"> • 30.1 (4) In reference to the Vision at Section 9 the term ‘significant growth’ is used in the context of planning for population growth as projected in <i>Victoria in Future 2012</i>. • 30.2 (4) The region’s population projections are sourced from <i>Victoria in Future 2012</i>. • 30.3 (2) Additional text has been included at Section 11.2: “The region also has a significant cattle and grazing industry including beef, lamb and wool production. Meat and vegetable processing, including organics and hydroponic production is located



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<p>both impinge on flood plain</p> <ul style="list-style-type: none"> • 30.7 Section 14 – Waste management needs more detail • 30.8 Section 14 – All aspects of water in the region must be integrated – including Melbourne's water needs • 30.9 Transport – no route to Port of Hastings is shown on Map 15 • 30.10 Section 14.3 – Health and education – need to mention Latrobe Regional Hospital with Cancer Centre and Rotary Centenary House (accommodation for families of cancer patients) • 30.11 Sport – missing Traralgon Tennis Complex, also proposed Gippsland Aquatic Centre could be mentioned • 30.12 Part E – who will review councils' municipal strategic statement? • 30.13 Missing multicultural aspects of Gippsland <p>Maps</p> <ul style="list-style-type: none"> • 30.14 Map 3 – suggest Mallacoota should show as a significant tourism asset • 30.15 Map 5 Inset – show proposed Traralgon Bypass • 30.16 Map 9 – show proposed Traralgon Bypass • 30.17 Map 16 – missing cultural heritage sites • 30.18 Map 16 – missing link to Port of Hastings 	<p>(1) Out of scope; (2) Accept – added/ revised text in plan; (3) Noted – added/ revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged</p> <p>at Warragul/Drouin.”</p> <ul style="list-style-type: none"> • 30.4 (4) and (6) In the plan, natural resources refers to commodities with tradable economic value. Water and soil are discussed as part of the environment that supports economic activity (such as farming). • 30.5 (5) There is a reference to youth retention in Section 13.2. • 30.6 (1) and (4) This is a local planning matter for council. • 30.7 (4) The section on waste management has been reviewed and is supported by the Department of Environment and Primary Industries. • 30.8 (1) and (4) Water management addressed in more detail in the Gippsland Sustainable Water Strategy. • 30.9 (4) The plan reflects the views of the Port of Hastings Development Authority as the state government's authority responsible for the development and management of the port. • 30.10 (2) Text has been revised at Section 14.3 to include reference to the cancer centre: “The Latrobe Regional Hospital includes a specialist cancer centre and supporting accommodation.” • 30.11 (2) Text has been revised at Section 14.3 to include references as suggested: “Other high profile sporting assets in the region include the Traralgon Tennis Complex, Phillip Island as the venue for the Australian Motorcycle Grand Prix and the Gippsland Regional Sports Complex in Sale. The proposed Gippsland Aquatic Centre would be a significant addition to the region's sports infrastructure.” • 30.12 (4) Further work and actions regarding local policy changes will



	Submission summary	Response (1) Out of scope; (2) Accept – added/ revised text in plan; (3) Noted – added/ revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged
		<p>be considered in the Implementation Plan.</p> <ul style="list-style-type: none"> • 30.13 (3) and (5) Multicultural issues are outside the scope of this plan. • 30.14 (2) Map 3 has been revised to include Mallacoota as a tourism asset. • 30.15 (2) Indicative reference to the Traralgon by-pass has been included in Map 9. • 30.16 (2) Indicative reference to the Traralgon by-pass has been included in Map 9. • 30.17 (4) Cultural heritage sites are represented as agreed with Office of Aboriginal Affairs Victoria. The footnote on Map 7 notes that many other Aboriginal heritage sites occur across the region. • 30.18 (4) The plan reflects the views of the Port of Hastings Development Authority as the state government’s authority responsible for the development and management of the port.
31	<ul style="list-style-type: none"> • 31.1 Desalination outlets/outfalls are a threat to the Bunurong marine asset • 31.2 Department of Planning and Community Development provided the Panel that advised in favour of the Victorian Desalination Project • 31.3 Opportunities promoting Port of Hastings are a fallacy – further expansion of the Port of Hastings is economically irresponsible • 31.4 2012 consultancy contract to GHD – note firm is debarred from World Bank contracts 	<ul style="list-style-type: none"> • 31.1 (1) and (4) These matters are outside the scope of the plan. A separate Environment Effects Statement has been prepared for the Victorian Desalination Plant. • 31.2 (5) • 31.3 (4) The state government has committed funding to progress initial planning work for the Port of Hastings. • 31.4 (5)
32	<ul style="list-style-type: none"> • 32.1 Additional secondary school for Phillip Island 	<ul style="list-style-type: none"> • 32.1 (1) and (4) The delivery of education infrastructure and services is outside the scope of the plan.
33	<ul style="list-style-type: none"> • 33.1 Principles 3 – workforce constraints and access to skilled labour represent challenges for business – need action/guarantee of proposed training and education facilities • 33.2 New tourism investment is overdue – is not being facilitated in a timely 	<ul style="list-style-type: none"> • 33.1 (1) This issue is outside the scope of the plan and may be considered further in the Gippsland Tertiary Education Plan. • 33.2 (5) • 33.3 (1) This matter is outside the scope of the plan.



	Submission summary	Response (1) Out of scope; (2) Accept – added/ revised text in plan; (3) Noted – added/ revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged
	<p>way</p> <ul style="list-style-type: none"> 33.3 Recognise traditional owners in Bass Coast – should consider reinstating traditional place names to re-position to tourism assets 33.4 Include reference to the need for natural gas supply on Phillip Island – this is currently a burden for hospitality and tourism businesses 33.5 Development and investment impeded by complex and overlapping approval requirements – cost of planning approval and length of time is a deterrent and burden 	<ul style="list-style-type: none"> 33.4 (2) Additional text has been included at Section 14.1. 33.5 (1) These matters are outside the scope of this plan. The state government is progressing separate initiatives to review the planning system.
34	<ul style="list-style-type: none"> 34.1 Issues raised during Strategic Directions (brochure) phase have not been addressed 34.2 There is only a vague general reference to the need to preserve the environment 34.3 Many of the land uses mentioned fail to adequately consider effects on wildlife 34.4 Concern about classification of forestry in the Strzelecki area – koalas in this area are extremely important genetically and could be vital for long-term preservation of the species 34.5 Request that far greater consideration be given to using land for preservation of biodiversity and the tourism industry 	<ul style="list-style-type: none"> 34.1 (5) 34.2 (4) and (5) Section 12.1 includes substantial discussion of the region's environmental assets and their inherent value. 34.3 (1) and (4) Consideration of the impact of development on wildlife occurs at the planning permit stage or through statutory processes such as an Environmental Effects Statement. 34.4 (4) Strategic forestry land is shown at a regional scale on Map 6. Forestry activities are subject to more detailed regulatory processes to manage environmental impacts. 34.5 (4) and (5) It is considered that sufficient emphasis to biodiversity is provided at Section 12.1.
35	<ul style="list-style-type: none"> 35.1 Propose strengthening alignment between regional growth plan and regional catchment strategies – make reference to the regional catchment strategies providing targets as a guide to native vegetation and coastal landscape conservation 35.2 Recommend that areas of high value terrestrial habitat in the regional growth plan be consistent with the mapping in the regional catchment strategies – this may require further consultation with Port Phillip and Westernport Catchment Management Authority 35.3 Population growth projections – will have impact on the hinterland of 	<ul style="list-style-type: none"> 35.1 (2) This has been addressed by text added to Section 12: Regionally significant environmental assets identified in this plan align with those identified in the regional catchment strategies. "This plan complements catchment management authority initiatives by encouraging appropriate land use planning mechanisms that recognise and respond to regionally significant environmental assets." 35.2 (4) State-wide consistency is required among all regional growth



	Submission summary	Response
	<p>Melbourne and Gippsland's western interface</p> <ul style="list-style-type: none"> 35.4 Support concept of growth boundaries around regional urban centres – these boundaries help to reduce the extent of hinterland loss 35.5 Encourage further alignment of the directions in regional growth plan with the targets in the Port Phillip and Westernport Catchment Management Authority Regional Catchment Strategy 	<p>(1) Out of scope; (2) Accept – added/ revised text in plan; (3) Noted – added/ revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged</p> <ul style="list-style-type: none"> plans and for this reason the NaturePrint 2.0 layer has been used to map environmental assets. 35.3 (4) The current words in Section 7 replaced following workshop with Peri-urban Group of Rural Councils on 12 August 2013. 35.4 (5) 35.5 (4) This is addressed above in 35.2
36	<ul style="list-style-type: none"> 36.1 Do not agree that new oil and gas fields need to be explored 36.2 Support opportunities for vegetable by-products to develop biofuels and bioenergy 36.3 Gippsland needs to be innovative in reducing waste or using waste to produce more useful products 36.4 Support mechanisms that promote more diverse range of housing stock 36.5 Support need to build up and closer (higher density) – towns can't keep expanding 36.6 Define / explain 'areas of strategic significance – agriculture and forestry' 36.7 Support concept of sub region networks 36.8 Page 51 – clarify text on SP AusNet as region's electricity retailer – clarify if they are responsible for the network – clarify that there are likely multiple retailers 36.9 Page 53 and 58 – correct name of Monash University <p>Maps</p> <ul style="list-style-type: none"> 36.10 Add Leongatha airport 36.11 Check/add specialist school at Leongatha 	<ul style="list-style-type: none"> 36.1 (4) The economic future of Gippsland and Victoria is tied to multiple industries including extractive industries (oil and gas) and emerging industries (such as the renewable energy sector and carbon sequestration opportunities). The plan aims to ensure the long-term viability and competitiveness of Gippsland's energy industries by supporting appropriate initiatives that involve renewable energy or reduce or mitigate carbon emissions. 36.2 (5) 36.3 (4) The plan includes strategies to better utilise organic waste. 36.4 (4) The plan supports the preparation of a regional housing strategy to consider the need for a greater diversity of housing stock. 36.5 (4) The plan supports consolidation of urban growth within a network comprising the regional city, regional centres and sub region networks. 36.6 (4) The approach and methodology regarding strategic agricultural areas is included in the background report. 36.7 (5) 36.8 (2) Text has been revised at Section 14.1: "The region's electricity network owner, SP AusNet, has a long-term development plan outlining augmentation works required to meet expected load growth to 2041." 36.9 (2) The university name has been corrected.



	Submission summary	Response (1) Out of scope; (2) Accept – added/ revised text in plan; (3) Noted – added/ revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged
		<ul style="list-style-type: none"> • 36.10 (4) The Leongatha aerodrome is shown on Map 5. • 36.11 (2) The South Gippsland Specialist School site has been included on Map 11.
37	<ul style="list-style-type: none"> • 37.1 Submission advocates for use of the land at 280 Bengworden Road, Bairnsdale for rural living. 	<ul style="list-style-type: none"> • 37.1 (1) and (4) This is a local planning matter for council.



	Submission summary	Response
38	<ul style="list-style-type: none"> • 38.1 Include reference to industries which support minerals – construction, manufacturing, transport and logistics – attract supplementary investment • 38.2 Reference to potential export market for lignite is strongly supported • 38.3 Refer to <i>Multiple Land Use Framework</i> and MCAs <i>Land Stewardship Policy</i> <p>Regional Economy</p> <ul style="list-style-type: none"> • 38.4 Recommend extractives and minerals sectors be separated into 2 subsections – these are distinct activities by separate industries – one is principally domestic and the other with significant export potential • 38.5 Need to clarify inclusion of <i>Gippsland Coalfields Planning and Investment Framework</i> • 38.6 Revise text around “encroachment by mining into urban areas” – shift emphasis to encroachment of urban areas into mining areas • 38.7 Revise text on “national carbon price” – to be replaced by emissions trading scheme – could change subject to upcoming election • 38.8 Support for range of population centres – enables opportunities for local labour markets to support minerals industry • 38.9 Recommend regional growth plan reinforce scope of planning schemes – can not impose conditions inconsistent with <i>Mineral Resources (Sustainable Development) Act 1990</i> <p>Gas and electricity subsection</p> <ul style="list-style-type: none"> • 38.10 Need to recognise infrastructure requirements to enable development of minerals industry • 38.11 Too focused on residential consumers – no consideration to industrial consumers <p>Water supply and management subsection</p> <ul style="list-style-type: none"> • 38.12 Need reference to minerals industry as a major user and producer of water <p>Access and connectivity</p>	<p>(1) Out of scope; (2) Accept – added/ revised text in plan; (3) Noted – added/ revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged</p> <ul style="list-style-type: none"> • 38.1 (4) The manufacturing and transport sectors are included in separate sections of the plan. • 38.2 (5) • 38.3 (4) The multiple land use framework is noted in the Victorian Government response to a recent Parliamentary Committee Inquiry. • 38.4 (4) and (5) The plan is primarily focused on the source of resources and their value to the region rather than destination markets. • 38.5 (2) Text at Section 11.3 has been revised to clarify the intent of the strategy: “Prepare a new <i>Gippsland Coalfields Planning and Investment Framework</i> to provide policy and planning guidelines to support the implementation of work currently underway by Clean Coal Victoria, including development of the Victorian Brown Coal Roadmap and Strategy. The framework would identify important coal resource and environmental assets and assist to implement amenity and infrastructure buffers. It is intended that the framework would replace reference documents currently listed in the State Planning Policy Framework.” • 38.6 (2) The text has been deleted as part of the revision at 38.5 • 38.7 (2) All references have been revised. • 38.8 (5) • 38.9 (5) The plan will not affect the statutory provisions of planning schemes. • 38.10 (4) Section 14.2 notes the importance of transport infrastructure for the region’s economic sectors. • 38.11 (2) Broader references to infrastructure for economic activity and economic growth have been added at Section 14.1: Growth in settlements and economic activity throughout the 50 Gippsland region will result in demand for additional water, energy



	Submission summary	Response
39	<p>Snapshot of the region</p> <ul style="list-style-type: none"> • 39.1 Significance of tourism industry as part of Gippsland economy should be included Section 7 • 39.2 Bairnsdale and areas around the Gippsland Lakes will need investment to increase capacity of major attractions in response to population growth Section 8 – Challenges for Growth • 39.3 Add 'investment in coastal and marine infrastructure to accommodate increasing levels of activity on lakes and waterways given these are the principal tourism and lifestyle attractions in the region' Section 11 • 39.4 Add to factors that will increase demand – demand for services based around the lakes and waterways • 39.5 Tourism – highlight need for investment in recreational boating infrastructure to meet demand • 39.6 Tourism strategies – highlight need for investment in existing infrastructure as well as new capital investment. • 39.7 Oil and gas – clarify description of Port Anthony as a marine terminal – located within the Port of Corner Inlet and Port Albert Section 12.2 • 39.8 Flood hazard – expand flood mitigation text – includes works to provide an alternative means for water to escape the Gippsland Lakes during flood events 	<p>(1) Out of scope; (2) Accept – added/revised text in plan; (3) Noted – added/revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged</p> <ul style="list-style-type: none"> • 39.1 (4) The plan includes references to the value of the tourism industry at Section 11.1. • 39.2 (4) and (5) Infrastructure requirements will need to be assessed in more detail in line with future proposals. • 39.3 (1) and (4) Coastal and marine infrastructure provision is outside the scope of this plan. Section 8 includes a reference to accommodating projected population growth with consideration of environmental assets. • 39.4 (4) A response to this point is included above at 39.3. • 39.5 (4) These considerations for infrastructure are outside the scope of this plan. Further advice may be included in the relevant Gippsland Coastal Action Plans. • 39.6 (4) A response to this point is included above at 39.3. • 39.7 (2) The text at Section 11.3 has been revised as suggested: "Locations in the region for potential exploration, retrieval and transfer of gas resources include Bass Gas at Nyora, Barry's Beach, the Port Anthony marine terminal and associated supply functions at Longford." • 39.8 (2) The text at Section 12.2 has been revised as suggested: "There may be the need to respond to and manage anticipated minor flood impacts through design responses or mitigation works such as retarding infrastructure or providing alternative means for water to escape." • 39.9 (2) The description of Port Anthony has been revised as noted above at 39.7.



	Submission summary	Response
	<p>Section 14.2</p> <ul style="list-style-type: none"> 39.9 Transport – clarify description of Port Anthony – this is not a local port – describe as a marine facility within a local port (Port of Corner Inlet and Port Albert) 39.10 Add greater importance to the role of Lakes Entrance as the home of the largest commercial fishing fleet in Victoria <p>Section 15</p> <ul style="list-style-type: none"> 39.11 Table 5 – insert additional strategy “invest in maintenance of existing tourism (recreational boating) infrastructure and also in new capacity to accommodate increased demand” <p>Maps</p> <ul style="list-style-type: none"> 39.12 Map 3 – Mallacoota and Marlo/Cape Conran should be identified as tourism assets 39.13 Map 7 – acknowledge Ramsar as having international significance (not just regional significance) 	<p>(1) Out of scope; (2) Accept – added/revised text in plan; (3) Noted – added/revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged</p> <ul style="list-style-type: none"> 39.10 (5) The role of Lakes Entrance is included at Section 11.2. 39.11 (1) and (4) This matter is out of scope as noted above in 39.5. 39.12 (2) Map 3 has been revised as suggested. 39.13 (2) The notation on Map 7 has been revised to include reference to international significance.
40	<ul style="list-style-type: none"> 40.1 Revise Map 16 (and Map 87) to identify Eagle Point as a small town to support growth 40.2 Revise text to acknowledge Paynesville and Eagle Point are integrally linked – need inclusion of Eagle Point in the Paynesville growth node 40.3 Revise text to acknowledge that the combined lakeside townships (Paynesville and Eagle Point) provide for accommodation and tourism opportunities 	<ul style="list-style-type: none"> 40.1 (4) and (6) Further explanation of the sub region networks has been included at Section 13.3. Eagle Point has not been included based on the criteria listed at Section 13.3: “The sub-region networks have been identified based on considerations including: Share of projected consolidated town population relative to surrounding areas Projected population of at least 1000 persons and planned capacity to accommodate change Geographic proximity, transport links and employment connections



	Submission summary	Response (1) Out of scope; (2) Accept – added/ revised text in plan; (3) Noted – added/ revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged
		<p>Range and availability of complementary services and functions Opportunities to streamline investment and maximise access to shared services.”</p> <ul style="list-style-type: none"> • 40.2 (4) and (6) The response to this point is included above at 40.1. • 40.3 (4) and (6) The response to this point is included above at 40.1.
41	<ul style="list-style-type: none"> • 41.1 Support Phillip Island as location for further tourism development – water and sewer services can be provided to most areas on the island • 41.2 Opportunity to highlight access to recycled water as stimulating development • 41.3 Section 14.1 – page 51 – last paragraph – Westernport Bay • 41.4 Section 14.1 – Recycled Water – completed Class A recycled water plant in 2012 – services the Cowes area • 41.5 All major developments have been mandated to have 3” pipe for reticulated recycled water • 41.6 By 2020 expect to have 1200 residential customers using recycled water 	<ul style="list-style-type: none"> • 41.1 (5) • 41.2 (4) The use of recycled water is promoted in Section 14.1. • 41.3 (2) The text at Section 14.1 has been revised as suggested: “For Phillip Island and areas around Westernport, the supply system requires no immediate augmentation.” • 41.4 (5) • 41.5 (5) • 41.6 (5)
42	<p>Page 8</p> <ul style="list-style-type: none"> • 42.1 Settlement pattern – add reference to Lakes Entrance, Maffra, Orbost • 42.2 Need further explanation of projected growth – where and why this growth will occur and what needs to be done to cater for it <p>Page 13</p> <ul style="list-style-type: none"> • 42.3 Transport section is very disappointing <p>Page 14</p> <ul style="list-style-type: none"> • 42.4 Need to recognise climate change is a major community issue – not 	<ul style="list-style-type: none"> • 42.1 (2) Text at Section 6 has been revised to include additional settlements: “Cowes (Phillip Island), Lakes Entrance, Orbost, Maffra and San Remo are also significant settlement locations.” • 42.2 (4) Projected population figures are sourced from <i>Victoria in Future 2012</i>. Government departments and agencies refer to these projections to inform planning for future services. • 42.3 (4) Additional text has been included in the transport section.



Submission summary	Response
<p>just a challenge for the economy and environment</p> <ul style="list-style-type: none"> 42.5 Vision – some reservations about capacity of the region to accommodate higher levels of growth (upper population range), also greater recognition of unique environment to be valued in its own right (not just assets for tourism and economy) Page 17 42.6 Plan does not provide clear path-way to low-carbon economy – falls back to unproven “clean coal” and carbon sequestration Page 21, 27-28 42.7 Plan should recognise need to phase out the most polluting of the Latrobe Valley power stations and convert others to natural gas as a transition fuel Page 23-24 42.8 Tourism development – encourage nature-based tourism – should focus on development on private land adjacent to national parks, and linked to services (not inside national parks) 42.9 Add criterion to tourism strategy as “Do not detract from the environmental or landscape values of the area in which they are located” Page 27 42.10 Be wary of implication of identifying strategic agricultural land – all other land becomes appropriate for subdivision – still need strong planning controls to protect amenity landscapes, e.g. Gippsland Lakes hinterland Page 29 42.11 Use geothermal energy resource mapping – note CSIRO has identified 	<p>(1) Out of scope; (2) Accept – added/revised text in plan; (3) Noted – added/revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged</p> <ul style="list-style-type: none"> 42.4 (4) The plan’s strategies for addressing climate change and coastal hazards in section 12.2 are adequate given the plan’s regional scale application. Specific mitigation actions, through land management responses or other direct actions, are the realm of other related plans and strategies such as the Climate Change Adaptation Plan (2013) and the Future Coastr program. 42.5 (4) and (5) The inherent value of the region’s environment are discussed at Section 12.1. 42.6 (2) and (4) The plan has been revised at Section 11.3 to give greater emphasis to renewable energy resources, and supports initiatives to transition to a low-carbon economy such as the Latrobe Valley Industry and Employment Roadmap: “While Gippsland’s energy in the immediate term is closely linked to its brown coal deposits, there are opportunities to develop renewable energy resources as part of a long-term strategy to maintain Gippsland as Victoria’s energy hub. Potential renewable energy resources in the region include geothermal, wind, hydro- “electric, wave and tidal generated energy. Geothermal and wind energy are likely to offer the best prospects in the short to-medium term.” 42.7 (1) and (4) An Australian Government commenced negotiations to close high emissions intensive power stations through its Contract for Closure program. The Government announced that negotiations had ceased on 5 September 2012. 42.8 (4) and (5) The plan reflects state government guidelines relating to private tourism developments in national parks. The plan supports appropriate nature-based tourism on private land within



Submission summary	Response
<p>Latrobe Valley as major geothermal prospect Page 30</p> <ul style="list-style-type: none"> 42.12 Environment – start with the region’s environmental values rather than with natural hazards 42.13 Section 12.1 – Environment and heritage assets – swap order of first 2 paragraphs Page 31 42.14 Terrestrial habitat – need greater acknowledgement of biodiversity values of Gippsland’s terrestrial habitats, particularly east Gippsland – i.e. native vegetation intact from the Alps to the ocean, also high species diversity in east Gippsland Page 33 42.15 Support need for landscape assessments – should include South Gippsland hills and valleys, valley’s of the Tambo, Mitchell and Macalister Rivers 42.16 Strategies – third dot point – should include Anderson Inlet and Mallacoota Inlet Page 34 42.17 Flood risk is a major issue in Lakes Entrance, Paynesville – other towns such as Inverloch have problems with flash flooding due to insufficient capacity of the drainage system Page 35 42.18 Climate change – community aspects are not given enough prominence 	<p>(1) Out of scope; (2) Accept – added/revised text in plan; (3) Noted – added/revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged</p> <p>identified strategic tourism investment areas.</p> <ul style="list-style-type: none"> 42.9 (2) The additional criterion has been included in Section 11.1: “Do not detract from the environmental or landscape values of the area in which they are located.” 42.10 (4) and (5) The background report notes that all land in Gippsland is considered to be productive. Local planning schemes provide guidelines for subdivision proposals in rural and farming areas. 42.11 (2) and (4) A new renewable energy resource map has been included in the plan and background report. 42.12 (5) Environmental values are included at Section 12.1 and followed by hazards at Section 12.2. 42.13 (5) 42.14 (4) The plan provides a regional overview of environment assets and terrestrial habitat. More information about biodiversity values in specific locations is available in the relevant regional catchment strategies. 42.15 (2) The plan has been revised at Section 12.1 to include reference to possible future landscape assessment areas: “There are many significant features and landscapes within inland Gippsland that may warrant such investigation, including the south Gippsland hills, Buchan Caves, the Baw Baw Plateau, valley’s of the Tambo, Mitchell and Macalister rivers, the Snowy River, the Ormeo Valley and Great Alpine Road and many other rangeland and alpine environments.” 42.16 (2) The strategy at the end of Section 12.1 has been revised as suggested:



Submission summary	Response
<p>Page 38</p> <ul style="list-style-type: none"> • 42.19 Need further discussion on dispersed towns and settlements (district service centre role) – not likely to grow – but what are the implications for future services – applies to Ormeo/Swifts Creek, Foster, probably Orbost, probably Yarram • 42.20 Recognise Monaro Highway – route to Canberra • 42.21 Clarify Highland Way – should be Hyland Hwy? • 42.22 Clarify Alpine Way – should be Great Alpine Road? <p>Page 39, 49</p> <ul style="list-style-type: none"> • 42.23 Need further explanation of sub region network concept – explain the intent and methodology <p>Page 40</p> <ul style="list-style-type: none"> • 42.24 Potential contribution of Latrobe City growth to Bairnsdale has not been established <p>Page 42</p> <ul style="list-style-type: none"> • 42.25 Include some discussion about the demographic make-up of the new population and their job prospects <p>Page 51</p> <ul style="list-style-type: none"> • 42.26 All the East Gippsland towns except Bairnsdale lack any supply of natural gas <p>Page 53-55</p> <ul style="list-style-type: none"> • 42.27 Transport networks section is disappointing – does not acknowledge short-comings of the existing system or make any commitments to 	<p>(1) Out of scope; (2) Accept – added/ revised text in plan; (3) Noted – added/ revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged</p> <p>“Plan strategically to reduce the impact of urban growth on high value coastal and waterway assets such as the Gippsland Lakes, Corner Inlet, Anderson Inlet, Mallacoota Inlet and their source rivers.”</p> <ul style="list-style-type: none"> • 42.17 (4) The plan distinguishes flood risk from coastal inundation. • 42.18 (3) and (4) Community impacts from climate change are not within the scope of this plan. Other state and local government initiatives will consider community implications in more detail. • 42.19 (4) The plan includes discussion of the importance of dispersed towns and their district service role at Section 13.2. Future planning and service delivery for smaller settlements is a local planning matter. • 42.20 (4) The Monaro Highway is shown in stylised form on Map 5. • 42.21 (5) • 42.22 (2) Text at Section 13.2 has been revised as suggested: “The Grand Ridge Road, the Hyland Highway and the Great Alpine Road are important scenic routes for tourists.” • 42.23 (2) Additional text has been included in the plan at Section 13.3: “The regional settlement framework aims to build on the existing settlement pattern, recognising the opportunity to integrate planning and investment across sub-region networks centred around the regional centres. This approach has been adopted in order to: Provide a collaborative approach to managing growth, services, investment and employment between nearby regional centres and towns



Submission summary	Response
<p>improvements</p> <ul style="list-style-type: none"> 42.28 'Emerging private port' at Barry Beach should not be encouraged – potential for environmental impacts Page 59 42.29 Would like to see stronger statement about need to improve access to tertiary education – particularly in eastern half of the region Maps 42.30 Map 7 – show Omeo as an historic place 42.31 Map 15 – include Marlo airport 	<p>Support growth and higher order services across the region Increase efficient and effective interaction, servicing and infrastructure delivery between networked towns so that business and communities can access reciprocal benefits and attract higher levels of investment.”</p> <ul style="list-style-type: none"> 42.24 (4) The plan promotes a network of regional settlements including support for Latrobe City as the regional city. The availability of high level regional services at Latrobe City improves access and liveability for regional centres at Bairnsdale and Sale. 42.25 (4) Further information about the region’s demographic profile is available in Victoria in Future 2012. Further information on projected employment sectors is included in the background report. 42.26 (4) Infrastructure service and capacity status is included at Section 14.1. 42.27 (4) The plan does give some indication as to the types of projects that could be supported to manage growth in the future. Specific infrastructure projects may form part of considerations in developing the Implementation Plan. 42.28 (4) and (5) Any proposal for expansion of Barry Beach would be subject to a separate environmental assessment process. 42.29 (3) and (4) initiatives for further education are outside the scope of this plan and may be further considered by relevant regional governance forums such as the Gippsland Local Government Network. 42.30 (2) Map 7 amended to show Omeo as heritage place. 42.31 (4) and (5) Marlo aerodrome is shown on Map 5.



	Submission summary	Response
43	<ul style="list-style-type: none"> • 43.1 Emphasise Phillip Island as strongest contributor to international tourism in Gippsland • 43.2 Page 24 – clarify strategy for “20-year tourism strategy for Phillip Island” – Phillip Island nature Parks has scoped 2 similar strategies – need to consider overlap • 43.3 Include reference to Cowes-Stony Point Ferry • 43.4 Need more emphasis around tourism product development – nature-based (walking tracks); enhanced visitor experience centres; nature-based accommodation • 43.5 Lack of planning for skills shortages 	<p>(1) Out of scope; (2) Accept – added/revised text in plan; (3) Noted – added/revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged</p> <ul style="list-style-type: none"> • 43.1 (2) Phillip Island is identified as a strategic tourism investment area. The plan has been revised at Section 11.1 to better acknowledge the potential for the region to attract international visitors: “Most visitors to the region come from the domestic market, while unique nature-based attractions provide an opportunity to draw a greater number of international visitors.” • 43.2 (4) The strategy is intended to apply to all of Phillip Island and align with the strategy work done by Phillip Island Nature Parks. Further work to align these strategies could form part of the Implementation Plan. • 43.3 (4) The Cowes - Stony Point passenger ferry is considered to be a local transport service. • 43.4 (4) The plan promotes the importance and opportunity for increased tourism investment that leverages the region’s nature-based attractions. • 43.5 (1) and (4) Particular issues related to skills shortages are out of scope for this plan.
44	<ul style="list-style-type: none"> • 44.1 Idea of a ‘networked’ region has not been well articulated – heavy focus on Latrobe without recognising importance of north-south linkages, and linkages from Bass Coast, South Gippsland to Melbourne • 44.2 Need to show importance of linkages to Melbourne and development of mass transit options • 44.3 Need greater emphasis to improving Dandenong rail corridor to leverage better connectivity • 44.4 Review peri urban definition (100km central business district) – to population centre at Glen Iris and growth is lop-sided towards the south east 	<ul style="list-style-type: none"> • 44.1 (2) Text has been added to better articulate the network approach at Section 13.2: “The region is planning for strong population growth dispersed across Gippsland, with most of that growth focused in and close to the regional city, and other regional centres. It includes Latrobe City, and a network of sub-regional centres comprising a regional centre and one or two nearby smaller towns that provide alternate lifestyle options (see Map 8).” • 44.2 (4) It is considered that the importance of transport connections



Submission summary	Response
<ul style="list-style-type: none"> • 44.5 Peri urban growth projections warrant area to be considered as a region in its own right and have supporting strategies developed to support growth • 44.6 Integrate peri urban planning with Melbourne Metro Strategy • 44.7 Regional growth plans should support policy objective of "20 minute city" in peri urban areas – role of regional transport improvements <p>Agriculture</p> <ul style="list-style-type: none"> • 44.8 Revise strategic agricultural land map to include additional areas in Bass Coast • 44.9 Strategic agricultural land should be protected from coal extraction and unconventional gas production – reference to editorial in <i>The Age</i>, 9 July 2013 • 44.10 Need much stronger focus on value of agricultural land <p>Renewable energy</p> <ul style="list-style-type: none"> • 44.11 Need stronger focus on renewable energy sources • 44.12 Expand reference to renewable energy beyond wind and geothermal • 44.13 Add maps for available renewable energy resources (Sustainability Victoria) • 44.14 Add separate strategy for renewable energy – distinct from clean coal • 44.15 Add separate strategy to support energy production from municipal waste (similar to agriculture and forestry residue) – highlight region has competitive advantage to utilise municipal waste from Melbourne <p>Indigenous recognition and heritage</p> <ul style="list-style-type: none"> • 44.16 Gap that there are no specific strategies to enhance or complement indigenous tourism opportunities • 44.17 Gap that no formal recognition of region's indigenous people at the 	<p>(1) Out of scope; (2) Accept – added/revised text in plan; (3) Noted – added/revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged</p> <p>to Melbourne is sufficiently highlighted in Section 14.2. Under 'Network Capacity and Efficiency' both the Dandenong rail corridor and improvements to public transport are mentioned, however it is important to first understand the transport need and how best to manage and support growth into the future. Additional text has been included on Map 15 to highlight the importance of aligning transport with projected population growth (both permanent and seasonal): "Amenity and useability – Bass Coast is a popular tourist area that is likely to grow. Transport will need to be reviewed to cater for permanent and seasonal residential growth."</p> <ul style="list-style-type: none"> • 44.3 (4) The significance to the region of improvements to the Dandenong rail corridor are noted in Section 14.2. • 44.4 (4) It is acknowledged that the extent of areas under the peri-urban influence of Melbourne varies according to a range of factors such as transport, environment. The 100 km radius shown on maps reflects current planning policy in Clause 11 of the State Planning Policy Framework. Where this line is shown on maps in the regional growth plan it is not intended to define the edge of the peri-urban area – it is simply marking the distance from Melbourne to provide a reference point on maps hence the descriptor "Areas within 100km of central Melbourne". No changes to the maps are proposed. • 44.5 (2) The current words in Section 7 replaced following workshop with Peri-urban Group of Rural Councils on 12 August 2013. • 44.6 (2) The current words in Section 7 replaced following workshop with Peri-urban Group of Rural Councils on 12 August 2013. • 44.7 (4) The concept of a '20 minutes city' is not generally applicable in a regional context and would need to be investigated locally, such as around key urban nodes and networks. The plan addresses issues



Submission summary	Response
<p>front of the document</p> <ul style="list-style-type: none"> • 44.18 Mapping of Aboriginal cultural heritage is limited to National Parks – <i>Aboriginal Heritage Regulations 2007</i> provides definition of areas of cultural heritage sensitivity • 44.19 Opportunity to improve mapping – noting areas such as Crown Land, Waterways, Ramsar wetlands which may have cultural heritage sensitivity <p>Structure</p> <ul style="list-style-type: none"> • 44.20 Bring Vision and Part E to the front, Part C labelled as Regional Land Use Framework • 44.21 Unclear whether strategies in Part C form part of the plan, or only those in Part D • 44.22 Gap – no timelines for implementation • 44.23 Gap – no photos of Bass Coast, most photos from BB and Latrobe <p>Part A</p> <ul style="list-style-type: none"> • 44.24 Rephrase ‘carbon price’ • 44.25 Map 1 – peri urban line 100km radius is inappropriate <p>Part B</p> <ul style="list-style-type: none"> • 44.26 Map 3 – Bass/Strzelecki/South Gippsland Highways need to be designated as key road corridor • 44.27 Page 13 – climate change – needs reference to mitigation, as well as adaptation • 44.28 Page 13 – need to reference opportunity for new airport site in Gippsland or adjacent to the west • 44.29 Page 14 – Vision – need to emphasise a ‘networked region’ rather than a Regional City model (Latrobe) • 44.30 Page 14 – Vision – gap – no reference to renewable energy 	<p>(1) Out of scope; (2) Accept – added/revised text in plan; (3) Noted – added/revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged</p> <p>of accessibility in the context of Gippsland’s network of towns and proximity to Melbourne and identifies transport improvements needed to support growth in Section 14.</p> <ul style="list-style-type: none"> • 44.8 (2) The strategic agricultural land layer in Map 6 has been revised to include additional areas in Bass Coast. • 44.9 (1) and (4) The economic future of Gippsland and Victoria is tied to multiple industries including existing industries (such as agriculture, forestry, minerals and extractive industries) and emerging industries (such as the renewable energy sector and carbon sequestration opportunities). There is existing regulation that applies to the exploration and extraction of earth resources (including coal and gas extraction) that manage impacts on the environment and other land uses. Victoria has strict planning and environmental approvals processes for the establishment of mining activities which this plan does not replicate or replace. Detail on these processes is available at www.dpi.vic.gov.au/earth-resources • 44.10 (4) The value of agricultural land has sufficient emphasis at Section 11.2 and is covered in more detail in the background report. • 44.11 (2) Additional mapping of renewable energy resources has been included in the plan. • 44.12 (2) Additional text included as noted above. • 44.13 (2) Additional maps included as noted above. • 44.14 (5) The strategies at Section 11.3 include support for renewable energy. • 44.15 (2) Additional text has been included in Section 11.2 and 14.1 regarding opportunities for the re-use of organic waste. • 44.16 (4) The plan promotes strategic tourism investment areas however it is not within the scope of the plan to define or



Submission summary	Response
<ul style="list-style-type: none"> • 44.31 Page 15 – insufficient importance given to public or mass transit. Part C • 44.32 Unclear whether (some) strategies add value – need to be distilled to key game-changing actions • 44.33 Council supports revised wording to a number of strategies • 44.34 Council does not support strategies that encourage continued expansion of traditional energy resources, such as coal and gas Part D • 44.35 Need clarity about which strategies form the regional growth plan and which strategies may attract government funding in the future Part E • 44.36 Performance / Evaluation section could be improved • 44.37 Need clear criteria for evaluating the plan's performance – what are the measures? 	<p>(1) Out of scope; (2) Accept – added/revised text in plan; (3) Noted – added/revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged</p> <ul style="list-style-type: none"> recommend specific tourism activities in those locations. • 44.17 (4) The plan has been prepared with advice from Office of Aboriginal Affairs Victoria with regard to acknowledging indigenous cultural heritage. • 44.18 (4) and (5) The environment map (Map 7) acknowledges many other Aboriginal heritage sites, places and objects occur across the region. • 44.19 (4) The notation on Map 7 acknowledges other historic and cultural heritage sites occur across the region. • 44.20 (4) The structure and layout of the plan has been developed through consultation with relevant state government departments and applied consistently across the seven Regional Growth Plans. • 44.21 (2) Table 5 in Part D represents a summary of all strategies in Part C. Part C and D need to read together. The wording of strategies in Part D has been revised to provide consistency with all strategies in Part C. • 44.22 (4) The timelines for implementation will be considered as part of the Implementation Plan. • 44.23 (2) Photographs of Bass Coast locations have been secured and will be included in the layout version to be provided for council endorsement. • 44.24 (2) All references to 'carbon price' have been replaced with alternative wording. • 44.25 Acknowledged that the extent of areas under the peri-urban influence of Melbourne varies according to a range of factors such as transport, environment. The 100 km radius shown on maps reflects current planning policy in Clause 11 of the State Planning Policy Framework. Where this line is shown on maps in the regional growth



Submission summary	Response
	<p>(1) Out of scope; (2) Accept – added/ revised text in plan; (3) Noted – added/ revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged</p> <p>plan it is not intended to define the edge of the peri-urban area – it is simply marking the distance from Melbourne to provide a reference point on maps hence the descriptor “Areas within 100km of central Melbourne”. No change to the maps proposed.</p> <ul style="list-style-type: none"> • 44.26 (5) Map 3 includes these highways in stylised form. • 44.27 Under consideration – The plan’s strategies for addressing climate change and coastal hazards in section 12.2 are adequate given the plan’s regional scale application. Specific mitigation actions, through land management responses or other direct actions, are the realm of other related plans and strategies such as the Climate Change Adaptation Plan (2013) and the Future Coasts program. • 44.28 (4) The plan does consider the role of airports, however, considering the longer term, the government will identify and reserve an appropriate site for a new third airport to serve the long-term needs of South East Melbourne and of Gippsland, through the planning system. • 44.29 (4) and (5) The Vision at Section 9 refers to growth being planned for and attracted to six urban centres which reflect the network settlement pattern discussed in Section 13.2. • 44.30 (4) The Vision refers to the development of new industries and innovative technology and investment in research and development. • 44.31 (4) This is addressed in Section 14.2 under the heading ‘Network Capacity and Efficiency’ where improvements to public transport are mentioned, however it is important to first understand the transport need and how best to manage and support growth into the future. The plan has been developed in consultation with Public Transport Victoria.



	Submission summary	Response (1) Out of scope; (2) Accept – added/revised text in plan; (3) Noted – added/revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged
		<ul style="list-style-type: none"> • 44.32 (4) The intent of the plan is to address regional assets and issues common across Gippsland and avoid duplication of existing local and state policy. The plan aligns with the economic directions for the region. • 44.33 (4) The point is addressed throughout the text above. • 44.34 (2) and (4) Mining is a legally allowable activity within Victoria, regulated through various legislation at state and federal levels. This plan can not prescribe limitations on the development of any legal industries, including mining activities. • 44.35 (2) and (4) This point has been addressed in 44.21 above. Funding streams will form part of the considerations for preparation of the Implementation Plan. • 44.36 Performance and evaluation criteria will be considered further and expanded upon as part of implementation. • 44.37 Performance and evaluation criteria will be considered further and expanded upon as part of implementation.



	Submission summary	Response
45	<ul style="list-style-type: none"> • 45.1 Gap – roles for townships extending from Drouin through to Traralgon • 45.2 Growth at Trafalgar will increase demand for facilities • 45.3 Gap – no direction for Moe • 45.4 Morwell should not grow due to the coal resource • 45.6 Need commentary on devastating impact of freestanding shopping centres such as Mid Valley – have sucked life out of Moe and Morwell • 45.7 Walhalla attracts too much funding – disproportionate to benefit • 45.8 Too much background information • 45.9 Not enough specific recommendations – does not address social stigma, e.g. Moe 	<p>(1) Out of scope; (2) Accept – added/revised text in plan; (3) Noted – added/revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged</p> <ul style="list-style-type: none"> • 45.1 (4) The plan promotes a regional settlement framework focused on settlements with the greatest capacity to accommodate urban growth and change. Planning for other settlements will continue to be progressed by local councils. • 45.2 (5) • 45.3 (6) Direction for Moe is included at Section 13.3. • 45.4 (4) Detailed local planning will manage appropriate urban growth locations at Morwell. The framework plan for Latrobe (Map 9) indicates constraints to urban growth. • 45.6 (4) Strategies at Section 11.1 aim to consolidate commercial centres to focus future business investment and employment. • 45.7 (4) Walhalla offers a unique heritage experience and tourism attraction. • 45.8 (5) • 45.9 (1) and (4) Issues such as social stigma are not within the scope of the plan. These may be addressed through local initiatives and regional governance forums such as the Gippsland Local Government Network.



	Submission summary	Response
46	<ul style="list-style-type: none"> • 46.1 Council has focused on Leongatha – to detriment of jobs and opportunities in Korumburra • 46.2 Concern that regional growth plan’s designation of Korumburra as ‘secondary centre’ equates to business as usual • 46.3 Greater impetus needed to ensure second tier centres are provided social and community infrastructure • 46.4 Opportunities for Korumburra – located closer to the Cranbourne-Koo Wee Rup growth corridor • 46.5 New integrated children’s centre has opened – can bring further services development – potential for clustering – regional growth plan should encourage local government strategic planning to support these kinds of developments <p>Tourism</p> <ul style="list-style-type: none"> • 46.6 Further tourism opportunities associated with dairy industry, for example, positioning Korumburra as boutique centre for cheese and yoghurt – focus on niche markets <p>Transport</p> <ul style="list-style-type: none"> • 46.7 South Gippsland Highway in poor repair • 46.8 More economic sense to to return freight and passenger movement to rail – safer and more reliable than road • 46.9 Re-opening rail service from Cranbourne to Lang Lang, Nyora, Korumburra and Leongatha will increase capacity, competitiveness, prosperity of the region • 46.10 Gap – re-opening South Gippsland Railway is a missed opportunity 	<p>(1) Out of scope; (2) Accept – added/ revised text in plan; (3) Noted – added/ revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged</p> <ul style="list-style-type: none"> • 46.1 (1) This is a local matter for council. • 46.2 (4) The plan promotes Korumburra as a regionally significant settlement where urban growth is supported. • 46.3 (4) The plan will help to support infrastructure investment within the identified sub region networks. • 46.4 (5) • 46.5 (4) As noted at 46.3 the plan will help to support infrastructure investment within the identified sub region networks. • 46.6 (1) and (4) The plan recognises the significance of the dairy industry and protects strategic agricultural land. Local tourism opportunities that leverage the dairy sector should be considered through local planning and approval processes. • 46.7 to 46.10 (4) The transport framework in the plan has been developed to provide a strategic rationale for upcoming projects that support or manage growth for the future. Maintenance of the transport network has been recognised under the section headed ‘A safe, reliable and resilient network’. The re-opening of the south Gippsland rail line is a service delivery issue and does not require a land use response as land capacity exists should this be required in the future.



	Submission summary	Response (1) Out of scope; (2) Accept – added/ revised text in plan; (3) Noted – added/ revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged
47	<ul style="list-style-type: none"> • 47.1 Support strategy to grow Latrobe City as a single urban system – implementation will need to be consistent with the work currently underway by council's strategic planning unit • 47.2 Support the plan's alignment to Victorian Brown Coal Roadmap and work underway by Clean Coal Victoria • 47.3 Strengthen references regarding connection of Gippsland to the Port of Hastings – opportunities for links through transport hubs at Morwell and Bairnsdale • 47.4 Support reservation between Gippsland and Port of Hastings • 47.5 Progress Gippsland Housing Strategy through the Implementation Plan • 47.6 Seeking further information/clarity on the planning scheme amendment to incorporate the regional growth plan into the planning scheme • 47.7 Note council's position on residential subdivision – preferred yield of 11 lots per hectare • 47.8 Note council is reviewing the Australian Paper Mill buffer to ensure consistency with Traralgon Growth Areas Review • 47.9 Review reference to Monash University – may be Federation University • 47.10 Page 22 – include Moe Activity Centre Plan in the retail section • 47.11 Pages 23-24 – Tourism – include Morwell National Park and Gippsland Rail Trail • 47.12 Page 40 – review lot supply – likely to be 7000 rather than 13,000 <p>Maps</p> <ul style="list-style-type: none"> • 47.13 Map 9 – include future employment land • 47.14 Map 16 inset – include university and Latrobe Regional Hospital 	<ul style="list-style-type: none"> • 47.1 (5) • 47.2 (5) • 47.3 (5) and (4) It is considered that these opportunities have sufficient emphasis at Section 14.2 and Map 15. The draft plan has been considered by the Port of Hastings Development Authority and their views have been reflected in the plan as the state government's authority responsible for the development and management of the port. • 47.4 (4) The Port of Hastings Development Authority has funding to progress preliminary planning and design work for transport connections to the Port of Hastings. • 47.5 (5) • 47.6 (4) Options for the statutory implementation of the Gippsland Regional Growth Plan into planning schemes have been prepared for the Minister for Planning. • 47.7 (5) • 47.8 (5) • 47.9 (2) All references to Monash University have been revised to the university campus at Churchill. • 47.10 (4) The Moe Activity Centre Plan is considered to be a local planning initiative. It is noted that the plan is consistent with aim of promoting growth and investment in Latrobe City as the regional city for Gippsland. • 47.11 (4) References to the region's various rail trails are included in the background report. The plan has only identified those national parks assessed as having significance for leveraging regional tourism. • 47.12 (2) and (4) The 2009 Urban Development Program Latrobe Residential report identified residential land supply of approximately



	Submission summary	Response
		<p>(1) Out of scope; (2) Accept – added/ revised text in plan; (3) Noted – added/ revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged</p> <p>12,500 lots, comprised of zoned land, minor infill and future residential (unzoned). The plan has been revised at Section 13.3 to state 12,500 residential lots.</p> <ul style="list-style-type: none"> • 47.13 (4) It is considered that showing employment land at the current scale would be impractical and add no further value to the map. More detailed maps of Latrobe's urban centres are available in the Latrobe Planning Scheme. • 47.14 (2) The Map 16 inset has been revised to include the university at Churchill and Latrobe Regional Hospital.
48	<ul style="list-style-type: none"> • 48.1 Provide greater acknowledgement of forest and wood products industry as important economic driver – provides opportunities for encouraging growth • 48.2 Better acknowledge current jobs and skills in service and manufacturing sectors – important need to retain these • 48.3 Greater emphasis on opportunities to further develop domestic markets and well as exports • 48.4 Recognise the role the forest and wood products industry plays in supporting active forest and fire management • 48.5 Recognise synergy – management of forest biomass to support fire management – supporting the viability of the forest industry supports fire management capacity • 48.6 Opportunity to utilise local, sustainable wood products to deliver new and affordable housing across the region • 48.7 Refer to ongoing work – Timber Industry Roads Evaluation Study (TIRES) – should be considered when undertaking strategic infrastructure planning 	<ul style="list-style-type: none"> • 48.1 (2) Additional text regarding forestry and the wood products industry has been included at Section 11.2 "Managed native forest is an important source for hardwood species used in manufacturing, building materials and quality paper production. Native timber harvesting, particularly in areas across east Gippsland, is significant for local communities such as Orbost and Heyfield in providing opportunities for employment and skills. The combined output from plantations and timber from the public estate supports a significant timber, pulp and paper manufacturing sector that employs around 3400 people (nearly four per cent of the region's workforce)." • 48.2 (4) This point is addressed in the revised text above. • 48.3 (1) and (4) The plan considers forestry in a land use context and generator of value for the region. Markets for wood products are outside the scope of the plan. • 48.4 (1) and (4) This is a specific land management issue and is outside the scope of the plan. • 48.5 (1) and (4) As noted above.



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		<ul style="list-style-type: none"> • 48.6 (4) The importance of forestry to manufacturing and building materials is recognised in the plan at Section 11.2. • 48.7 (4) Noted as a reference for future work.
49	<ul style="list-style-type: none"> • 49.1 Supports the extent of Map 9 - Latrobe Framework Plan – includes the 'Hollydale' site within the area 'future investigation for urban growth' 	<ul style="list-style-type: none"> • 49.1 (5)
50	<p>Agriculture</p> <ul style="list-style-type: none"> • 50.1 Request inclusion of reference to the Bunyip Food Belt which can be supplied with recycled water from the Eastern Treatment Plan at Carrum Downes – highlight opportunities to build on existing agricultural opportunities – advocates that recycled water supply be made available to farmers and agricultural producers. <p>Freight and Logistics</p> <ul style="list-style-type: none"> • 50.2 Include reference to the third domestic airport located in Melbourne's southeast corridor – associated opportunities to stimulate new investment 	<ul style="list-style-type: none"> • 50.1 (2) and (3) A reference to the Bunyip Food Belt has been added at Section 11.2. A map of the area has been included in the Background Report. "Adjacent to the region's western edge, investigations by metropolitan councils and water authorities are continuing into the feasibility of establishing an intensive agricultural area to be known as the Bunyip Food Belt. This area could provide additional product for food processing and manufacturing facilities in Gippsland." • 50.2 (4) The transport framework at Section 14.2 has been developed to provide a strategic rationale for upcoming projects that support or manage growth for the future. The plan does consider the role of airports, however considering the longer term, the Government will identify and reserve an appropriate site for a new third airport to serve the long-term needs of south-east Melbourne and of Gippsland through the planning system.



	Submission summary	Response (1) Out of scope; (2) Accept – added/ revised text in plan; (3) Noted – added/ revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged
51	<ul style="list-style-type: none"> • 51.1 Amend the regional growth plan to identify the land at 870-910 Princes Hwy, Bairnsdale as a site for investigation for the establishment of an integrated freight facility • 51.2 Site previously had approval for newspaper printing and production (Amendment C71) • 51.3 Bairnsdale Framework Plan does not identify specific location for intermodal freight facility • 51.4 Map 10 – add further direction for potential location and site attributes required for intermodal freight facility (or locations for investigation) 	<ul style="list-style-type: none"> • 51.1 (4) Local planning matter for council – refer to email from Harvey Dinelli • 51.2 (5) • 51.3 (4) Local matter for council • 51.4 (4) The plan broadly discusses the need to accommodate freight and its movements (supply chains) over a 30-year period. Delivery of local projects to support the regional transport framework will occur through local planning and design processes.
52	<ul style="list-style-type: none"> • 52.1 Regional growth plan strategies for East Gippsland seem appropriate • 52.2 Regional growth plan aligns with the East Gippsland Regional Catchment Strategy 	<ul style="list-style-type: none"> • 52.1 (5) • 52.2 (5)
53	<ul style="list-style-type: none"> • 53.1 Section 9 and 10 – Population increases need corresponding government funding for services – councils and ratepayers should not have to fund • 53.2 Section 11 – better reflect the diversity of agriculture – also meat and processing • 53.3 Land values need to be kept viable for new farmers to buy in • 53.4 Importance of healthy waterways and lakes – farming practices will need to change – e.g. more fungi and bacteria in the soil means less run-off of nutrients (role for agricultural colleges to help farmers) • 53.5 Are there going to be enough retirement villages so people can stay in the region? • 53.6 Encourage more efficient water use on farms through better soil structure – do trials on selected farms • 53.7 Urban households – look at use of recycled water for gardens and lawns 	<ul style="list-style-type: none"> • 53.1 (1) and (4) Local infrastructure funding is a matter for councils. State government funding streams such as the Regional Growth Fund may also be available. • 53.2 (2) Text has been included at Section 11.2 to better recognise beef production: "The region also has a significant cattle and grazing industry including beef, lamb and wool production. Meat and vegetable processing, including organics and hydroponic production is located at Warragul/Drouin." • 53.3 (1) and (4) Land values are outside the scope of this plan. • 53.4 (1) and (4) These are particular land management issues and outside the scope of this plan. The relevant regional catchment strategies may provide further direction for waterway management. • 53.5 (1) and (4) Health services planning is outside the scope of this plan.



	Submission summary	Response
	<ul style="list-style-type: none"> • 53.8 Warragul/Drouin can be growth areas – but Labertouch needs basic services – school, CFA, mail deliveries • 53.9 People who travel to use services in the high growth areas, e.g. heated pool, should pay reduced fee • 53.10 Agricultural growth should not be hindered by red tape and have the right to farm • 53.11 I am against genetically modified organisms (GMO) we can grow better nutrient food with good education 	<p>(1) Out of scope; (2) Accept – added/ revised text in plan; (3) Noted – added/ revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged</p> <ul style="list-style-type: none"> • 53.6 (1) and (4) This is a particular matter for farm management. • 53.7 (1) and (4) This issue is addressed through local planning and building regulations. • 53.8 (1) and (4) This is a matter for local council. • 53.9 (1) and (4) The plan is not intended as a basis for equalisation in costs. • 53.10 (1) and (4) Local planning schemes manage use and development of farming land. Reformed rural zones are being introduced to increase flexibility. • 53.11 (1) and (4) This matter is out of scope.
54	<ul style="list-style-type: none"> • 54.1 Advocates for inclusion of land at Alexanders Road, Morwell within a future investigation area for urban growth 	<ul style="list-style-type: none"> • 54.1 (1) and (4) This is a local planning matter.
55	<ul style="list-style-type: none"> • 55.1 Need to align with other strategies across the state – <ul style="list-style-type: none"> ○ MPS, Regional Cities Growth Strategy, Peri Urban Planning (interface councils) • 55.2 Integrate policy objective of '20 minute city' to peri urban areas • 55.3 Emphasise need for a networked region, rather than rely on a Regional City model • 55.4 Recognise and link regional growth plan to ongoing work in Regional Cities Growth Strategy related to Latrobe • 55.5 Better recognise importance of north-south linkages from the Bass Coast and South Gippsland shires to Melbourne and Latrobe City • 55.6 Support the development of alternative mass transit options • 55.7 Emphasise importance of improving the Dandenong rail corridor • 55.8 Need an additional strategy to support appropriate mining and resource processing • 55.9 Could have much stronger focus on value of agriculture – 'game-changing' strategies 	<ul style="list-style-type: none"> • 55.1 (2) and (4) The context of regional growth plans with the Metropolitan Planning Strategy and "Vision for Victoria" is included at Section 1. Text has been added at Section 13.3 to note that Latrobe City is part of the Regional Cities Victoria grouping which has developed the Regional Cities Growth Strategy. • 55.2 (2) The current words in Section 7 replaced following workshop with Peri-urban Group of Rural Councils on 12 August 2013. • 55.3 (2) and (4) The objective for a networked settlement pattern is clearly expressed at Section 13.2. Text has been added to better articulate the concept of sub-region networks and their objectives at Section 13.3: "Increase efficient and effective interaction, servicing and infrastructure delivery between networked towns so that business and communities can access reciprocal benefits and attract higher levels of investment." • 55.4 (4) This work is currently being progressed by Regional



Submission summary	Response
<ul style="list-style-type: none"> • 55.10 <i>Agriculture section</i> requires strategy around adapting to and mitigating climate change conditions • 55.11 <i>Environment – gap</i> – no strategies around securing and supporting appropriate mitigation measures (re: natural hazards) • 55.12 <i>Settlement – gap</i> – need to highlight constraints in funding infrastructure particularly in high growth Peri Urban areas • 55.13 <i>Infrastructure – acknowledge</i> work ongoing around potential for high speed rail through Gippsland as alternative to Hume corridor • 55.14 <i>Infrastructure – inclusion</i> of specific rail corridor reservation from Gippsland to Port of Hastings (leverage for transport hubs at Morwell and Bairnsdale) • 55.15 <i>Part D</i> – currently there is repetition of State Planning Policy Framework and local municipal strategic statement/Local Planning Policy Framework direction • 55.16 <i>Part D</i> – does not identify who is responsible or where resources will be made available • 55.17 <i>Part E</i> – Need for a clear implementation plan and evaluation criteria • 55.18 <i>Part E</i> – suggest councils be supported to develop their local planning provisions and work with Gippsland Local Government Network councils <p>Maps</p> <ul style="list-style-type: none"> • 55.19 Scale of the mapping is too broad – can not be translated into municipal strategic statement/planning scheme amendments • 55.20 Map 4 – also show key linkages into the region 	<p>Development Victoria.</p> <ul style="list-style-type: none"> • 55.5 (2) Text has been added at Section 13.2: "Secondary major transport routes are the Bass and South Gippsland highways which connect Wonthaggi and Leongatha to Melbourne as well as providing important linkages within the region and further east. North-south routes including the Strzelecki Highway connect southern Gippsland to the Princes Highway and Latrobe City, and onward to alpine areas and New South Wales." • 55.6 (1) and (4) The plan has been developed to provide a strategic rationale for upcoming projects that support or manage growth for the future. In Section 14.2 under the heading 'Network Capacity and Efficiency' both the Dandenong rail corridor and improvements to public transport are mentioned, however it is important to first understand the need and how best to manage and support growth into the future. • 55.7 (4) Note the response provided above at 55.6. There are three references in the plan that support or highlight the benefits of improving the Dandenong rail corridor. • 55.8 (2) An additional strategy to support appropriate mining has been added at Section 11.3: "Identify, manage and facilitate access to natural resources where appropriate, including sand and stone, minerals, timber and renewable energy potential." • 55.9 (4) The plan includes a strategy at Section 11.2 to protect strategic agricultural land. The plan also supports the Gippsland Food Plan. • 55.10 (4) The methodology applied to identify strategic agricultural



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	<p>land includes consideration of climate change and land suitability.</p> <ul style="list-style-type: none"> • 55.11 (3) and (4) The plan's strategies for addressing climate change and coastal hazards in section 12.2 are adequate given the plan's regional scale application. Specific mitigation actions, through land management responses or other direct actions, are the realm of other related plans and strategies such as the Climate Change Adaptation Plan (2013) and the Future Coasts program. • 55.12 (4) Infrastructure considerations will be further investigated as part of the Implementation Plan. The current words in Section 7 replaced following workshop with Peri-urban Group of Rural Councils on 12 August 2013. • 55.13 (2) Additional text has been included at Section 14.2: "The Australian Government is undertaking a strategic study regarding the implementation of high speed rail (HSR) on the east coast of Australia. Once fully operational express journey times of less than three hours between Melbourne-Sydney could be achievable. Phase 2 of the study depicts a preferred alignment for the HSR system between Melbourne, Canberra, Sydney and Brisbane. The Gippsland Regional Development Australia Committee and the Gippsland Regional Management Forum support a route that traverses the Gippsland region." • 55.14 (4) The views of the Port of Hastings Development Authority have been reflected in the plan as the state government's authority responsible for the development and management of the port. • 55.15 (4) The intent of the plan is address issues common across Gippsland and avoid duplication of existing local and state policy. • 55.16 (4) Future actions, responsibilities and evaluation criteria will



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		<p>be determined as part of the implementation Plan.</p> <ul style="list-style-type: none"> • 55.17 (4) Refer to note above. • 55.18 (4) Specific initiatives to assist councils to develop local policy or planning scheme provisions may form part of the plan's future implementation measures. This is an ongoing role performed by the department. • 55.19 (4) Digital mapping at a finer scale may be developed in the future as part of implementation measures. • 55.20 (6) Map 4 is intended to show the region's transport connections within the broader state context. Inward linkages are shown on Map 16.
56	<ul style="list-style-type: none"> • 56.1 Ormeo remains an important hub for its surrounds – it has the building blocks for growth – infrastructure, emergency services, local employment, accommodation services • 56.2 Provides public transport Ormeo-Bairnsdale and Ormeo-Bright, makes Ormeo an important link between Gippsland and the Northeast • 56.3 Regional growth plan should identify Ormeo as a small regional centre – a sustainable town that can continue to provide services locally • 56.4 Mt Hotham should be recognised as a Gippsland asset, and promoted along with the Alpine activities that surround Ormeo • 56.5 Ormeo is a hub for roads in and out of East Gippsland from the Northeast • 56.6 Ormeo is central and main staging ground for Department of Environment and Primary Industries work particularly during bushfires – however there is no Department of Environment and Primary Industries presence anymore • 56.7 Limited police presence 	<ul style="list-style-type: none"> • 56.1 (4) The supports sustainable change for Ormeo including small-scale urban growth. Ormeo is also recognised as providing an important district service centre role. • 56.2 (4) This is a service delivery matter and does not require a land use response. • 56.3 (4) and (5) The plan identifies Ormeo as small town based on the analysis provided in the background report. • 56.4 (4) Tourism around Ormeo is identified on Map 6. • 56.5 (5) • 56.6 (5) • 56.7 (5)



	Submission summary	Response
57	<ul style="list-style-type: none"> • 57.1 Section 11.2 – Shire will likely increase its contribution to Victoria's food production as a result of climate change effects – the impact of climate change should be discussed in more detail (given plan's 30-year horizon) • 57.2 Include mention of dairy production facility at Toora and UDP facility at Poowong • 57.3 Section 11.3 – Natural resources – discussion on coal seam gas needs to be strengthened, particularly regarding potential environmental hazards, include community sentiment and implications for agriculture • 57.4 Settlement – page 48 – need further text and explanation of how Leongatha and Korumburra form a close relationship • 57.5 Transport – more emphasis on expansion of Port of Hastings and relationship to the productive areas of Gippsland <p>Maps</p> <ul style="list-style-type: none"> • 57.6 Insert a map of the peri urban areas – including Nyora – include text focused on this area and context of the Metropolitan Planning Strategy • 57.7 Map 6 – Economy – add food processing plants at Toora and Poowong • 57.8 Map 11 – Leongatha Framework – show industrial site near the Leongatha Wastewater Treatment Plant • 57.9 Map 11 – reduce the settlement boundary and area for 'Future investigation for rural living and low density residential' to the east of the Bass Highway • 57.10 Map 15 – insert arrows showing need for a rail reservation to establish a link from south and central Gippsland to the Port of Hastings 	<p>(1) Out of scope; (2) Accept – added/ revised text in plan; (3) Noted – added/ revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged</p> <ul style="list-style-type: none"> • 57.1 (4) A detailed description of climate change issues and implications for the region is included in the Background Report on page 69. Opportunities arising from climate change are discussed in the plan. • 57.2 (2) The economy map (Map 6) has been revised to include food manufacturing hubs at Toora and Poowong. • 57.3 (3) There is existing regulation that applies to the exploration and extraction of earth resources (including coal seam gas) that manages impacts on the environment and other land uses. Victoria has strict planning and environmental approvals processes for the establishment of mining activities which this plan does not replicate or replace. Detail on these processes is available at www.dpi.vic.gov.au/earth-resources • 57.4 (2) and (4) Journey to Work data indicates a significant interaction between Korumburra as the usual place of residence and Leongatha as the main workplace location. Text has been added at Section 13.3: "The sub-region networks have been identified based on considerations including: Geographic proximity, transport links and employment connections" • 57.5 (4) The views of the Port of Hastings Development Authority have been reflected in the plan as the state government's authority responsible for the development and management of the port. • 57.6 (2) A map of the peri urban area has been added to the Background Report. The current words in Section 7 replaced following workshop with Peri-urban Group of Rural Councils on 12 August 2013. • 57.7 (2) The economy map has been revised as noted above.



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		<ul style="list-style-type: none"> • 57.8 (5) Council officers subsequently requested that this comment be set aside as council was still considering this issue. • 57.9 (2) The Leongatha Framework map has been revised as suggested. • 57.10 (4) The response to this point is provided above at 57.5.
58	<ul style="list-style-type: none"> • 58.1 Advocates for changes to minimum lot size for subdivision 	<ul style="list-style-type: none"> • 58.1 (1) and (4) This is a matter for local planning schemes.
59	<ul style="list-style-type: none"> • 59.1 Include reference to potential for Melbourne's south-east airport – this should be reflected in both regional growth plan and Metropolitan Strategy • 59.2 Include reference to Casey employment areas (and Cardinia Employment Corridor) and highlight potential interplay between these areas and objectives for clean energy / low-carbon transition industries for Gippsland 	<ul style="list-style-type: none"> • 59.1 (4) The plan does consider the role of airports, however, considering the longer term, the government will identify and reserve an appropriate site for a new third airport to serve the long term needs of south-east Melbourne and of Gippsland through the planning system. • 59.2 (3) A map and discussion of the South East Growth Corridor (including the Cardinia Employment Corridor) has been included in the background report.
60	<ul style="list-style-type: none"> • 60.1 Section 12 – add paragraph setting out role of Victorian Coastal Council, Victorian Coastal Strategy and Gippsland Coastal Board (similar to current text on the catchment management authorities) • 60.2 Gippsland Coastal Board – role in preparing and implementing coastal action plans • 60.3 Need to ensure regional growth plan – identified significant environmental assets aligns with those identified in coastal strategies and coastal action plans 	<ul style="list-style-type: none"> • 60.1 (2) Text has been added in Section 12: These catchment management authorities invest in the protection and enhancement of the environment throughout the region, along with public land managers and bodies such as Gippsland Coastal Board. "The Gippsland Coastal Board oversees strategic coastal and marine planning issues for the Gippsland coast between San Remo and the New South Wales border. The Gippsland Coastal Board has developed coastal action plans to manage key issues and areas along its coast. The three coastal management authorities also undertake activities to investigate and protect the marine assets adjacent to their regions."



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		<ul style="list-style-type: none"> 60.2 (2) and (4) A description of the role of the Gippsland Coastal Board has been added to the plan (above) and is included in the Background Report on page 67. 60.3 (4) For state-wide consistency the regional growth plan environment map (Map 7) comprises asset layers including marine parks and reserves and legislatively protected wetlands, significant recreational lakes and water storages.
61	<ul style="list-style-type: none"> 61.1 Page 10 – peri urban inset is incorrect – refers to Central Highlands 61.2 Map 4 – Warragul should be shown as a Regional Centre 61.3 Map 5 – Query on red squares 	<ul style="list-style-type: none"> 61.1 (2) This has been corrected with the following text: "Peri-urban literally means the area around a settlement. Melbourne's peri-urban area extends roughly 100 kilometres from the centre of Melbourne. In the Gippsland region it includes land in Bass Coast, Baw Baw and South Gippsland shires near the south-eastern fringe of metropolitan Melbourne. There are a number of state significant land uses in the peri-urban region which are important to the functioning of Melbourne and Victoria as a whole. These include resources, infrastructure, environmental assets and cultural heritage assets. The peri-urban area is subject to increasing demand for housing due to its proximity to Melbourne." 61.2 (2) Map 4 has been corrected to show Warragul as a regional centre. 61.3 (4) This symbol is included in the Legend and represents an active railway line and station.



	Submission summary	Response
62	<ul style="list-style-type: none"> • 62.1 Draft has limited reference to Latrobe Airport – represents latent opportunity for Gippsland • 62.2 Suggest a runway to handle Australian domestic fleet – runway needs an urgent upgrade • 62.3 It could become Melbourne East Airport – it is within 1 million people and has rail connection – could be a great economic generator and provide Melbourne with an alternate airport 	<p>(1) Out of scope; (2) Accept – added/ revised text in plan; (3) Noted – added/ revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged</p> <ul style="list-style-type: none"> • 62.1 (4) The plan includes several references to Latrobe Airport including at Section 11.1, 13.3 and 14.2. • 62.2 (1) and (4) Specific works to upgrade Latrobe Airport are out of scope for this plan and should be pursued at a local level or through the Gippsland Freight Strategy. • 62.3 (1) and (4) Regional airports and their role within an integrated transport network has been acknowledged in the wording of Section 14.2 and is also used as an example of an opportunity under the section on freight and logistics precincts. A separate transport infrastructure project would be required to assess demand and the viability of expansion.

REGIONAL
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GIPPSLAND

REGIONAL GROWTH PLAN
BACKGROUND REPORT

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ACRONYMS

ABS	Australian Bureau of Statistics
CASS	Coastal Acid Sulfate Soils
CBD	Central Business District
CCS	Carbon Capture and Storage
CMA	Catchment Management Authority
DEEWR	Department of Education, Employment and Workplace Relations
DOT	Department of Transport
DTPLI	Department of Transport, Planning and Local Infrastructure
DPI	Department of Primary Industries (now Department of Environment and Primary Industries)
DSE	Department of Sustainability and Environment (now Department of Environment and Primary Industries)
GRUP	Gippsland Integrated Land Use Plan (wherever referred to, means The Gippsland Regional Growth Plan)
GRP	Gross Regional Product
GVA	Gross Value Added
ICT	Information and Communications Technology
LGA	Local Government Area
NBN	National Broadband Network
SLA	Statistical Local Area
STN	Sub Transmission Network
SWS	Sustainable Water Strategy
VF	Victoria In Future

Preface

This background report sets out information and data that has been used to prepare the Gippsland Regional Growth Plan. It comes from a number of sources and includes reports from specially commissioned consultants, and reports prepared internally by the Department of Transport, Planning and Local Infrastructure, and the Department of Environment and Primary Industries.

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1. REGIONAL ECONOMY

1.1 REGIONAL CONTEXT

Overview

Key elements of this overview have been provided by Regional Development Victoria in the Regional Economic Profile Gippsland (February 2011).

Over the past decade, the Gippsland region has grown in line with regional Victoria but behind the rest of the state in economic growth. Some parts of the region have experienced relatively high economic growth rates but the Latrobe Valley has lagged behind the rest of the region.

The sources of regional growth were similar between areas. Most growth was driven by increases in labour utilisation with rates above the state average. Population growth was the second strongest driver, and especially contributed to Local Government Areas in the peri-urban area to the west of the region. Labour productivity growth was low and in Gippsland South and Gippsland Latrobe a decline in productivity detracted from potential growth rates.

The region has experienced higher rates of structural change than regional Victorian averages. Latrobe experienced high rates in the 1990s due to the privatisation of the electricity sector which saw a substantial reduction in the proportion of employment in this sector. East Gippsland has seen fluctuating employment levels over the past two decades in its main employing industry of Agriculture, Forestry and Fishing. Recently it has seen a rise in construction jobs related to large-scale gas projects. South Gippsland has experienced the highest structural change as it adjusts to high levels of population growth and the emphasis on construction related to new residential developments and the desalination plant project near Wonthaggi.

Agriculture, Forestry and Fishing, food-related manufacturing and utilities are still among the most significant contributors to the region's economy in terms of Gross Regional Product. This reflects the region's abundance of rich agricultural land and forests, as well as its commercial fishing operations and electricity and gas generation facilities. In terms of employment, Healthcare, Social Assistance and Retail Trade are bigger contributors than the manufacturing and utilities sectors.

Mining, especially the brown coal resources of the Latrobe Valley and off-shore oil and gas extraction in the Shire of Wellington is a strong contributor to Gross Regional Product, but due to its capital intensiveness is a relatively small employer. Research and development initiatives to progress application of carbon capture and storage technology have the potential to be a major new industry and generator of employment in the region. Other earth resources such as iron, gold and base metals could become viable under appropriate economic conditions.

The largest growth driver by far of the larger sectors between 2001 and 2011 was construction. However, construction is forecast to return to longer-term trend levels as a number of gas and oil projects and the desalination plant are now complete.

The Gippsland region's spread of industries is relatively diverse although when combined, the resource sectors make a strong contribution to Gross Regional Product. The region has strong comparative advantages for developing sustainable energy, agricultural and food processing industries.

The region can position itself to deliver on the state government's policy position of doubling food and fibre production by 2030 by expanding its value-adding and food processing capabilities. The region also has strong comparative advantages for the development of sustainable energy industries.

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In order to expand and further diversify its industry base, the region faces challenges in terms of developing and retaining a skilled workforce, providing access to more efficient and increased-capacity freight and passenger services and continuing to provide for secure and affordable energy. Structural change is occurring that will affect energy industries and there is a need to secure greater reserves of gas to meet growing demand and exploit the opportunities this presents for Gippsland. The region will also need to address negative productivity growth across all sectors and lower levels of workforce participation in some areas.

Historical influences

The key historical influences on the development of the economy include:

- Although Gippsland was settled in the 1840s by squatters, development didn't accelerate until the construction of the railway line from Melbourne in the 1870s which opened south and west Gippsland to more intensive agricultural development.
- The region had an ideal climate to facilitate the growth of dairy, beef and vegetable production for Melbourne. In turn, urban settlements in the region, such as Warragul, Moe, Morwell, Traralgon and Sale, grew along the railway line to service this agricultural hinterland.
- As the railway line was progressively extended to Orbost this pattern of development was repeated and enabled the further development and expansion of the forestry industry in East Gippsland.
- Access to the region was further improved by the construction of the Princes Highway from the 1920s which enhanced access for industry and households to Melbourne and southern New South Wales.
- During the 19th century significant brown coal deposits were discovered in the Latrobe Valley but the technology didn't exist to safely transport or exploit this resource. At this time Victoria relied on black coal from New South Wales for its energy needs.
- After World War I, the state government established the State Electricity Commission of Victoria, led by Sir John Monash, to develop the infrastructure and technology required to generate electricity.
- The development of the energy industry accelerated after World War II with the construction of Hazelwood power station and the attraction of workers from Britain, Italy and Greece to develop the power industry and the subsequent growth of Moe and Morwell in particular. By the 1960s, 90 per cent of Victoria's electricity supply came from the Latrobe Valley.
- At this time exploration began for offshore oil in Bass Strait. Significant reserves of oil and gas were found off the coast from Sale, which was enough to meet Australia's domestic needs.
- There are now 23 offshore oil and gas platforms and supporting infrastructure for processing, with the most notable being the Longford gas processing and oil stabilisation plant near Sale.
- Food and fibre production continues to be vital to the economy of Gippsland. A third of Victoria's dairy production and a quarter of Victoria's beef production occurs in the region. The central area of the region is important for vegetable production including potatoes, carrots, broccoli and sweet corn. Value-adding is also important, particularly in terms of dairy products.
- Since the 1970s the economy of Gippsland has diversified from its agricultural and resource extraction base through the development of tourism related services. Significant tourism destinations include Wilsons Promontory National Park, Alpine areas, Lakes Entrance and the wilderness areas of East Gippsland.

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These historical conditions provide a platform for contemporary growth trends in the region.

Contemporary growth trends

The Gippsland region is a strong contributor to regional and state gross product. However, its contribution fell slightly over the last decade. Its share of regional Victoria's Gross Regional Product declined marginally but still remained above 18 per cent for the period 2001 to 2011. As a proportion of state output, Gippsland's share dropped from 4.2 per cent to 3.7 per cent, which suggests the region grew slower than other areas.

The region's Gross Regional Product per capita of approximately \$37,200 in 2011 is lower than the state rate but higher than regional Victoria (\$48,700 and \$35,900 respectively). The region grew relatively slower than the rest of regional Victoria during the period 2001 to 2011 (Table 1).

Table 1: Headline indicators

Headline indicators	Gippsland	Regional Victoria	Victoria
Gross Regional Product Annual Average Growth Rate (AAGR) 2001-2011*	2.0%	2.2%	3.5%
Total Number of Employed Persons (AAGR) 2001-2011 (Labour Force Participation Rate, 2011 Census)	0.7%	0.6%	1.0%
Population	0.8%	0.7%	1.4%

*National Institute of Economic and Industry Research (NIEIR)
Source: Regional Development Victoria, 2013

Over the past decade the Gippsland region's Gross Regional Product grew at an annual average rate of two per cent which was equivalent to regional Victoria but below the state average of 3.5 per cent. Average annual Gross Regional Product per capita growth was 1.19 per cent, well below the state average of 2.02 per cent for 2001 to 2011.

Structural drivers of regional growth

The three structural drivers of growth in the economy are productivity, labour force participation and population. Gippsland's population growth rate over the past decade has been less than the state average but higher than other regional areas. Unemployment rates improved greatly over the last decade but labour force participation has remained low. The region has performed comparatively poorly in terms of productivity, experiencing a decline in the last decade.

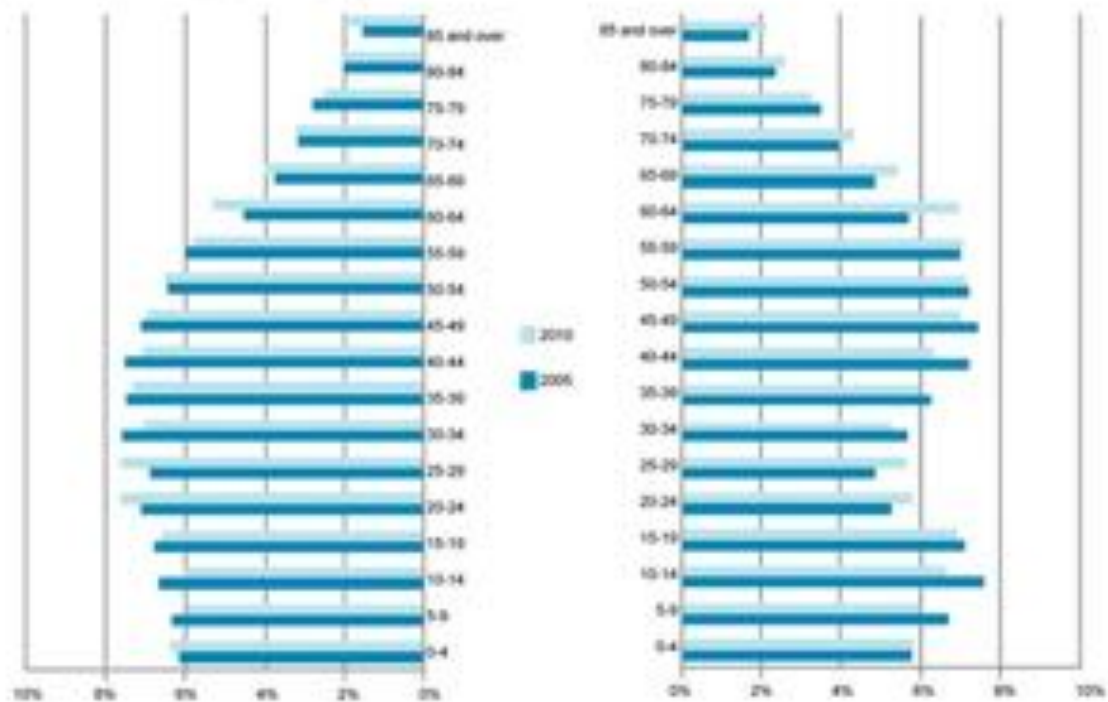
Population growth and change

The region's population has grown at an annual average rate of 0.8 per cent from 2001 to 2011. This is higher than the regional Victorian average but less than the state average of 1.4 per cent. The region's share of the state population has fallen slightly from 2001 to 2011, from five per cent to 4.7 per cent, but has risen against regional Victoria from 18 per cent to 18.2 per cent.

Compared to the rest of the state, Gippsland has an older population profile. The percentage of the population aged 65 and over was 17.7 per cent in 2010, whereas the state average was 13.7 per cent. The proportion of older age residents rose by 1.4 per cent during the period 2005 to 2010 whereas the proportion of youth (under 15) fell by 1.7 per cent (Figure 1). There is a noticeable difference in the proportion of 20-39 year-olds in Gippsland when compared to the state as a whole.

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Figure 1: Proportion of population by age



Source: Australian Bureau of Statistics, 2010

Gippsland’s working age population, which is the population aged between 15 and 64, is below the rates for both regional Victoria and the state as a whole (Table 2).

Table 2: Working age population

Area	2005	2010
Gippsland	63.7%	64.0%
Regional Victoria	64.0%	64.5%
Victoria	67.5%	68.0%

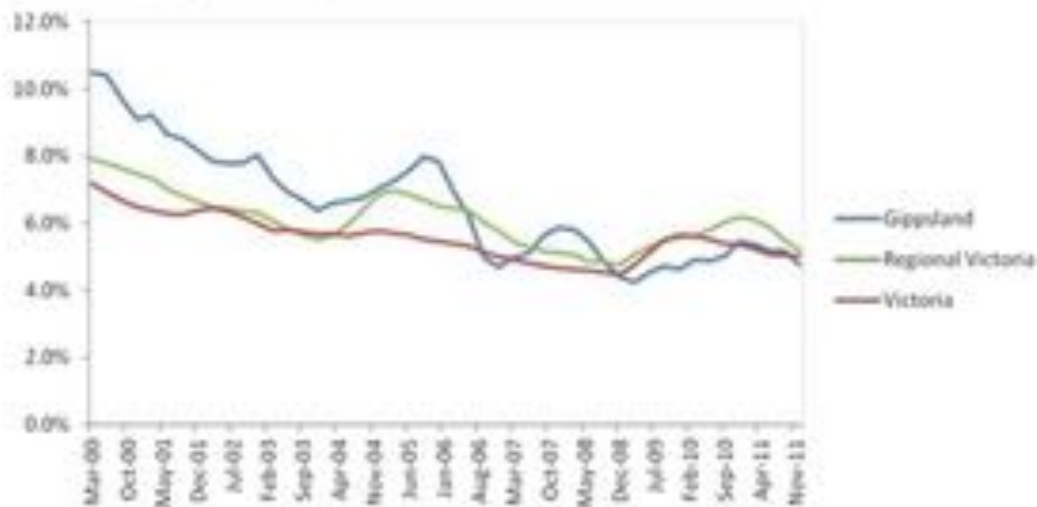
Source: Australian Bureau of Statistics, 2010

Labour force indicators

The Gippsland region’s unemployment rate in the early 2000s was much higher than state and regional Victorian averages. The region has experienced cyclical shocks during the past decade but the general trend for unemployment has been downwards. In fact, Department of Education, Employment and Workplace Relations data highlights how recent unemployment rates have been equivalent to, or below, the state average (Figure 2).

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Figure 2: Unemployment rate Gippsland 2000 to 2011



Source: Department of Education, Employment and Workplace Relations Small Area Data 2012

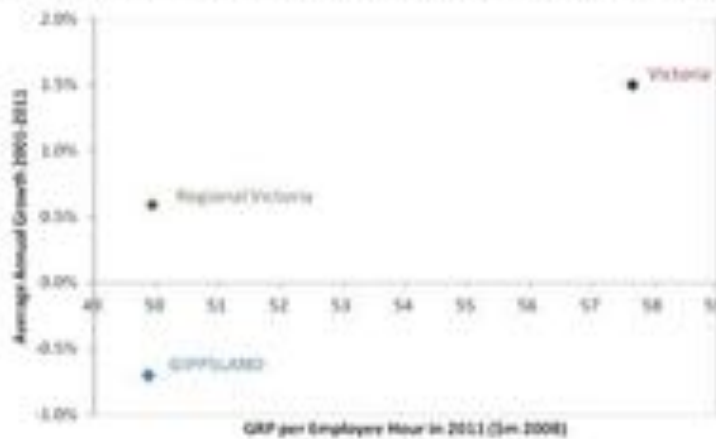
The region's labour force participation rate is markedly lower than the state average with 55.5 per cent in 2006 compared to the state rate of 60.4 per cent. It also showed no improvement during the three census periods (2001, 2006 and 2011).

Regional productivity

Productivity is a measure of how efficiently inputs are converted into outputs and is typically measured by expressing output as a ratio of inputs used. At the sub-regional level, there is generally a lack of data on productivity. In determining the productivity profile for Gippsland, the definition of Gross Regional Product/hour worked will be used as the main indicator of labour productivity.

Gross Regional Product/hour worked in Gippsland is below that of the state and regional Victoria. It has also been declining at an average rate of 0.7 per cent from 2001 to 2011, whereas the state average annual growth rate was 1.5 per cent and regional Victoria's was 0.6 per cent (Figure 3).

Figure 3: Gross Regional Product/hours worked by employee – Average growth rate 2001-11



Source: Regional Development Victoria 2013

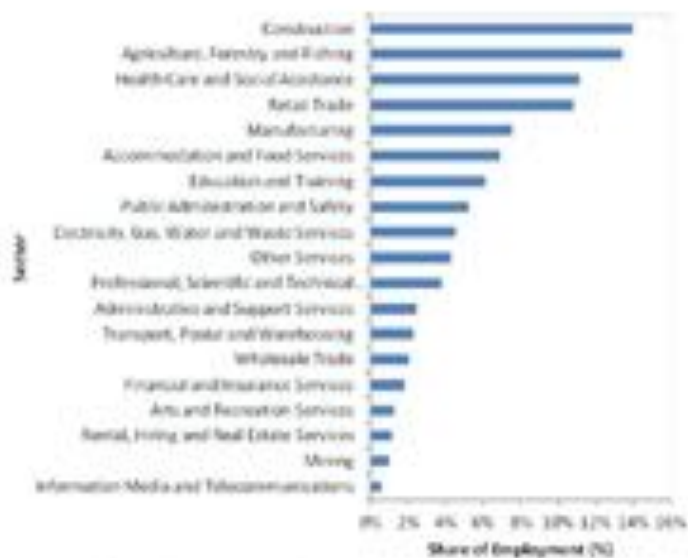
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Industry and employment structure

Agriculture, forestry, fishing and construction are the two most significant economic sectors in the Gippsland region, making up 16.4 per cent and 12.5 per cent respectively of the region's Gross Value Added. In 2011 this was equivalent to \$2.7 billion of the region's \$9.3 billion Gross Value Added. In contrast, at the state level, construction contributes seven per cent of Gross Value Added and agriculture, forestry and fishing only three per cent.

Four sectors employ over 10 per cent of the region's workforce (Figure 4). Employment proportions also highlight the over-representation of construction, agriculture, forestry and fishing, with the first employing 14 per cent of the region's workers compared to 9 per cent of the state's workforce, and the second employing 13.4 per cent in Gippsland compared to only 2.6 per cent at the state level.

Figure 4: Sectoral contribution to employment – Gippsland 2011



Source: Regional Development Victoria, 2013

Melbourne's peri-urban hinterland

Peri-urban literally means the area around a settlement. Melbourne's peri-urban area extends roughly 100 kilometres from the centre of Melbourne to the outskirts of the regional cities of Ballarat, Bendigo, Geelong and Latrobe City (comprising the grouping of Traralgon, Morwell, Moe and Churchill). As Melbourne has grown, its influence on its peri-urban area has also increased, bringing into focus the importance of assets in supporting the functioning of the urban area. At the same time there has been continual investment in transport infrastructure that has significantly improved access from Melbourne to regional centres and interstate, and has improved mobility within the peri-urban region.

There are a number of 'state significant' land uses present within this region that may be regarded as assets to the functioning of metropolitan Melbourne and Victoria as a whole (see Table 3). These may be classified as resources, infrastructure, environmental and cultural. However these land uses are not exclusive to separate locations within the peri-urban region. In many cases, as with Gippsland, multiple state significant land uses are found in the one place, for example transport infrastructure. Where land uses do not complement one another, the challenge for planning is to provide sufficient direction to enable trade-off decisions to be made.

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Gippsland’s peri-urban region contains a variety of landscapes, from flat alluvial plains that have been substantially cleared of vegetation, to the undulating coastal areas stretching across Bass Coast and the South Gippsland Shire.

It contains large areas consisting of a peaty clay soil that is an essential input to highly productive agricultural land uses. Agriculture and supporting rural industries, for example food processing, abattoirs, shearing, irrigation supplies and stock feed producers, not only service Melbourne’s local economy, but are a critical export industry for Victoria.

Agricultural land within Gippsland’s peri-urban area is under threat due to competing land uses, such as residential, because of its high amenity landscapes and its accessibility via the key road and rail corridors between Melbourne, the Latrobe Valley and Gippsland. Determining an appropriate balance between uses, such as rural versus residential land uses, is not easily achieved. While farming practices, technologies and approaches are changing, the loss of fertile soil is an irreversible consequence.

The security of primary production and the economic value of food industries into the future need to be realised through the draft Gippsland Regional Growth Plan (The plan) so that land is not lost from productivity permanently. Opportunities to maximise Victoria’s competitive advantage in the agricultural sector over other cities within Australia and the Asia-Pacific region in driving Victoria and Australia’s productivity growth should be recognised.

The coastal locations along Gippsland’s coast, such as Phillip Island, are also attractors of growth due to their amenity attributes. These centres, particularly during peak season, experience a significant number of visitors that place pressure on services and infrastructure.

Table 3: Melbourne’s peri-urban area - state significant land uses

Land uses	Why these land uses are considered significant to the state	
Resources	Extractive	The cost of transporting stone and sand products over long distances can account for a substantial proportion of product price at the construction site. Sourcing construction materials from local quarries within the peri-urban region enables cost-efficiency and energy savings.
	Forestry	A number of state forest reserves are located in the peri-urban region. They provide for a variety of uses, including providing timber for sustainable forestry, biodiversity and landscape conservation, protection of water catchments and providing opportunities for recreation.
	Productive agriculture	Prime agricultural land provides food and fibre to the Victorian community and supports employment and businesses. It also supports associated rural industries, such as food processing, abattoirs, shearing, irrigation supplies and stock feed producers that contribute to Victoria’s economy.
	Water catchments	The peri-urban catchments and storages remain essential to provide potable water for human and domestic animal consumption. The filtering action of the forested surrounds of our reservoirs avoids the need for expensive water treatment facilities for Melbourne and surrounding cities and towns.
Infrastructure	Transport	The peri-urban region is traversed by an extensive arterial road and rail transport network linking major centres of population and industry across Victoria. Progressive transport expansion and safety improvements continue to influence land use activities and are likely to further improve travel times, reducing the commuting time and improving access between peri-urban areas and with Melbourne.
	Utilities	Water treatment plants, as well as electricity, gas and waste management facilities, pipelines and transmission corridors, are located within the peri-urban region. These assets support the functioning of Victoria’s urban areas.
	Environment	
	Biodiversity	Strong natural systems with a diversity of natural habitats for native plant and animals are important for the health and wellbeing of people living in urban areas. Opportunities for close connections with the natural world have high social, economic and educational value.
	Landscapes	Landscapes help define the areas in which we live and work, and provide a connection with

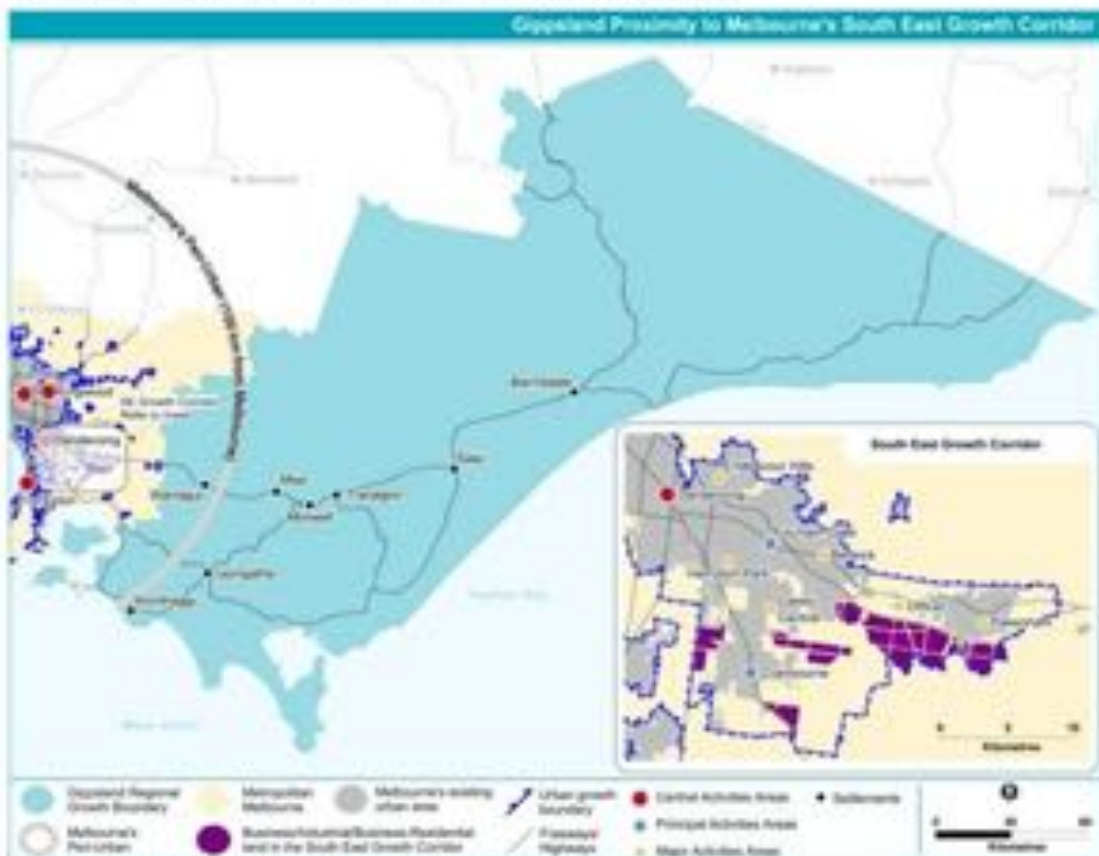
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Cultural	place and culture	
	Parks and reserves	There are a large number of parks and reserves in the peri-urban region. These areas provide ecological, environmental and aesthetic value and the opportunity for leisure and recreation.
	Waterways	There are many ecologically significant rivers traversing the peri-urban region, connecting our water catchments with bays.
	Heritage	There are various places, sites, structures, relics and flora of heritage significance in the peri-urban region. Heritage assets generate social benefits, such as a sense of identity, direct user benefits through tourism and the benefits stemming from the intrinsic value of preserving these assets for future generations to appreciate and enjoy.
	Tourism	The peri-urban region provides key day trip destinations for residents and visitors from interstate and overseas. Attracting visitors to the peri-urban region also results in indirect employment and additional spend in 'downstream' industries such as retail suppliers, food production and construction.

Source: Department of Transport, Planning and Local Infrastructure

The influence of Melbourne's outer eastern suburbs on Gippsland is strongly influenced by the transport network and the main existing and developing employment zones. These characteristics enable people to choose to live in Gippsland for lifestyle and housing affordability reasons whilst having convenient access to employment options both within the region and in the metropolitan area.

Figure 5: Metropolitan Employment Options Accessible from Gippsland



Source: Department of Transport, Planning and Local Infrastructure

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Growth outlook

The following sections provide a forecast of likely economic and population changes and how these might be distributed across the region.

Regional economic and employment forecasts

Based on historical trends, growth in the region will not be distributed evenly. Regional centres such as Latrobe City, Sale and Bairnsdale will most likely have the bulk of absolute employment and output growth in the region. However, the rate of growth in the peri-urban shires of Bass Coast and Bass Coast will continue to be strong, as they are likely to be increasingly integrated with the metropolitan economy.

It is projected that the shift in the economy towards service sectors will continue over the next decade. Some traditional sectors, such as agriculture, forestry and fishing, manufacturing, and electricity, gas water and waste services, will still be included in the largest sectors in terms of Gross Value Added (by 2031). However, it is anticipated that energy produced from coal using current technology will reduce its value-add potential as the region transitions to a low-carbon economy and construction will return to long-term trends after the completion of recent high-value projects. Becoming more important to the region's economy will be financial, insurance, professional, scientific and technical services. The top six sectors are projected to account for 58 per cent of the regional Gross Regional Product by 2031 and of these high value sectors, the highest growth is projected to be in the service sectors:

- Healthcare and Social Assistance (3.7 per cent per annum)
- Professional Scientific and Technical Services (2.5 per cent per annum)
- Finance and Insurance Services (1.2 per cent per annum)

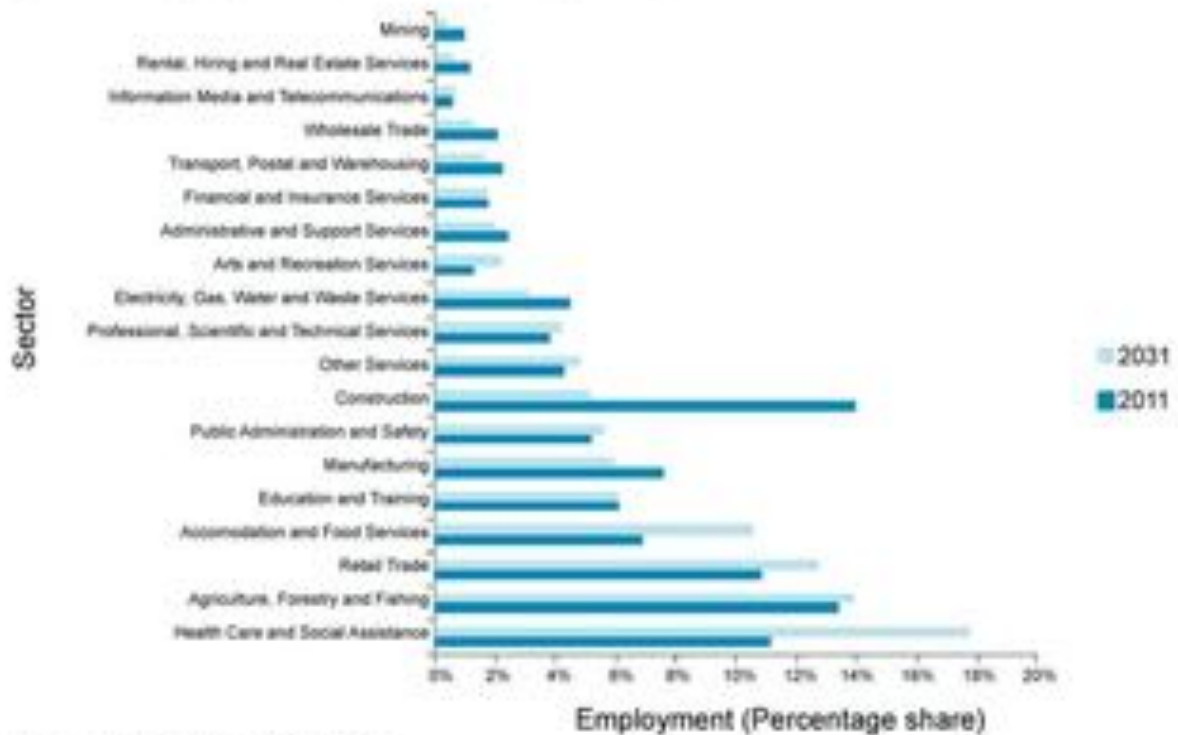
The leading value-added sectors in 2011 are all projected to experience relatively low annual average growth with Agriculture, Forestry and Fishing expected to only grow by 0.8 per cent per annum, Manufacturing by 0.4 per cent and Utilities likely to decline.

From 2011 to 2031, the regional employment profile is projected to be even more concentrated in the Services sector with large numbers of employment in Healthcare and Social Assistance, Retail Trade and Accommodation and Food Services. Traditional sectors such as Agriculture, Fisheries and forestry and Manufacturing will still figure in the top six employing sectors; however Construction is anticipated to return to long-term trends. By 2031 these top sectors are projected to account for 67 per cent of total employment in the region.

The projected high-performing employment growth sectors will be Healthcare and Social Assistance, Accommodation and Food, and Arts and Recreation Services. In contrast, Manufacturing, Construction and Utilities employment is forecast to decline over the same period (Figure 6).

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Figure 6: Industry employment performance forecast by percentage share, 2011 to 2031



Source: Regional Development Victoria, 2013

Invest Victoria and the Latrobe Valley Industry and Employment Roadmap identify other potential growth industries as follows:

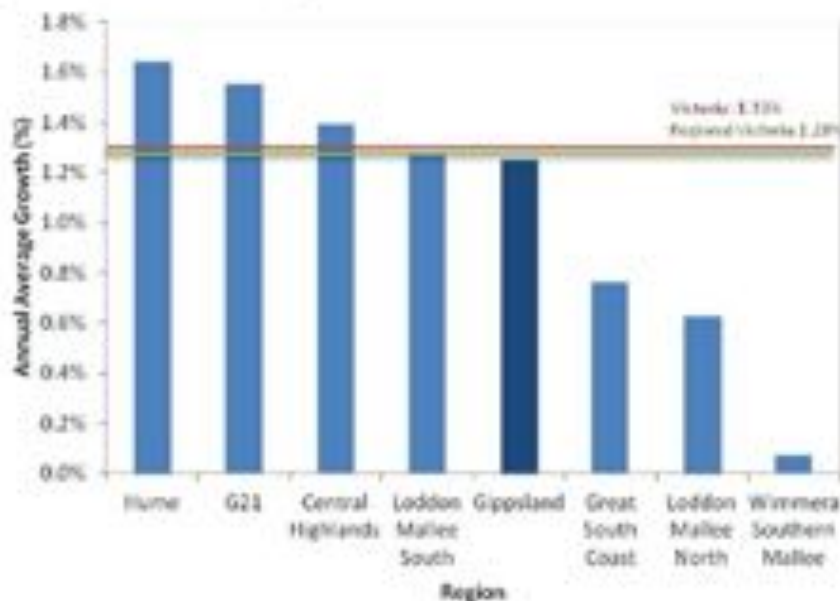
- intensive and organic agricultural production and food processing
- horticulture
- forestry and timber
- coal derivative research and development and technology
- renewable energy research and development and technology including biofuel and bioenergy
- commercial fishing and other marine industries
- commercial and recreational boat manufacturing including mechanical, electronic, engineering and technical services
- tourism.

Population forecast

The region's population is expected to grow at a rate approximately equivalent to the rest of regional Victoria and the state annual average growth rate (Figure 7). From 2011 to 2031 the forecast annual average population growth rate for the region is 1.25 per cent which is mid-range with regard to all non-metropolitan regions.

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Figure 7: Population forecast, regional Victoria 2011 to 2031



Source: Victoria in Future 2012

Growth is anticipated to be relatively evenly spread across Gippsland, although at the local government area level there are some differences. Bass Coast and Bass Bay are expected to have the fastest population growth rate, largely due to their close proximity to metropolitan Melbourne. In contrast, Wellington is expected to grow by only 0.6 per cent per annum over the next 20 years.

Summary

Growth trends and forecasts

At a regional scale the structural drivers of growth in the economy were:

- The population growth rate kept pace with the average for regional Victoria but was below the state average
- Labour force participation declined over the period from 1996 to 2006
- Productivity declined at an average annual rate of -0.7 per cent (2001 to 2011) compared to the average growth rate for regional Victoria of 0.6 per cent and the state average of 1.5 per cent
- The region's Gross Regional Product growth rate of 3.1 per cent was higher than the average for regional Victoria of 2.2 per cent but below the state average of 3.5 per cent.

At an industry level, the region has strong comparative advantages for developing sustainable energy, infrastructure and natural resources, and agricultural and food processing industries based on the region's skills base (see Table 4).

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Table 4: Potential drivers of regional growth and future prosperity – Gippsland

INDUSTRY TRENDS	INDUSTRY OUTLOOK
<p>High growth sectors</p> <ul style="list-style-type: none"> • Mining • Financial and Insurance Services • Accommodation and Food Services • Arts and Recreation Services • Professional Scientific and Technical Services 	<p>High growth sectors</p> <ul style="list-style-type: none"> • Financial and Insurance Services • Retail Trade • Healthcare and Social Assistance • Education and Training
<p>Low growth sectors</p> <ul style="list-style-type: none"> • Agriculture, Forestry and Fishing • Information Media and Telecommunications • Wholesale Trade • Manufacturing 	<p>Low growth sectors</p> <ul style="list-style-type: none"> • Manufacturing • Agriculture, Forestry and Fishing

Source: Regional Development Victoria, 2013

Critical growth factors and constraints

Two of the defining features of Gippsland are its resource-based economy, incorporating agriculture, forestry and energy production, and the large areas of land used for forestry and national parks and reserves. Approximately 67 per cent of the land in Gippsland is occupied by state-owned forests, national parks and reserves and native freehold forests.

The Gippsland region is strongly associated with coal mining and electricity generation in the western part of the region, and with forestry and agriculture (dry land and irrigated) in the eastern part of the region. It is also known for its offshore oil and gas production in the Gippsland Basin.

The region has aspirations to diversify from a coal region to a region that produces low emissions energy resources and technology; and from an agricultural commodities region to a region that increasingly value-adds to its commodities for domestic and export markets. In particular, the region wants to grow its food production capacity. In comparison to other regions, Gippsland's road and rail infrastructure connections to Melbourne's port and airports have less capacity. Growing new markets for low emission energy resources and food will rely on improved freight and logistics services and upgrades to water infrastructure.

To support the transition of the region from a brown coal energy region to a sustainable energy region, Federation Australia University's Gippsland Centre for Sustainable Industries is focussed on improving the efficiency of brown coal and reducing greenhouse gas emissions. New technologies are also being developed and tested for carbon capture and storage, such as geo-sequestration. Other work is examining the potential for new export products derived from coal including dried coal, methane, ammonia and diesel. The Australian and Victorian governments are supporting the CarbonNet project to investigate the potential for carbon capture and storage in the Gippsland Basin which is recognised as having the greatest potential for a project of this kind in Australia.

Gippsland can further develop its tourism infrastructure and services in order to attract a greater share of domestic and international visits based around its key assets of the Gippsland Lakes, a range of national parks, Phillip Island and 700 kilometres of coastline.

In terms of human capital, the Latrobe Valley is expected to experience workforce challenges in the medium to longer term due to:

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- an ageing population
- weak growth in the working age population
- a high proportion of certificate-level and trade qualification workers
- skills shortages in key occupations
- lower workforce participation than the state average.

The region lacks a centre of sufficient size to drive the agglomeration benefits of growth in advanced services and knowledge intensive jobs. The region's links to Melbourne are also not as strong as regions to the north and west of Melbourne.

Gippsland can position itself to deliver on the state government's policy position of doubling food and fibre production by 2030 and expand its value-adding and food processing. Industry, government and research and development organisations can also work to be at the forefront of the development of new technologies for sustainable energy production. The growth of the region's industries will rely on:

- improved freight and passenger transport connecting the region to Melbourne and the Port of Hastings
- increased research and development to support sustainable use of resources in a low-carbon global economy
- greater take-up of innovation to increase productivity across all industry sectors
- increased participation in higher education and training
- increased labour force participation by improving access to education and training, matched to industry needs.

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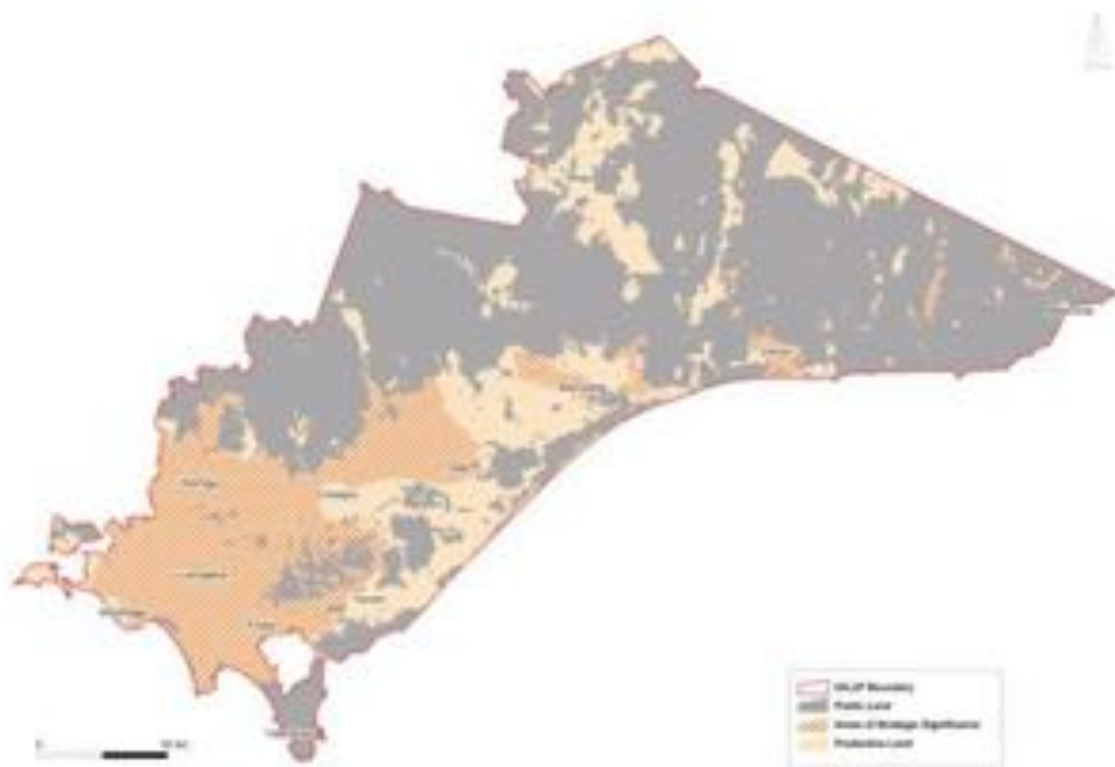
1.2 AGRICULTURE AND FORESTRY

Overview

A review of the Gippsland agriculture and forestry industries found that they are nationally and regionally significant. It has particular strengths in dairy production and processing, paper manufacture and meat production evidenced by the extent of production of raw product and investment in the processing sector.

Criteria for identifying strategically significant agriculture and forestry areas (Figure 8) were drawn from a review of literature and input from industry stakeholders, and were applied to private land across the region. Objectives and strategies for implementation of the agriculture and forestry areas of strategic significance are outlined in this report.

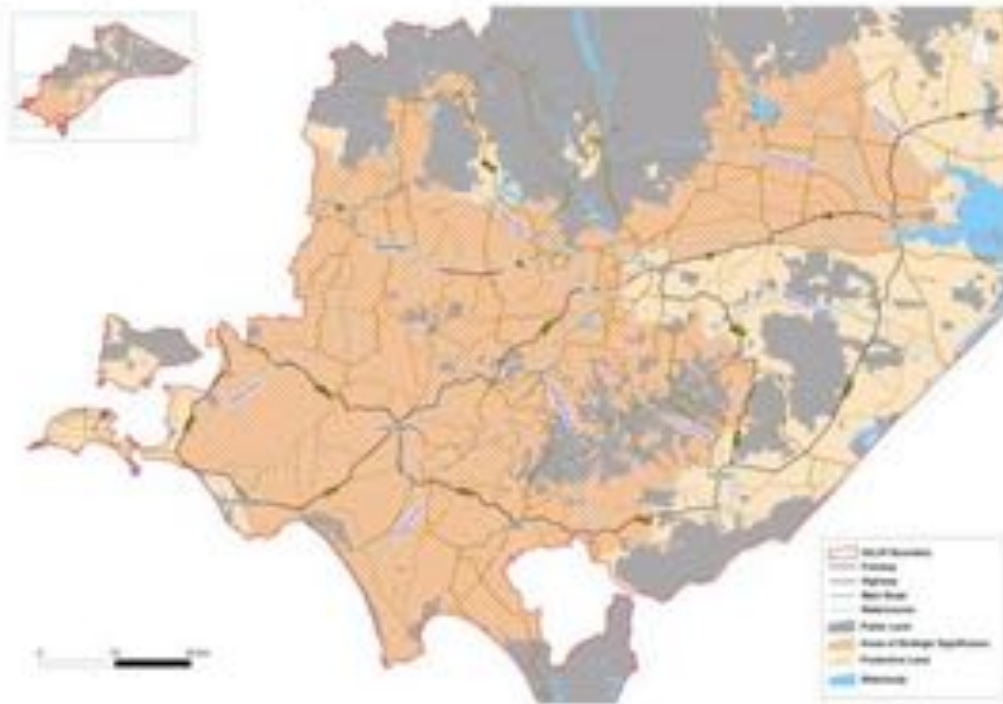
Figure 8: Agriculture and forestry – areas of strategic significance



Source: RMCG, 2011

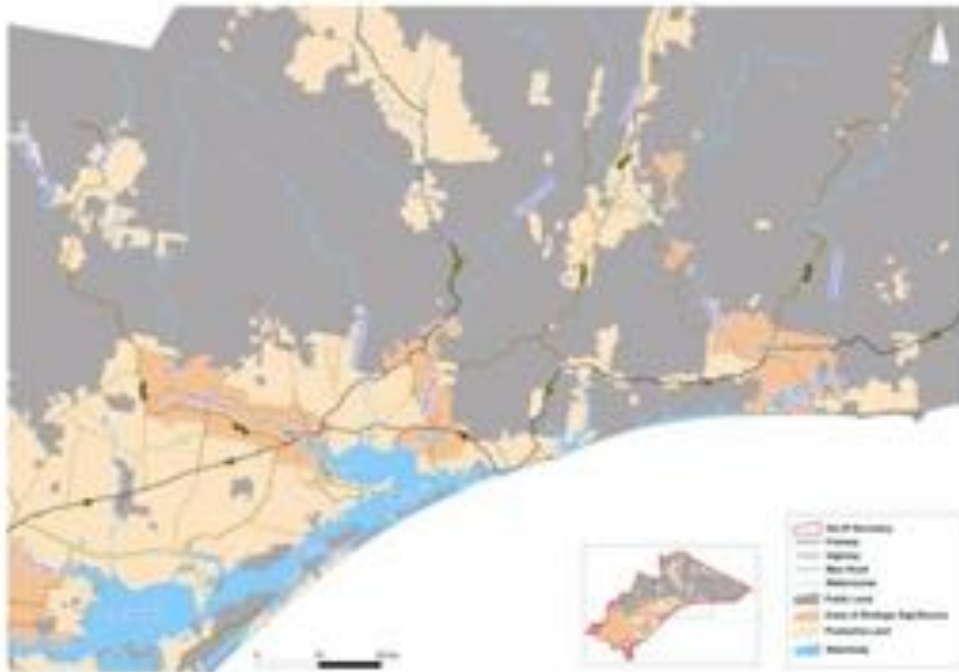
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Figure 9: Agriculture and forestry areas of strategic significance - Cluster 1



Source: RMCG, 2013

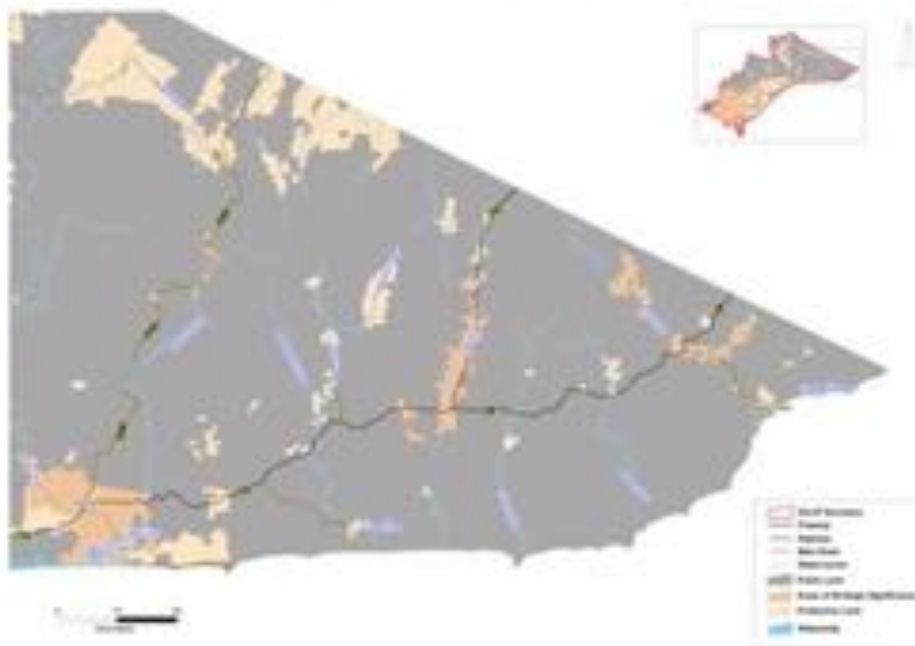
Figure 10: Agriculture and forestry areas of strategic significance - Cluster 2



Source: RMCG, 2013

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Figure 11: Agriculture and forestry areas of strategic significance - Cluster 3



Source: RMCG, 2013.

The agricultural¹ and forestry sector, including both primary and secondary production, is one of the pillars of the Gippsland economy. The size and scale of the agricultural sector is underpinned by extensive agricultural land, highly fertile soil and relatively high rainfall. Harvesting of plantation timber and native forests supplies significant quantities of soft wood and hardwood timber supporting a significant pulp and paper manufacturing sector. The main agricultural sectors in terms of economic importance and extent of land use are dairy, beef, horticulture and forestry² (Figure 12).

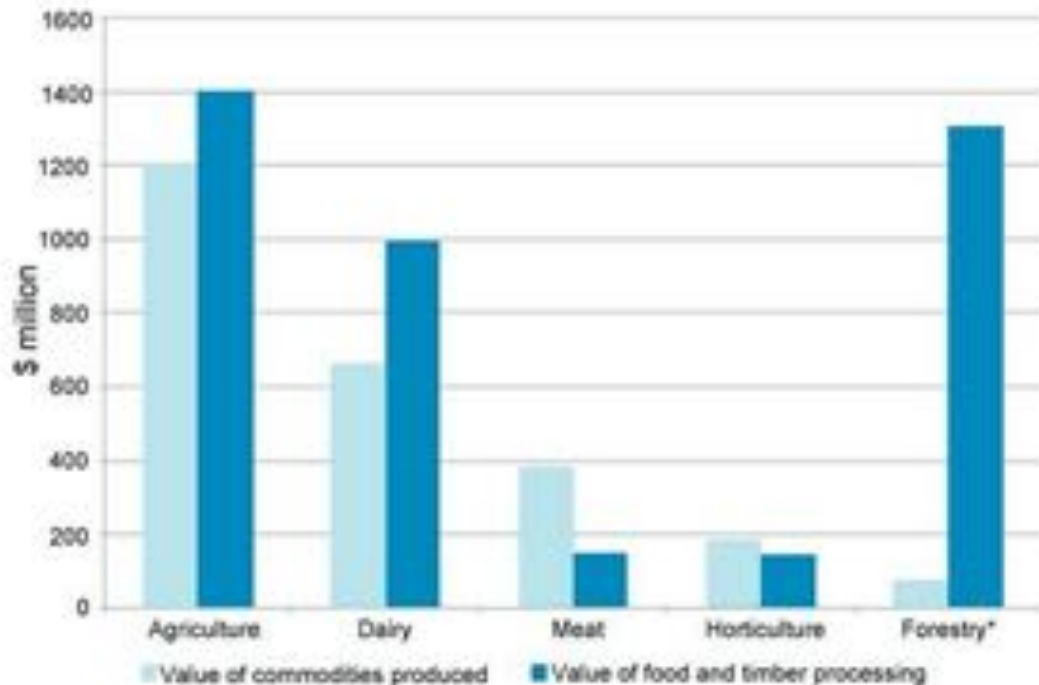
The impacts of climate change on agriculture and forestry may be having a significant effect on Gippsland by 2040. A Technical Report on Climate Change Adaption in Agriculture was published by the former Department of Primary Industries in February 2013. It indicated that Victoria is likely to see shorter winters, longer summers and less winter/spring rainfall and that the magnitude and frequency of extreme weather events is likely to increase. There will be impacts across all agricultural sectors although these have not yet been modelled for all sectors nor for all regions. The impacts may not be entirely negative and Gippsland farmers may in fact benefit, particularly if they can adapt over time and increase their productivity, and if commodity prices grow because of global food demand.

¹ Agriculture includes crops, livestock, slaughtering, livestock products and is the total gross value of agricultural production for Gippsland.

² The value of forestry is the mill gate value of logs from plantations only. The value of timber processing includes timber sourced from plantations and native forest.

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Figure 12: Gippsland value of commodities produced



* The value of forestry is the mill gate value of logs from plantations only. The value of timber processing includes timber sourced from plantations and native forest.

Source: RMCO, 2013

Dairy

Gippsland produces approximately one-third of Victoria's and 20 per cent of Australia's dairy production. The dairy industry is the largest contributor to economic output from the region and alone represents over 50 per cent of total Gippsland agriculture value.

Dairying is located mainly in south, west and central Gippsland. A key competitive advantage for dairying in Gippsland is its high and reliable rainfall. Irrigated dairy is also important, with 30 per cent of dairy farms located in the Macalister Irrigation District. The latter will benefit from the recent (May 2013) announcement of a \$32m upgrade to save water and to increase efficiencies which could increase milk production by 2.4 million litres a year.

Sixteen dairy companies source Gippsland milk for processing and manufacturing. In the region, dairy processing is valued at close to \$1 billion. The industry employs around 6800 people on-farm and in processing.

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Meat

Meat production generates around 10 per cent of Gippsland's total agricultural value, primarily as beef and some lamb, and comprises around 25 per cent of Victoria's, but less than five per cent of Australia's, meat production. Production is focused around west Gippsland with most processing undertaken outside the region. The industry employs around 3500 people, not including poultry and eggs.

Horticulture

Vegetable production in Gippsland is concentrated in a number of locations, including Thorpdale and Lindenow which have very high versatility soils. There has been a recent trend in conversion of dairy farms to horticulture in the Macalister Irrigation District. The sector generates around 14 per cent of Gippsland's value of agricultural production and comprises nine per cent of Victoria's horticulture. Vegetable processing operates in the east of the region and the industry employs around 880 people.

The Banyip Food Belt project may also provide prospects for economic synergies and benefits for Gippsland. The project will use recycled water from Melbourne's Eastern Treatment Plant to irrigate important horticultural areas around Western Port Bay and there may be opportunities to extend the irrigation into adjoining areas of Gippsland or to develop joint processing facilities.

Forestry

Around half the value of Gippsland's forestry production comes from plantations on leased land or land operated under licence, essentially private land. Together with the supply of hardwood timber from public native forests, forestry production supports a significant timber, pulp and paper manufacturing sector. Twenty three per cent of Victoria's plantation estate is located in Gippsland and approximately half of the state's public native forests. The industry employs around 3400 people and with an employment multiplier of 5-6 new jobs for every direct job, the industry is an important economic driver for the region. As well as these economic impacts, there can be other benefits from the forest industry in relation to forest and fire management which should be considered.

Timber processing is focused in central Gippsland with the plantation estate also located predominantly in central Gippsland.

Fisheries

The Victorian fishing catch was valued at approximately \$40 million in 2010-11 and the Gippsland catch provided approximately \$17 million (42 per cent) of this statewide total. The abalone catch provides by far the greatest share of this value, with abalone from the Tamboon-Eden area (including Mallacoota) comprising over 30 per cent of the Victorian total catch and value by port of landing for selected species groups during 2007-08 and 2010-11³. In addition, recreational fishing is an important contributor to many Gippsland towns, such as those around the Gippsland Lakes (Lakes Entrance, Paynesville and Metung) as well as Marlo, Mallacoota, and Phillip Island.

Trends, strengths and challenges

Short to medium trends indicate strong demand for Gippsland's food and timber both domestically and internationally. The Australian Government's National Food Plan Green Paper and Plantations for Australia 2020, and the state government's research and development program demonstrate a strong commitment to capturing a

³ Department of Primary Industries website

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share of global food and fibre demand. Gippsland will need to make a significant contribution to the state government's aim of doubling food and fibre production in Victoria by 2030.

Trends in Australian agriculture include: fewer and larger farms in terms of both physical and economic size, increased concentration of output with a relatively small proportion of farms producing a large percentage of total output, more intensive farming and closer integration in the agri-food chain. The increased concentration of output has accentuated the dualistic nature of the agriculture sector, where a small number of large-scale commercial farms produce the majority of output, while a large number of small-scale or boutique farms account for only a small proportion of output.

A secure supply of consistent quality product is critical for the processing sector to ensure operation at optimum capacity. Processors therefore are increasingly reliant on larger businesses that can meet supply and quality requirements. Small-scale commercial farms sometimes focus on production of very high quality, niche products for specific markets, such as organics and restaurants.

Gippsland's strengths in primary production come from extensive farmland, versatile soils, above state average rainfall and irrigation development, enabling production of high value products including milk, meat and vegetables. While climate change will impact on the region, CSIRO modelling suggests the impact may be slightly less significant than on northern Victoria and could feasibly create growth opportunities. The region's primary production, accessibility to services and skilled labour, and proximity to Melbourne's markets and ports underpins a significant food and timber processing sector.

The region can also benefit from and share in opportunities created as part of the ongoing development of the neighbouring Buryip Food Belt. The councils and water authorities in this area are keen to protect and support the growth of this area as a key food producing district for Melbourne.

Figure 13: Buryip Food Belt Potential Areas of Interest



Source: Shire of Cardinia

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Financial markets, global trade, consumer trends and policy settings are constant challenges for all businesses and primary producers and the industry is continually adapting and restructuring in response to these challenges. Land use planning, while not able to affect financial markets, can influence the capacity of primary producers to adapt and respond to changes in market conditions and provide a degree of confidence to make necessary long-term investments in business improvements.

Competition for agricultural land from non-primary producers is emerging as a significant issue in Gippsland. Competition comes from:

- demand for rural lifestyle, particularly in west Gippsland due to the high amenity landscapes and proximity to Melbourne
- demand for expansion of urban settlements, particularly along major transport routes to accommodate an increasing population
- demand for coal and other natural resources for the power and construction industry.

In terms of land use planning, the needs of the primary production sector are therefore:

- a supply of land, unencumbered by non-agriculture related dwellings and in productive sizes to enable flexibility to respond to financial and market trends and adoption of new technology
- separation from sensitive land uses to secure the ability of primary producers to operate machinery and undertake farm and plantation management activities without impediment
- certainty for the industry to make long-term business and investment decisions that accommodate trends and change, and minimise speculation in the land market
- required infrastructure, such as transport, energy and water (quality and volume), to ensure the industry can adopt new technology and remain globally competitive
- planning policy guidance where land use conflict or competition may occur.

Small rural lots

The schedule to the farming zone provides an opportunity for a planning authority to specify a minimum lot size for subdivision and a minimum lot size below which a planning permit is required for a dwelling. In the absence of an established methodology for determining lot size minima, many planning schemes revert to the default of 40 hectares. Table 5 shows the distribution of small lots in the Gippsland region.

The purpose of setting a minimum subdivision size is to provide land parcels of appropriate size for farm growth and transfer between farming businesses, to allow for adoption of efficient management and production practices and to avoid fragmentation of rural land and ensure the landscape remains viable for farming.

The purpose of setting a minimum lot size below which a permit is required for a dwelling is to afford councils the opportunity to assess whether a dwelling is genuinely required for the agricultural use of the land and to ensure that dwelling development does not compromise the agricultural future of the land.

lot size minima should aim to:

- facilitate farm growth and expansion
- prevent proliferation of dwellings not associated with agriculture
- maintain land in parcels with productive and management potential

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- recognise that most farm units are comprised of multiple lots.

Table 5: Small rural lots in the Gippsland region

LGA	No. lots in the rural zones	No. rural lots under 4 ha	No. rural lots between 4 and 40 ha	Total no. of small lots in the rural zones
Bass Coast	5760	3761	1297	5058
Baw Baw	10,384	4966	4242	9208
East Gippsland	14,748	6061	5463	11,524
French Island	908	717	108	845
Latrobe	6528	3976	1828	5804
South Gippsland	14,485	7971	4140	12,111
Wellington	24,347	13,931	6770	20,701
TOTAL	77,160	41,423	23,848	65,271

Source: Department of Planning and Community Development

Note: In order to break the nexus between subdivision and dwellings and in recognition of bullet point four, it is recommended that different lot size minima be specified for subdivision and dwellings. In most cases, the minimum lot size below which a permit is required for a dwelling will be substantially higher than the minimum lot size for subdivision.

Strategically significant agricultural land

At the scale of this report, productive agricultural land was assessed based on soil types, climate and access to water and irrigation. The vast majority of Gippsland's agricultural land is considered to be productive.

Prime productive agricultural land is land that is generally more versatile and capable of producing a greater range of agricultural commodities. For this study, prime productive agricultural land is Class 1 or Class 2 agricultural versatility, has access to irrigation water and is in an area where the future climate is not likely to have a significant impact on future agricultural production options.

Consideration of natural attributes alone does not capture the full range of attributes that gives an area a competitive advantage for an agricultural or forestry industry. Considering the economic and social benefits these industries may bring to a region allows for a more balanced comparison with competing uses. To incorporate economic and social benefits, a further analysis of the region was undertaken to:

- identify concentrations of enterprises supporting an industry of national or state significance
- identify significant public and private sector investment in industry
- establish the economic scale of primary production and secondary processing, and employment opportunities these provide.

Areas that ranked highly against these attributes have been identified as industry clusters.

Strategically significant forestry land

While similar guidance does not exist with respect to identifying land suitable for plantation timber production as for productive agricultural land, the forestry industry generally uses soil types, rainfall and proximity to processors, to identify land capability for plantation production, and these measures were used in this report.

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For this report, prime productive forestry land is land with high productivity capability, greater than 26 cubic metres/hectare/year, minimal slope restrictions and the future climate is unlikely to have a significant impact on future forestry production. As for agriculture, to incorporate consideration of wider social and economic benefits, a further analysis of the region was undertaken to:

- identify concentrations of enterprises supporting an industry of national or state significance
- identify significant public and private sector investment in industry
- establish the economic scale of primary production and secondary processing, and employment opportunities these provide - analysis included consideration of the economic value of timber and timber products harvested on public and private land.

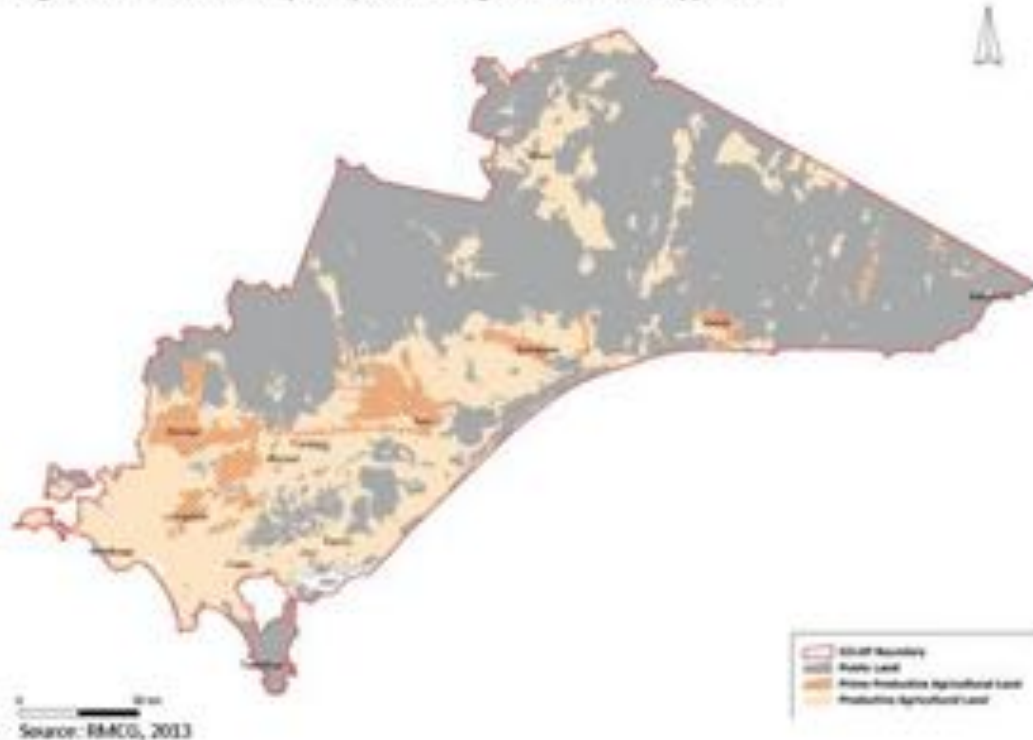
Areas that ranked highly against these attributes have been identified as industry clusters.

Prime productive agricultural/forestry land

Identifying prime productive agricultural land relied primarily on the work of Swan and Volkm, which was the only resource that provided a consistent assessment across the region (Figure 14). The report assessed the agricultural versatility of the land at a scale of 1:250,000 using the following factors:

- soils: arability, moisture status, fertility, effective rooting depth, rockiness, erodibility
- topography: slope
- climate: rainfall, evaporation and temperature.

Figure 14: Productive and prime productive agricultural land in Gippsland

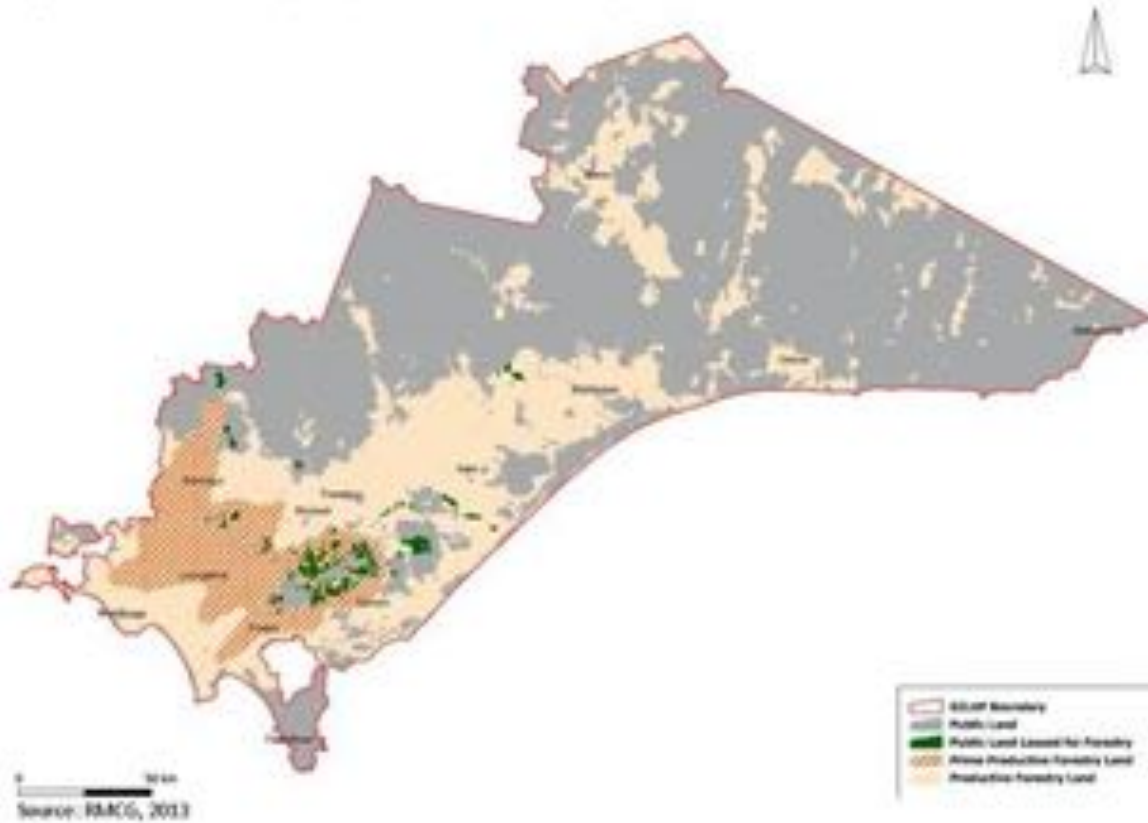


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The assessment of productive forestry land drew on work by the former Department of Primary Industries and the Plantation Information Network that identified the productive potential of private land for forestry and plantation capability slope classes.

The assessment of agricultural versatility and productive potential for forestry was combined with a ranking for climate resilience. Prime productive agricultural land is shown in Figure 14 and prime productive forestry land in Figure 15.

Figure 15: Productive and prime productive land for forestry



Industry cluster

Work to identify industry clusters drew primarily on ABS 2006 data including the gross value of agricultural and forestry production, the gross value of food/timber processing, employment on farms and in secondary processing sectors.

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Figure 16: Dairy strategic industry cluster



Source: RMCG, 2013

Data on investment in industry infrastructure was provided by the Department of Planning and Community Development. The data was initially analysed statistically and then each Statistical Local Area in the region was assigned a ranking for each attribute. A Statistical local Area that scored highly across all attributes rated as an area of high economic and social significance. The industry cluster map shows Statistical Local Area boundaries and includes some public land, although not all land where industry activities take place. The map serves to highlight where there is a concentration of production and processing. The dairy industry cluster is shown in Figure 16 and the forestry industry cluster in Figure 17.

Timber industry stakeholders have also noted the area of public land leased for forestry is more extensive than what is shown on the forestry industry cluster map (see Figure 17). This map shows softwood plantation on public land in 2009. Hardwood plantation data was not available.

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Figure 17: Forestry industry cluster



Source: MACG, 2013

Strategically significant agriculture and forestry areas

Areas of prime productive agricultural land and prime forestry land were combined with industry cluster areas to provide a map of agriculture and forestry – areas of strategic significance (see Figure 8).

1.3 TOURISM

Overview

Tourism policy, strategies and action plans of relevance to all or parts of Gippsland were reviewed. The main findings showed strong support for Gippsland's tourism sector across national, state, regional and local strategies. Common elements included:

- new direction for nature-based tourism linked to environmental assets, such as national and state reserves, coasts and waterways
- new direction for rural-based tourism associated with scenic drives, agriculture, food and wine
- consolidation of tourism associated with existing products, such as Phillip Island, Gippsland Lakes and Walhalla.

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There are also strong strategic directions and principles to ensure planning for tourism considers the impacts of development on natural resources, landscapes and agriculture such as:

- directing urban development on the coast to appropriate areas within existing settlements and activity centers
- ensuring coastal development is dependent on a coastal location
- ensuring development responds to existing or preferred coastal character and is appropriately designed and sited
- preserving non-urban areas between settlements
- directing development away from sensitive areas and significant landscapes.

Tourism in Gippsland is generally modest in terms of the overall regional economy, although it is an important economic sector in Bass Coast. Most visitors to the region come from the domestic market for holidays and to visit friends and relatives. Gippsland's natural environment is considered its greatest tourism asset and includes national parks, coasts, waterways and areas of significant landscape value and amenity. Phillip Island is a nationally important tourism icon with over 1.7 million visitors annually. Other significant tourism assets include National Parks at Wilsons Promontory, Croajingolong and Morwell, the Gippsland Lakes, Waihala and the East Gippsland and Great Southern rail trails. Tourism activities associated with these areas include boating, hiking, observing native flora and fauna, and family holidays.

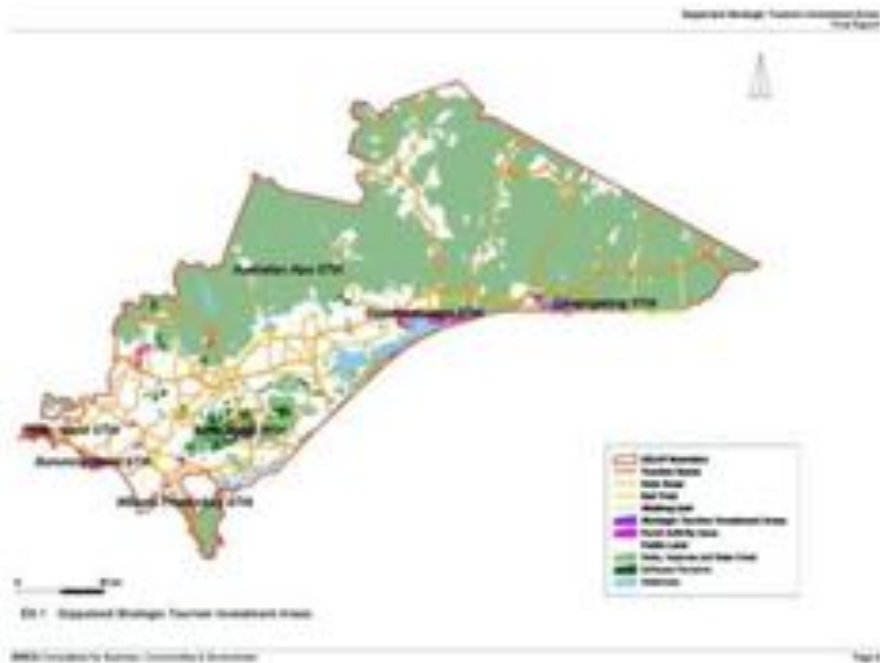
There is an opportunity to develop tourism in Gippsland and capitalise on the range of environmental and cultural heritage assets, including those on public land and the rural farmed landscape. Agriculture also provides opportunities for complementing nature-based tourism experiences. Gippsland's tourism opportunities can be defined in three categories:

- new investment to rejuvenate existing product and expand existing opportunities
- further investment to meet unmet demand
- new investment to facilitate new tourism opportunities.

Criteria for identifying strategic tourism investment areas were developed and applied to the Gippsland region. The outcomes of this assessment and subsequent consultation with key stakeholders resulted in strategic tourism investment areas being identified at Phillip Island, Gippsland Lakes, the Australian Alps, the City of Traralgon, Wilsons Promontory, Bunawong Coast, Croajingolong and Tarra Bulga (see Figure 18).

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Figure 18: Gippsland strategic tourism investment areas



Source: RMCG, 2012

Purpose of strategic tourism investment areas

A key goal is to facilitate regionally important tourism investment in Gippsland. To this end strong policy support is needed to facilitate investment proposals that rejuvenate, expand or develop appropriate tourism product within strategic tourism investment areas and to encourage complementary investment. Strategic tourism investment areas have been broadly identified. Specific sites or proposals will need to be assessed on merit. Where the proposed investment is to be of at least regional standard, coordinated government decision-making will be required.

Tourism in Gippsland

Tourism in Gippsland is estimated to generate around \$850 million annually, representing around 3 per cent of total regional output and 10 per cent of tourism in Victoria. The industry employs around 4800 people or five per cent of total regional employment. Most visitors to the region come from the domestic market for holidays and to visit friends and relatives.

Each of the region's local councils has undertaken studies to assess and promote tourism opportunities within their municipal area (see Table 6). This work has subsequently been incorporated in local planning schemes.

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Table 6: Summary of tourism planning policy and strategies by Local Government Area

LGA	Tourism strategy	Municipal Strategic Statement	Zones for tourism	Overlays
Bass Coast	Rural Tourism Development Strategy	Encourage tourism investment in locations compatible with environmental, agricultural and landscape values	Rural Activity and Special Use	Significant Landscape
Baw Baw	Nature Based Tourism Strategy	Support tourism that capitalises on agricultural, natural values and public land assets where it is consistent with sustainable land management and infrastructure provision.	Rural Activity and Special Use	Significant Landscape
East Gippsland	East Gippsland Strategic Tourism Plan	Encourage tourism, particularly accommodation with strong links to the area's natural assets	Special Use	Significant Landscape
Latrobe	Tourism Product Audit	Strengthen the area as a conference and major events destination		
South Gippsland	Rural Tourism Development Strategy	Encourage ecologically sustainable tourism development that complements the area's natural assets and agricultural assets	Rural Activity	Significant Landscape
Wellington	Economic Development and Tourism Strategy	Encourage ecologically sustainable tourism development that complements the area's natural assets and agricultural assets		Significant Landscape

Source: RMCG, 2012

Tourism routes such as the Great Alpine Road, Grand Ridge Road and Through Wilsons Promontory, mining heritage areas and the Alpine areas will play an increasing role as Victoria's population grows.

Trends, strengths and challenges

The international tourism market is highly competitive. Australia's tourism strengths include its environmental assets and cultural heritage offering, particularly Aboriginal culture. The Australian Government's marketing focus includes:

- international marketing to China, New Zealand, United Kingdom, United States and India, with the goal of increasing tourism trade from future growth markets such as Asia
- promotion of domestic tourism and local holidays
- corporate business tourism
- reviewing the capacity of current programs to develop Aboriginal tourism products.

National parks and coastal areas in close proximity to Melbourne have been Gippsland's traditional tourism strengths.

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Identifying Gippsland strategic tourism investment areas

Gippsland's strategic tourism investment areas were identified by applying a number of criteria to private land in the Gippsland region. The criteria were synthesized from an analysis of key strategic documents and agreed to by the Project Steering Committee. The criteria included:

- land located in close proximity to existing tourism products and infrastructure nodes or in a location which exhibits tourism development potential nominated in a tourism strategy
- land located in proximity to national or state parks, coastal parks or ocean beaches or is linked to a touring route or major access route identified in a tourism strategy
- land that provides easy access to a major road, highway or touring route
- land that provides an attractive setting, either rural or coastal, with significant views of natural landmarks and landforms in coastal areas
- land that is not subject to predictable adverse environmental processes and effects including storm surges, river and coastal flooding, landslip or geotechnical risk, including acid sulfate soils.

Available data was compiled for an initial high level analysis. The data included:

- significant tourist routes
- rail trails
- public land
- locations identified in national, state or regional tourism strategies
- directions from state strategies including the Victorian Coastal Strategy, Coastal Spaces Landscape Assessment Study and Future Coasts.

This analysis identified candidate areas. Table 7 summarises the findings of the high level analysis against the criteria for each candidate area. These candidate areas were further refined and included consideration of natural hazards, particularly sea level rise in coastal locations and directions from the Victorian Coastal Strategy, Coastal Spaces Landscape Assessment Study and integrated coastal planning for Gippsland.

The Gippsland strategic tourism investment areas include Phillip Island, Gippsland Lakes, the Australian Alps, Wilsons Promontory, Bunurong Coast, Croajingolong and Tarra Bulga (Figure 38).

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Table 7: High level analysis against strategic tourism investment area criteria

Criteria	Strategic support in tourism strategies			Existing tourism product	Proximity to tourism product on public land, roads	Accessible from major tourism routes, highways
	National	State	Regional			
Philip Island	✓	✓	✓	✓	✓	✓
Gippsland Lakes		✓	✓	✓	✓	✓
Australian Alps	✓	✓	✓	✓	✓	✓
Wilson's Promontory		✓	✓	✓	✓	✓
Bunurong Coast		✓	✓	✓	✓	✓
Croajingolong	✓	✓	✓	✓	✓	✓
Tana Bulga			✓	✓	✓	✓

Source: RMCG, 2012

Philip Island

Philip Island, widely acknowledged as one of Victoria's premier tourist destinations, has significant domestic and international tourism markets and is the focus of national and state tourism strategies. It is a well-established tourism area based on family beach holidays, the penguin parade and Grand Prix circuit. Key tourism products on Philip Island include:

- nature based - boating, swimming sailing, surfing and beachcombing, Philip Island Nature Parks, Penguin Parade, Koala Conservation Centre, Churchill Island Heritage Farm, Nobbies Centre (seah)
- accommodation - holiday homes, camping and caravanning, hotels, cabins
- motor sports.

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Figure 19: Philip Island Strategic Tourism Investment Area



Source: IMAG, 2012

The island also has a long history of agriculture, which has left a legacy of rural farmed landscapes that provide green breaks between towns that are important to the overall amenity and attractiveness of the island. While some commercial agriculture continues, large parts of the island's rural landscape are primarily farmed for lifestyle purposes (see Figure 19).

Gippsland Lakes

In addition to water-based activities, the Gippsland Lakes provide access to the Lakes National Park, Ninety Mile Beach and Loch Sport. Tourism product in the area includes:

- nature-based - boating, swimming, sailing, surfing, fishing and beachcombing
- accommodation - camping and caravanning, hotels, cabins, motels.

A significant tourism opportunity, which is currently in its infancy, is Aboriginal cultural tourism, with significant Aboriginal cultural heritage around the Gippsland Lakes.

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Figure 20: Gippsland Lakes Strategic Tourism Investment Area



Source: RMCG, 2012

The sewerage of Loch Sport provides a number of opportunities to increase its role as a destination in conjunction with the Gippsland Lakes strategic tourism investment area. Sewerage will provide opportunities to upgrade boating services such as fuel and sewage disposal as well as expansion of accommodation facilities and restaurants.

Tourism Australia is actively promoting the Melbourne to Sydney Coastal Drive, which runs through the area. State and regional strategies identify investment opportunities for the Gippsland Lakes such as upgrading boating facilities. This would include the development of key sites and tie-up points – particularly towards the western end of the Lakes – with supporting infrastructure, accommodation and services (see Figure 20).

Australian Alps

The Australian Alps strategic tourism investment area comprises a number of tourism nodes across Victoria's high country, including the historic Wadhwa village and the high country gateway towns of Dargo, Licola, Ormeo and Buchan. Tourism product in the area includes:

- nature-based/mountains - alpine cross-country and downhill skiing, tobogganing, hiking, camping, mountain bike riding, 4WD touring
- heritage - gold mining history
- accommodation - bed and breakfast, self-contained cottages, historic homes, motels and hotels.

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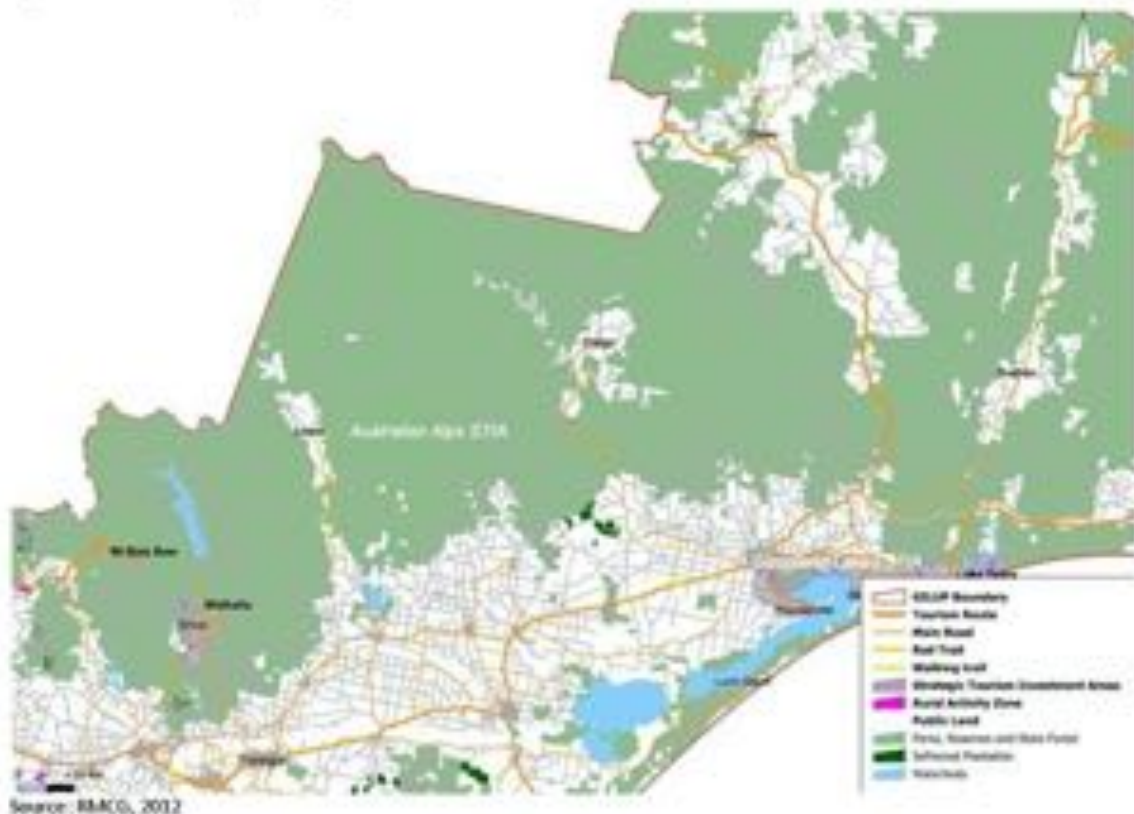
State tourism strategies identify Walhalla and Mount Baw Baw National Park as key tourism locations, primarily for their heritage values, hiking and skiing activities. Walhalla is featured as one of 26 towns in Tourism Victoria's Villages of Victoria campaign and an adventure zip line has been proposed for the town. Erica and Rawson are in close proximity to Walhalla and around one hour from Mount Baw Baw Alpine Resort. These towns provide the only opportunity for development on freehold land close to the Mount Baw Baw National Park. Rural land around both towns was recently rezoned to provide for future tourism development.

There is an opportunity to value add to the existing tourism product and capitalise on the area's access to public land for a wider range of nature-based activities such as 4WD touring and fishing. Erica and Rawson are suitably located to provide a gateway from which to explore the nearby national and state reserves.

There are also opportunities to build on locally important tourism products, including food and wine, farm stays and accommodation in rural activity precincts at Noojee, Neerim, Rokely, Brandy Creek and Yarragon. There may also be scope to build on touring routes, such as the Grand Ridge Road, and connections to the Yarra Valley and the proposed Two Ranges Drive.

locally important tourism towns such as Licol, Dargo, Ormeo and Buchan currently perform gateway functions to the wider alpine region. There is an opportunity to further develop their roles with appropriate tourism investment, particularly accommodation, and to leverage the touring market through touring routes, such as the Great Alpine Way which connects Bairnsdale to Ormeo, Bright and Wangaratta (see Figure 21).

Figure 21: Australian Alps Strategic Tourism Investment Area



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Wilson's Promontory

Wilson's Promontory National Park is accessed from Melbourne by the M1 Freeway and the South Gippsland Highway (see Figure 22). 'The Prom' has a long history as a tourism destination, particularly for family camping holidays at Tidal River and for hiking. The key tourism product is the national park, which includes:

- nature-based - boating, swimming, sailing, surfing, beachcombing and hiking
- accommodation - camping and caravanning, cabins

Figure 22: Wilson's Promontory Strategic Tourism Investment Area



Source: RMCG, 2012

Wilson's Promontory National Park is recognised in national, state and regional tourism strategies. There is significant tourism infrastructure centred on Tidal River providing for holiday-makers and day-trippers, and there are also proposals for an interpretative centre and world-class experiences area.

Outside the national park, tourism product seeks to meet demand for accommodation linked to 'The Prom' experience. This is mainly in the form of bed and breakfasts, farm stays and caravan parks at Waratah Bay and Yanakie. An area of land at Yanakie is also zoned for significant tourism investment.

There are a number of complementary tourism attractions in the wider area which include the Great Southern Rail Trail, Coal Creek Heritage Village, and food and wine in Koonswara and Leongatha. Rural-based tourism has been provided for in areas zoned Rural Activity, enabling tourism development that complements the area's natural attractions and agriculture.

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Bunurong Coast

The Bunurong Coast includes the towns of Worthington and Inverloch and smaller settlements at Kikunda, Cape Paterson and Venus Bay (see Figure 23). Until recently, tourism has been low-key and seasonal focusing on family coastal holidays but there has been significant development in and around Inverloch, including the RACV resort, holiday homes and cafes. The trend has also been experienced to a lesser degree in surrounding smaller settlements, such as Cape Paterson. The key tourism asset is the coastline which provides for:

- nature-based - boating, swimming, sailing, surfing, fishing and beachcombing
- accommodation - camping and caravanning, cabins, motels, holiday homes and holiday rentals.

Figure 23: Bunurong Coast Strategic Tourism Investment Area



Source: RMCG, 2012

As the availability of affordable coastal holiday homes close to Melbourne declines, demand for holiday homes in the area is likely to increase.

Other tourism assets include The Bass Coast Rail Trail between Kikunda and Worthington, which has the potential to be extended in the longer term to Nyora.

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The area has spectacular views of the ocean and, combined with the rural farmed landscape of the hinterland, is an area of very high amenity. Touring, walking and cycling trails are a feature of tourism in the area and particular attention should be paid to protect landscape values.

Croajingolong

The major towns within the Croajingolong strategic tourism investment area include Orbost, Cann River and Mallacoota, with smaller settlements such as Buchan, Nowa Nowa, and Genoa (see Figure 24). The area is distinguished by significant public land assets including the Croajingolong National Park, Cape Conran Coastal Park and Mallacoota Inlet with associated forests, lakes, rivers and coastline. Tourism product in the area includes:

- nature-based - bushwalking, wildlife, boating, swimming, sailing, surfing, beachcombing, fishing
- accommodation - camping and caravanning, cabins, motels.

A challenge for tourism is to increase access to the ample supply of nature-based product and to develop tourism products on private land that integrate with attractions on public land.

Tourism Australia is actively promoting the Melbourne to Sydney Coastal Drive, which runs through the area and there are opportunities at Cann River, which is the first Victorian town providing services to travellers after they leave Eden in New South Wales.

Figure 24: Croajingolong Strategic Tourism Investment Area



Other tourism investment opportunities include ocean access for boats at Mallacoota and nature-based accommodation on public land associated with the Coastal Wilderness Walk in the Croajingolong National Park.

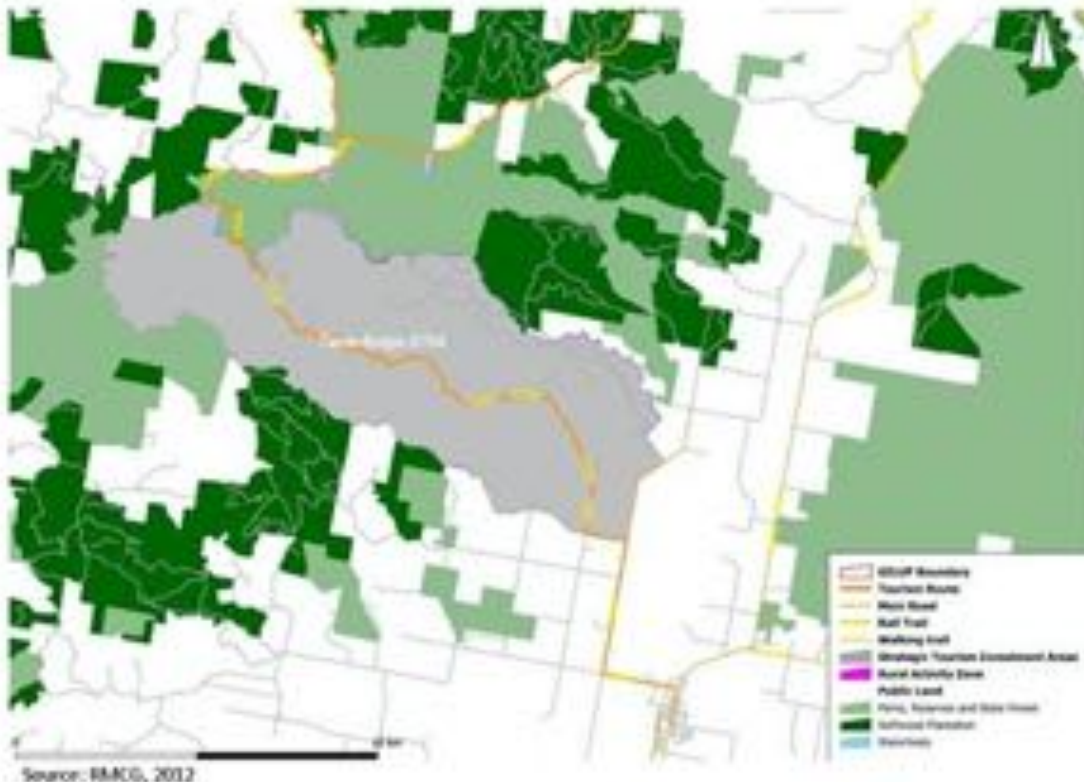
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Tarra Bulga

Key tourism assets are the Tarra Bulga National Park, Grand Ridge Road and Grand Stoelecki Walking Track. Tourism products include:

- nature based - hiking
- accommodation - camping, caravanning.

Figure 25: Tarra Bulga Strategic Tourism Investment Area



There is an opportunity to add to the existing tourism product and capitalise on the area's natural attributes with a wider range of accommodation. The area is also accessible from other strategic tourism investment areas including Traralgon, Wilsons Promontory, the Australian Alps, and the Melbourne to Sydney Coastal Drive (see Figure 25).

Key strategic elements

Tourism is an important component of the Gippsland regional economy. There is an opportunity to increase this by rejuvenating and expanding existing tourism product and attracting investment into new and emerging tourism destinations and experiences.

The region contains a number of tourism assets of national significance, including Phillip Island and areas covered by the National Significant Landscapes program, the Australian Alps and coastal wilderness in East Gippsland. Currently, tourism is strongest in West Gippsland, primarily due to its proximity and accessibility to Melbourne.

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The region's natural environment is considered Gippsland's greatest tourism asset and includes public land, the rural farmed landscape, coasts and waterways. This is consistent with national and state tourism strategies that are focused on promoting nature-based tourism and Aboriginal culture.

Tourism development should complement these environmental assets but not come at the expense of environmental and landscape values and, where possible, should seek to enhance natural values.

The region's other economic strengths, power generation, agriculture and fisheries, provide opportunities for tourism that complement nature-based tourism experiences.

1.4 COMMERCIAL CENTRES

Context

Gippsland's towns, regional centres and related highway commercial areas provide important contributions to the economic wellbeing of the region's communities. Towns and regional centres are the most significant generators of the services economy and provide a wide range of important services to the resource, energy and tourism industries that form the region's economic base.

On the basis of the state level hierarchy pattern:

- Traralgon, Morwell and Moe are referred to as a major regional city cluster
- Bairnsdale and Sale are regional cities and centres
- Cowes, Droon, Inverloch, Korumburra, Lakes Entrance, Leongatha, Warragul and Wonthaggi are regional towns.

In addition to the towns and regional centres, Gippsland has a number of highway commercial areas located along major roads. The key highway commercial precincts include Traralgon, Morwell, Sale, Warragul, Wonthaggi and Bairnsdale. These precincts are typically the most identifiable gateways to each commercial centre.

Issues and opportunities

There are a number of issues that have overarching significance and provide an important context for the future planning and development of the major regional city and the regional centres and towns in the Gippsland region. These include: demographic change and social needs; economic development and prospects based on catchments; seasonal variations in the resident population; online commerce and impacts on regional demand; and highway commercial precinct planning.

Demographic change

Forecasts of the Victorian population indicate that the Gippsland region is projected to have steady long term growth, marginally below the forecast levels for regional Victoria and metropolitan Melbourne. The region is forecast to grow at approximately 1.1 per cent per annum for the period 2011 to 2031. The regional population is forecast to increase to 345,900 people by 2031, an absolute increase in excess of 76,000 people over the 20-year period to 2031.

The most significant areas of ongoing population growth in the region are focused on the corridor east of metropolitan Melbourne, at Warragul and Droon in Baw Baw Shire, and at several of the major regional centres and towns, Traralgon, Bairnsdale, Wonthaggi and Sale, together with a number of tourist and retirement areas.

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including Cowes. Areas of relatively low population growth include the Moe and Morwell statistical local areas in the Latrobe Valley and a number of rural areas.

The ageing of Gippsland's population is significant and is forecast to proceed at a higher rate than in regional Victoria as a whole or in metropolitan Melbourne. The ageing of the population should be viewed as a key agent for change with an impetus for new opportunities in health, education, community services and public transport.

Economic development and prospects based on catchments

The range of retail, commercial, professional, educational, health and community services requirements of regional towns and major urban areas generally reflect the sizes and ongoing growth of their trade catchments. In broad terms, only two centres have regional level catchments: Traralgon and Mid Valley Shopping Centre, Morwell. The major regional city and several regional centres and towns have catchments in the range of 15,000 to 55,000 people. Warragul, Bairnsdale and Wonthaggi are in the upper range and Leongatha, Churchill, Sale, Moe and Morwell are in the lower range. Small catchments of less than 16,000 people include Korumburra, Lakes Entrance, Droon, Cowes and Inverloch.

The Traralgon Central Business District and Mid Valley Shopping Centre serve catchment populations estimated to be in excess of 160,000 people. These are the most significant higher order catchments in the Gippsland region by an order of magnitude. Although the long term forecast population growth rates for both catchments are of the order of one per cent per annum over the period 2011 to 2031, this will be sufficient to take both catchments to over 200,000 people.

Warragul, Wonthaggi and Bairnsdale are a group of high growth towns with a current catchment population of the order of 40,000 to 50,000 people and long term annual growth in the range 1.5 to 1.9 per cent per annum. The long term forecast population growth rates for these towns are well in excess of forecast growth for regional Victoria or the Melbourne metropolitan area. The regional town-sized catchments and significant long-term population growth of these towns underpins the likelihood of significant long-term real growth for a broad range of retailing, commercial, professional and community services.

A group of low growth catchment areas comprise the Latrobe Valley towns of Moe, Morwell and Churchill and the regional town of Sale. The long term growth rate of the trade catchment areas of these towns averages approximately 0.6 per cent per annum. This is approximately half the growth rate of the Gippsland region, regional Victoria and the Melbourne metropolitan area. This together with the moderate size catchments, in the range of 30,000 to 50,000 people, limits demand prospects for retailing and commercial services.

Leongatha and Korumburra form a third group of regional towns. These have limited catchments, Korumburra approximately 16,000 people, and Leongatha approximately 34,000 people, with long term growth rates less than one per cent per annum.

Lakes Entrance has a catchment of less than 11,000 people and a long term population growth rate of approximately 1.4 per cent per annum, marginally above the long term rates for the Melbourne metropolitan area, regional Victoria and the Gippsland region. Its limited catchment population together with uncertainty on policy responses to climate change which have particular effect at Lakes Entrance will limit commercial investment development prospects in the immediate future.

Seasonal variations in the resident population

An important characteristic of a number of areas in the Gippsland region is the incidence of significant seasonal fluctuations in the resident populations of a number of coastal towns including Cowes, Lakes Entrance and Inverloch. This is a background condition for a number of centres which provides both opportunities in terms of

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peak summer demands and challenges in terms of underutilised accommodation facilities and impacts on stores and services during the winter season.

Online commerce and impacts on regional demand

Online retailing and commerce is a significant phenomenon world-wide, characterised by rapid growth and the development of a mass consumer market. The differentially higher growth observed for online retailing, compared to traditional retailing, is likely to continue for the foreseeable future. Longer term retail expenditure forecasts indicate that online purchases of household goods and bulky goods which in 2010-11 comprised less than eight per cent of these broader category purchases will likely exceed 15 per cent of these categories by 2021.

The rise of online shopping presents a number of challenges and some opportunities for the Gippsland region:

- The ongoing rapid growth of online retailing is likely, with rising proportions of retail trade, forecast to be attracted to online sites. In the absence of countervailing actions by local traders and communities this will likely result in increased levels of escape expenditure from regional towns and cities.
- The consequential effect is likely to be reflected in lower demand for retail floor space and tenancies and downward pressures on specialty rents, particularly for discretionary goods. Conservatively in excess of 15 per cent of discretionary retail expenditures may need to be discounted in regional localities when assessing sustainable floor space requirements.
- It is the case that the mass adoption of online retailing will generate additional demands for logistics and distribution facilities but it is not clear how regional Victoria will fare in competing for these demands.
- Online shopping represents a transformational change in the application of digital technology and the empowering of consumers with consequential effects on search, shopping and purchase patterns. It provides the consumer instant affordable access to a wide, perhaps worldwide, market for almost all goods and a broad range of services. It is difficult to see how stores, particularly discretionary goods stores and services, will be able to maintain their long-term viability in the absence of an effective online presence.
- There is a clear opportunity for local chambers of commerce and regional communities to provide a framework for traders to market their goods and services on high profile interactive online sites where costs of establishment may be shared, and benefits leveraged for individual businesses. This approach may also improve the profile and recognition of regional towns and communities to a wider regional, national and international audience.
- In broad terms the pervasive effect of online retailing is to sharply increase product and price knowledge for almost all products and a broad range of services, to a universal level. This radically changes the competitive market for almost all discretionary good and services in both metropolitan Melbourne and regional markets.
- The quality of the shopping environment, where the experience of shopping is enhanced as a lifestyle choice, in a high quality unique destination will be increasingly important. Making towns and centres in the Gippsland region unique and attractive, with high quality public spaces, will likely remain one area that cannot be replicated on the internet. Where place differentiation forms part of the shopping and service environment, this will be a competitive advantage for the region.

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Highway commercial precinct planning


From a commercial planning standpoint there are four key issues related to highway commercial activities. These are:

- Highway commercial activities tend to be higher order in nature and reflect regional level activities. This limits the number of regional cities, regional centres and towns where there is likely to be a realisable highway activity demand. In the foreseeable future it is likely that demand for highway commercial sites will be limited to the major regional centres and towns of Traralgon, Morwell, Bairnsdale, Sale and Wonthaggi.
- There has been a common policy response in the provision of highway commercial precincts to cater for emerging and future needs in several regional centres and towns. At Bairnsdale, Sale, Warragul and Wonthaggi councils have identified a preferred location for highway commercial precincts located well away from the existing town centre at the highway approaches to the respective towns.
- There is a need to provide for future highway commercial activities to meet the needs of Morwell and Traralgon.
- There is a need to develop a common approach for the physical planning and development of future highway commercial precincts. This should be directed to achieve attractive gateways to the major regional city, regional centres and towns through consistent landscaping, signage, lighting and urban design treatments. It should also ensure precincts are designed as safe highway environments with the need to maintain visibility, highway access and safety.

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Summary of centres: role, catchments and forecast growth

Traralgon

Role of centre	Forecast population/catchment growth
<p>Regional role that supports:</p> <ul style="list-style-type: none"> ▪ weekly and discretionary retail shopping ▪ retail and professional services ▪ highway commercial precinct, Argyle Street. <p>Includes the following stores/services:</p> <ul style="list-style-type: none"> ▪ discount department stores (2) ▪ supermarkets (3) ▪ major banks (4) ▪ national retail stores and services (152) 	<p>Population for the statistical local area Latrobe (City) – Traralgon is forecast to grow by over 10,000 people from 2011 to 2031 to 41,600 people.</p> <p>The indicative catchment population for Traralgon is forecast to grow from approximately 39,000 people to 50,000 people in the primary catchment.</p>
 <p style="text-align: right; font-size: small;">Source: Remoticon Planning, 2012</p>	

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Morwell (including Mid Valley Shopping Centre)

Role of centre	Forecast population/catchment growth
<p>Regional role that supports:</p> <ul style="list-style-type: none"> ▪ weekly and discretionary retail shopping ▪ retail and professional services ▪ highway commercial precinct, Princes Drive. <p>Includes the following stores/services:</p> <ul style="list-style-type: none"> ▪ discount department stores (2) ▪ supermarkets (4) ▪ major banks (2) ▪ national retail stores and services (86). 	<p>Population for the statistical local area Lubeke (City) – Morwell which includes the major urban centres of Morwell and Churchill is forecast to experience modest growth of an additional 1350 people from 2011 to 2031 to 24,750 people.</p> <p>The indicative catchment population for Morwell, including Mid Valley Shopping Centre, is forecast to grow from approximately 73,000 people to 86,000 people in the primary catchment.</p>



Morwell


Mid Valley Catchment



Source: Resource Planning, 2012


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Moe

Role of centre	Forecast population/catchment growth
<p>Neighbourhood role that supports:</p> <ul style="list-style-type: none"> • weekly retail needs • limited supporting retail and professional services. <p>Includes the following stores/services:</p> <ul style="list-style-type: none"> • discount department stores (1) • supermarkets (3) • major banks (5) • national retail stores and services (35). 	<p>Population for the statistical local area Latrobe (City) – Moe is forecast to grow by approximately 16,000 people from 2011 to 2031 to 21,000 people.</p> <p>The indicative catchment population for Moe is forecast to grow from approximately 28,000 people to 31,000 people in the primary catchment.</p>
 <p style="text-align: center;">Source: Remotivision Planning, 2012</p>	


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Churchill

Role of centre	Forecast population/catchment growth
<p>Local role that supports:</p> <ul style="list-style-type: none"> • weekly retail shopping needs • limited supporting retail and professional services. <p>Includes the following stores/services:</p> <ul style="list-style-type: none"> • supermarkets (2) • major banks (1) • national retail stores and services (8). 	<p>Population for the statistical local area Latrobe (City) – Morwell which includes the major urban centres of Morwell and Churchill is forecast to experience modest growth of an additional 1350 people from 2011 to 2031 to 24,750 people.</p> <p>The indicative catchment population for Churchill is forecast to grow from approximately 9000 people to 10,000 people in the primary catchment.</p>
 <p style="text-align: center;">Source: Renaissance Planning, 2012</p>	


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Bairnsdale

Role of centre	Forecast population/catchment growth
<p>Regional role that supports:</p> <ul style="list-style-type: none"> • weekly and discretionary retail shopping • retail and professional services • highway commercial precinct, Princes Highway/Main Street <p>Includes the following stores/services:</p> <ul style="list-style-type: none"> • discount department stores (2) • supermarkets (3) • major banks (5) • national retail stores and services (80) 	<p>Population for the statistical local area East Gippsland (Shire) – Bairnsdale which includes the major urban centres of Bairnsdale and Lakes Entrance is forecast to grow by over 11,000 people from 2011 to 2031 to 39,800 people.</p> <p>The indicative catchment population for Bairnsdale is forecast to grow from approximately 22,000 people to 31,000 people in the primary catchment.</p>
 <p>Source: Renaissance Planning 2012</p>	


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Sale

Role of centre	Forecast population/catchment growth
<p>Regional role that supports:</p> <ul style="list-style-type: none"> • weekly and discretionary retail shopping • retail and professional services • highway commercial precinct, Highway/York Street <p>Includes the following stores/services:</p> <ul style="list-style-type: none"> • discount department stores (1) • supermarkets (4) • major banks (4) • national retail stores and services (35) 	<p>Princes</p> <p>Population for the statistical local area E Gippsland (Stire) – Sale is forecast to grow by approximately 2500 people from 2011 to 2031 to 17,900 people.</p> <p>The indicative catchment population for Sale is forecast to grow from approximately 28,000 people to 30,000 people in the primary catchment.</p>
 <p style="text-align: center;">Source: Resource Planning 2012</p>	


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Cowes

Role of centre	Forecast population/catchment growth
<p>Neighbourhood role that supports:</p> <ul style="list-style-type: none"> • weekly retail needs • limited supporting retail and professional services. <p>Includes the following stores/services:</p> <ul style="list-style-type: none"> • supermarkets (3) • major banks (4) • national retail stores and services (25). 	<p>Population for the statistical local area Bass Coast (Shire) – Phillip Island is forecast to grow by approximately 4700 people from 2011 to 2031 to 14,700 people.</p> <p>The indicative catchment population for Cowes is forecast to grow from approximately 10,000 people to 15,000 people in the primary catchment.</p>
 <p style="text-align: center;">Source: Renaissance Planning 2012</p>	


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Inverloch

Role of centre	Forecast population/catchment growth
<p>Local role that supports:</p> <ul style="list-style-type: none"> • day-to-day retail shopping needs. <p>Includes the following stores/services:</p> <ul style="list-style-type: none"> • supermarkets (1) • major banks (3) • national retail stores and services (12). 	<p>Population for the statistical local area Bass Coast (Shire) – Balance which includes the towns of Wonthaggi and Inverloch is forecast to grow by over 13,000 people from 2011 to 2031 to 35,000 people.</p> <p>The indicative catchment population for Inverloch is forecast to grow from approximately 5000 people to 8000 people in the primary catchment.</p>
 <p style="text-align: center;">Source: Renaissance Planning, 2012</p>	


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Wonthaggi

Role of centre	Forecast population/catchment growth
<p>Regional role that supports:</p> <ul style="list-style-type: none"> • weekly and discretionary retail shopping • retail and professional services • Highway commercial precinct (Bass Highway/McKerrie Street) <p>Includes the following stores/services:</p> <ul style="list-style-type: none"> • discount Department Stores (2) • supermarkets (4) • major banks (6) • national retail stores and services (31) 	<p>Population for the statistical local area Bass Coast (Shire) – Balance which includes the towns of Wonthaggi and Inverloch is forecast to grow by over 13,000 people from 2011 to 2031 to 35,000 people.</p> <p>The indicative catchment population for Wonthaggi is forecast to grow from approximately 16,000 people to 24,000 people in the primary catchment.</p>
 <p style="text-align: center;">Source: Renaissance Planning 2012</p>	

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Drouin

Role of centre	Forecast population/catchment growth
<p>Neighbourhood role that supports:</p> <ul style="list-style-type: none"> • weekly retail shopping needs • limited supporting retail and professional services. <p>Includes the following stores/services:</p> <ul style="list-style-type: none"> • supermarkets (2) • major banks (4) • national retail stores and services (20). 	<p>Population for the statistical local area Saw Baw (Shire) – Part B West which includes the towns of Drouin and Wanagal is forecast to grow by over 17,500 people from 2011 to 2031 to 52,100 people.</p> <p>The indicative catchment population for Drouin is forecast to grow from approximately 9000 people to 13,000 people in the primary catchment.</p>
 <p style="text-align: center;">Source: Renaissance Planning 2012</p>	

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Warragul

Role of centre	Forecast population/catchment growth
<p>Neighbourhood role that supports:</p> <ul style="list-style-type: none"> • weekly retail shopping needs • limited supporting retail and professional services. <p>Includes the following stores/services:</p> <ul style="list-style-type: none"> • discount department stores (1) • supermarkets (3) • major banks (5) • national retail stores and services (80). 	<p>Population for the statistical local area Baw Baw (Shire) – Part B West which includes the towns of Drouin and Warragul is forecast to grow by over 17,500 people from 2011 to 2031 to 52,100 people.</p> <p>The indicative catchment population for Warragul is forecast to grow from approximately 35,000 people to 52,000 people in the primary catchment.</p>
 <p>Source: Renaissance Planning 2012</p>	


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Lakes Entrance

Role of centre	Forecast population/catchment growth
<p>Neighbourhood role that supports:</p> <ul style="list-style-type: none"> • weekly retail shopping needs • limited supporting retail and professional services. <p>Includes the following stores/services:</p> <ul style="list-style-type: none"> • discount department stores (1) • supermarkets (2) • major banks (2) • national retail stores and services (25) 	<p>Population for the statistical local area East Gippsland (Shire) – Bairnsdale which includes the towns of Bairnsdale and Lakes Entrance is forecast to grow by over 11,000 people from 2011 to 2031 to 39,800 people.</p> <p>The indicative catchment population for Lakes Entrance is forecast to grow from approximately 11,000 people to 14,000 people in the primary catchment.</p>
 <p>The map shows the coastal town of Lakes Entrance and its catchment area, which is shaded in a light brown color. The map includes surrounding areas like Bairnsdale and the coastline. A legend in the bottom right corner identifies various geographical features and catchment areas.</p> <p>Source: Renaissance Planning, 2012</p>	


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Korumburra

Role of centre	Forecast population/catchment growth
<p>Local role that supports:</p> <ul style="list-style-type: none"> • day-to-day retail shopping needs. <p>Includes the following stores/services:</p> <ul style="list-style-type: none"> • supermarkets (1) • major banks (3) • national retail stores and services (12). 	<p>Population for the statistical local area South Gippsland (Shire) – West is forecast to grow by over 1500 people from 2011 to 2031 to 10,200 people.</p> <p>The indicative catchment population for Korumburra is forecast to grow from approximately 7000 people to 8000 people in the primary catchment.</p>
 <p style="text-align: center;">Source: Renaissance Planning, 2012</p>	

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Leongatha

Role of centre	Forecast population/catchment growth
<p>Neighbourhood role that supports:</p> <ul style="list-style-type: none"> • weekly retail shopping needs • limited supporting retail and professional services. <p>Includes the following stores/services:</p> <ul style="list-style-type: none"> • discount department stores (1) • supermarkets (2) • major banks (5) • national retail stores and services (41). 	<p>Population for the statistical local area South Gippsland (Shire) – Central is forecast to grow by approximately 2000 people from 2011 to 2031 to 15,900 people.</p> <p>The indicative catchment population for Leongatha is forecast to grow from approximately 10,000 people to 11,000 people in the primary catchment.</p>
 <p style="text-align: center;">Source: Renaissance Planning, 2012</p>	

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1.5 EARTH RESOURCES AND ENERGY

Overview

Gippsland brown coal provides the energy source for over 90 per cent of Victoria's electrical power², while the Bass Strait oil and gas fields provide for the bulk of Victoria's natural gas supply and is a net exporter of gas via an interconnector pipelines to New South Wales and Tasmania. In the future, the brown coal resources of the Latrobe Valley could also provide the basis for dried coal products, liquid fuels, hydrogen and fertiliser industries, securing Gippsland's heavy industry economy.

Geothermal resources are known to be present in the Latrobe Valley and within the western part of the Gippsland Lakes and may provide a long-term energy resource for heating and energy for residential or industrial uses.

Sand and gravel resources near Grantville and Nyasa make a significant contribution to the production of construction materials for the building industry of metropolitan Melbourne and also for the rapidly growing western areas of the Bass Coast and Baw Baw shires.

Gold was one of the major drivers for the early development of Gippsland, with goldfields in places such as Waiholia, Grant, Dargo and Swifts Creek. There may be opportunities for gold mining at some point given favourable economic conditions. There are also identified resources of iron and base metals that have been worked historically and mining could similarly become viable under the appropriate economic conditions or through further discoveries. There are also prospects for extraction of mineral sands such as zircon, rutile and titanium with recent finds of 18 million tonnes of heavy mineral sand resources near Glenadale.

Brown coal

The economic value of brown coal to Gippsland and Victoria is immense. The Victorian Government in partnership with the Australian Government and Gippsland's local governments has completed the Latrobe Valley Industry and Employment Roadmap to provide a long term plan to assist economic diversification and transition in response to a national price on carbon. The Roadmap estimates the Latrobe Valley contributes \$10.3 billion to the Gross Regional Product out of a total Gross Regional Product of \$13.3 billion for Gippsland as a whole. The Roadmap also recognises the link between the energy sector and employment beyond the Latrobe Valley with modelling that suggests each job in the Latrobe Valley energy sector generates an additional 4 or 5 jobs in the wider regional economy.

Gippsland also hosts key scientific, research and educational initiatives, such as the Advanced Lignite Demonstration Program which support Victoria's claim to be a preferred investment location for research and development. This initiative and others, such as CarbonNet, which aims to capture carbon emissions from power plants and then store the gas underground in geological formations, and the Federation Australia University partnership, create opportunities to keep the Gippsland region on the global research and development map.

The Latrobe Valley has an estimated potential economic brown coal resource of up to 65 billion tonnes. This is about 1000 times the annual production of around 65 million tonnes which has been reasonably constant since 1998. The resource can make a substantial contribution to the state's energy needs for several hundred years, even with significantly higher production rates.

² Department of Environment and Primary Industries

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The Latrobe Valley has open cut mines operating at Yalburn, Hazelwood and Loy Yang which have several decades of on-going production capacity at current extraction rates. Other significant brown coal fields are shown in Table 8.

Table 8: Locations of significant brown coal reserves in excess of one billion tonnes

Location	Estimated quantity of brown coal resource
East of the operating Yalburn coal field	4.7 billion tonnes
West of Morwell and west of the Hazelwood mine	3.1 billion tonnes
East of the existing Loy Yang Field	8.8 billion tonnes
South west of Traralgon	5.4 billion tonnes
Gellondale	5 billion tonnes
Alberton, near Yarram	4.8 billion tonnes

Source: Department of Primary Industries

Brown coal has been used for generation of electricity since the 1920s with production of briquettes for domestic and industrial heating as a replacement for local and imported black coal. Approximately two billion tonnes of coal have been mined in the Latrobe Valley since 1923.

Existing brown coal power generators produce electricity with a thermal efficiency of less than 35 per cent and with carbon dioxide emissions of about 1.3–1.5 tonnes/megawatt hour of electricity produced. New power stations can significantly reduce these outputs with European proposals to have thermal efficiencies of around 43 per cent with carbon dioxide emissions of between 0.95 and 1.1 tonnes/megawatt hour. By contrast, electricity from gas turbines produces around 0.4 tonnes of carbon dioxide/megawatt hour.

However, local brown coal resources are abundant and not subject to international price or supply competition and so the construction of new brown coal power stations cannot be discounted, particularly if alternative sources of electrical power are too expensive or carbon reduction technology improves in terms of carbon capture and sequestration.

Some interest has been shown in the development of very deep coal seams, 300 to 700 metres underground with thicknesses of 10-70 metres through a process called underground coal gasification. This process could potentially access coal resources that were otherwise unavailable to mine.

Land use planning and policy context

Planning provisions to protect the brown coal resource are expressed through zones and overlays in the Latrobe Planning Scheme. They are based on government strategies set out in the Latrobe Region Framework for the Future 1986 and the Land over Coal and Buffer Area Study 1988 which were based on anticipated township growth and the staged development of coal resources.

These strategies have served the community well, but they are now 25 years old and do not provide the level of guidance necessary for future development of the brown coal resource or the Latrobe Valley towns. A new Gippsland Coalfields Planning and Investment Framework is needed which looks at industry and community needs, appropriate planning controls, and which incorporates the findings of Clean Coal Victoria's Coal Strategy and the Latrobe Valley Industry and Employment Roadmap.

Various proposals to produce liquid fuels derived from brown coal have been raised over several decades, potentially providing a reliable long-term substitute for liquid fuels. A pilot plant is being developed near the Yalburn power station which will produce liquid fuels and other products.

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Brown coal gasification to produce urea fertilizer and other petro-chemical by-products is a further option with one proposal producing 1.2 million tonnes of urea fertilizer per annum using brown coal from the Loy Yang mine.

Oil and gas

Oil and gas has been produced from Bass Strait's Gippsland basin for over 40 years, most notably through the multi-billion dollar investment by Esso/BHP which has 21 offshore platforms and a network of over 600 kilometres of underwater pipelines linking offshore fields to the mainland. The oil and gas is piped on shore and processed at the Longford plant. Over 90 per cent of Victoria's natural gas supplies and around 20 per cent of Australia's oil needs are derived from the Gippsland Basin.

Victoria's gas demand is projected to double by 2030, partially driven by the expected increase in the use of gas to generate electricity, although there is concern among energy market regulators and forecasters about future supplies. Gas could be a critical energy source in the transition to a low emissions economy and there is a need to secure greater reserves to meet growing demand. The known Gippsland offshore gas reserves are projected to be depleted sometime between 2025 and 2010 but this may create opportunities for Gippsland through exploration for new gas supplies. The likely sources of new local gas supply to replace the depleted reserves are:

- new conventional offshore gas fields to exploit deeper, unquantified gas accumulations
- shale gas and tight gas from onshore
- onshore gas from coal seam deposits
- importing gas at marginal cost or at a premium above international market prices.

Oil production in Bass Strait peaked at around 450,000 barrels/day in 1985 and has been in decline, with production in 2006 being around 80,000 barrels/day. Further prospective oil fields may yet prove to be commercial, but these are likely to be further offshore and smaller than those already in production.

The estimated remaining resources in the Gippsland Basin have been estimated at 600 million barrels of liquids and five trillion cubic feet of gas. Production to date from the Gippsland fields has been approximately four billion barrels of oil and seven trillion cubic feet of gas.

Coal seam gas

Coal seam gas is another form of natural gas trapped by water pressure in coal seams. There is currently no coal seam gas production in Victoria, however some exploration licences have been granted to examine the feasibility of extraction. Gippsland, with its extensive coal reserves could potentially be a significant region in Victoria for such exploration and extraction.

The planning and regulation of the coal seam gas industry is overseen by state and federal governments. At a national level, the Standing Council on Energy and Resources has endorsed a National Harmonised Regulatory Framework for Natural Gas from Coal Seams (May 2015). The Framework delivers on a commitment by Australian governments to put in place leading practice principles, to provide guidance to regulators in the management of natural gas from coal seams, and to ensure that regulatory regimes are robust, consistent and transparent across all Australian jurisdictions. The Victorian Government has endorsed the National Harmonised Framework. A moratorium on coal seam gas mining in Victoria will remain until a decision is made as to whether to add to regulations set out in the national framework.

Coal seam gas exploration and production in Victoria is regulated under the Mineral Resources (Sustainable Development) Act 1990. The Act and supporting legislation stipulates that the community must be kept informed and provides strict requirements for licensing and approval. Licensees are subject to regulator monitoring and

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companies must adhere to licence conditions or be subject to a range of enforcement actions up to and including loss of licence.

In order to undertake exploration activities, a company must apply for an exploration licence. Exploration activities are predominantly desk-based, reviewing existing data and information, collecting and analysing rock samples or airborne geotechnical surveys. While exploration licences allow for low impact activities, ground intrusive works such as drilling, trenching or costeaning are subject to further approvals and conditions. The Department of State Development, Business and Industry is the regulatory authority for the issuing of licences and for enforcing compliance with licence conditions. Conditions are specific to each licence and are statutorily referred to other relevant agencies such as the Department of Environment and Primary Industries, the Environmental Protection Authority and water corporations for input prior to being finalised.

The mining licence application process and the planning process provide for detailed environmental investigation and further opportunities for public input and comment.

Carbon sequestration

Carbon capture and storage is the process by which large amounts of carbon dioxide that have been emitted by power stations or other large industries are captured and transmitted for secure permanent storage underground. The process involves capturing carbon dioxide exhaust gases and compressing them to very high pressures and injecting the carbon dioxide fluid into a suitable geological formation. Gippsland's depleted oil and gas fields have potential for carbon dioxide storage for several reasons:

- Oil and gas has been trapped for millions of years and this indicates geological integrity.
- There has been considerable research of the geology and this allows accurate predictions of how carbon dioxide might migrate once injected.
- Existing infrastructure may be able to help inject carbon into the geological formation.

The CarbonNet Project is investigating the deployment of a large-scale carbon capture and storage infrastructure network in the Gippsland region. The project is at an early stage but if proved economically viable, then carbon capture and storage could present an innovative new industry to secure jobs, boost skills and attract investment while strengthening Victoria's energy security in a low carbon future.

Renewable energy

Geothermal resources

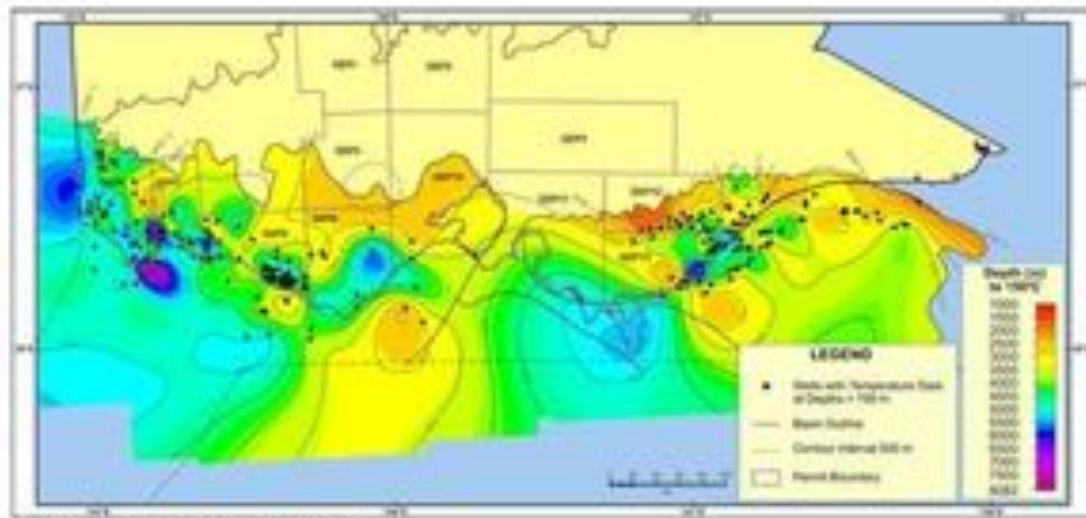
Geothermal energy uses the heat generated by rocks or water bodies deep underground and can be converted into electricity, or can be used directly to heat buildings or for industrial purposes. It can provide a continuous and controllable supply of base load energy more cheaply than other sources of renewable energy.

Information confirming the potential of Gippsland's geothermal resources is limited but from investigations to date, it appears the Lakes Entrance coastal fringe region may offer good prospects for geothermal resources (Figure 26).

The Latrobe Valley region potentially may provide a long term market for geothermal energy because of existing transmission infrastructure, or by using the energy directly to heat buildings or commercial greenhouse operations.

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Figure 26: Geothermal resources



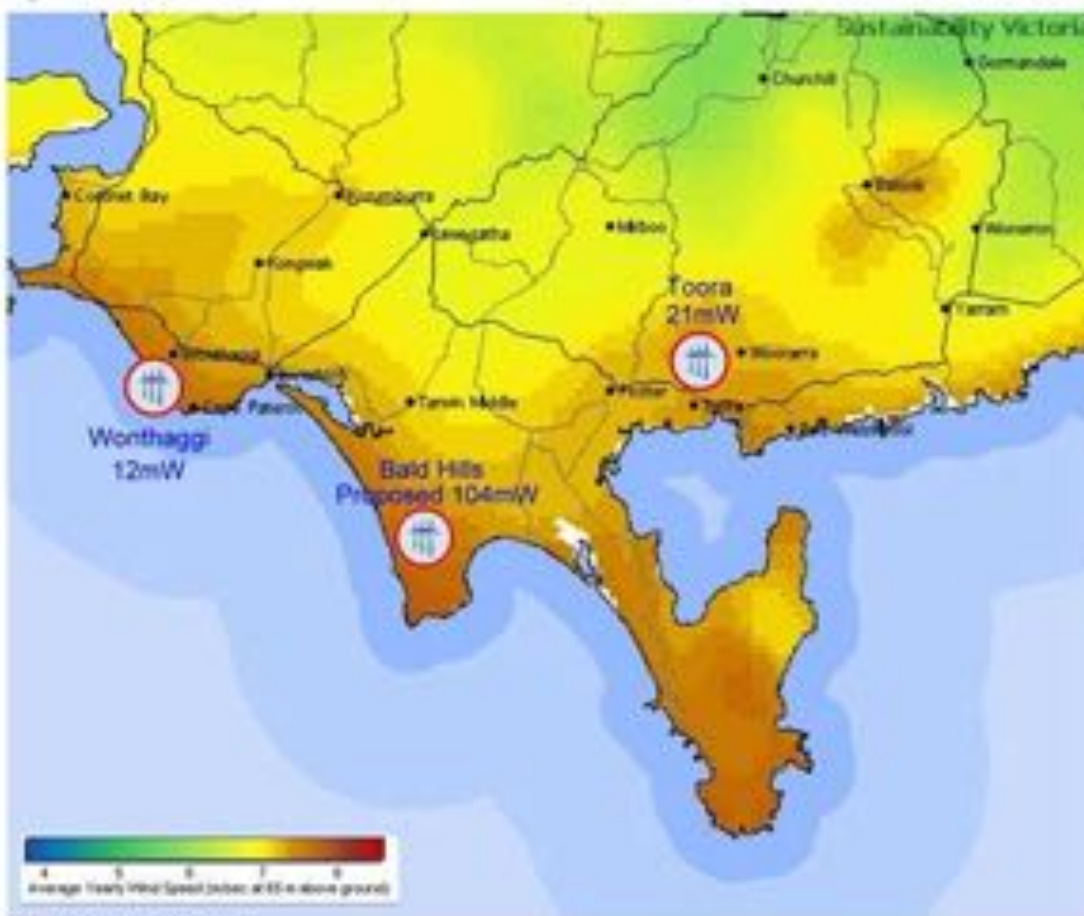
Source: Department of Primary Industries

Wind

Gippsland currently has two operating wind farms, Toora and Worthing, and a third wind farm, Bald Hill, currently under construction (Figure 27). Existing installed peak generation capacity within the Worthing and Toora wind farms is 12 and 21 megawatts respectively. The Bald Hills wind farm will have a peak generation capacity of 104 megawatts.

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Figure 27: Wind farms



Source: Sustainability Victoria

Significant buffers are required to minimise the impacts of wind farm projects on nearby dwellings, and there is a five kilometre coastal buffer for development west of Wilsons Promontory and these restrictions may limit large-scale development of wind energy in Gippsland.

Extractive industries

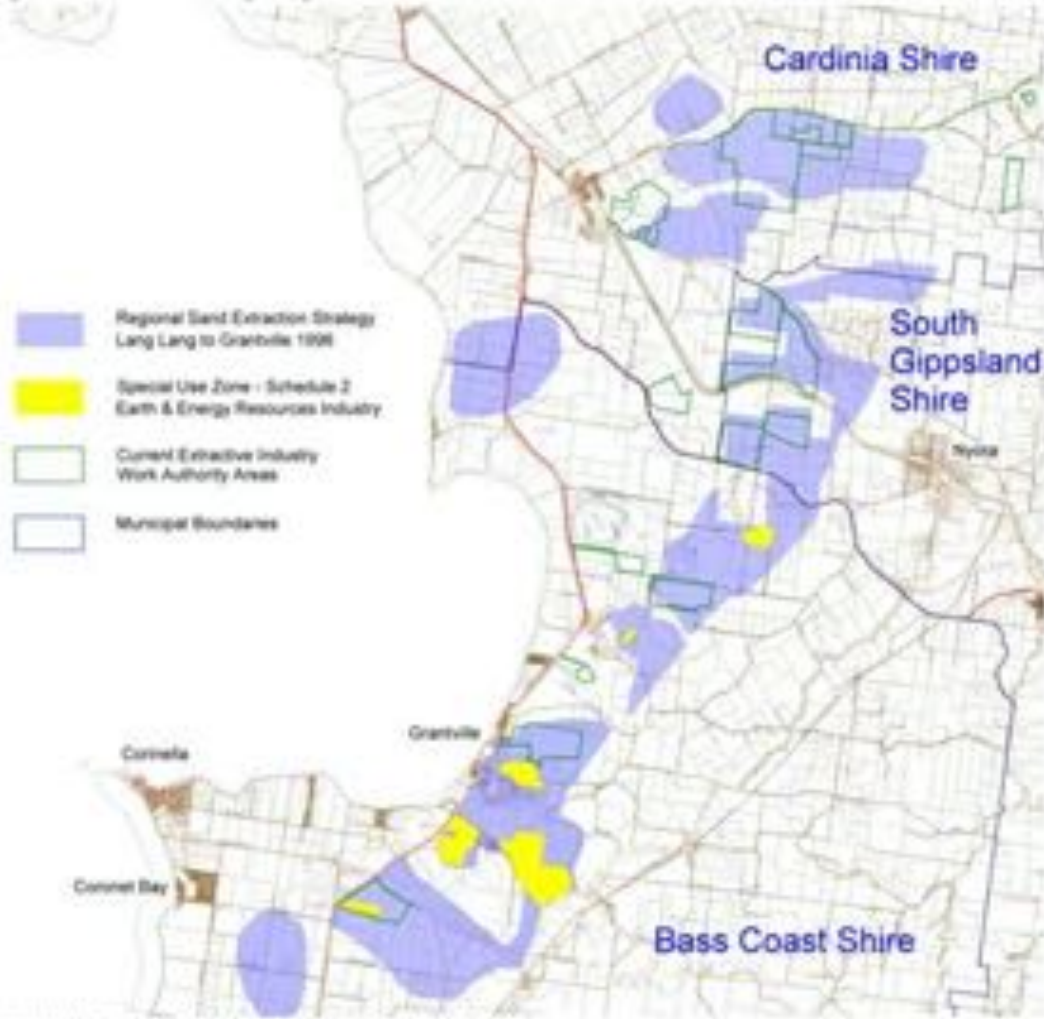
Sand resources

Gippsland is a major supplier of Melbourne's construction sand and gravel, particularly from the Grantville to Lang Lang supply area (Figure 28), which is important because of its proximity to Melbourne. However, the extractive industry anticipates a supply shortfall within 10 years due to diminishing supplies and increased demand from Melbourne, which will increase costs for building and construction industries. West Gippsland will therefore become increasingly important for the supply of sand and hard rock resources as increased urbanisation pushes extractive industries eastward.

An important supply of sand at Traralgon has been identified as a state-significant resource and has been safeguarded through the Bay By Planning Scheme (see Figure 29). Extraction of this resource will become increasingly viable and vital to Melbourne's construction industry, as the Grantville-Lang Lang deposits diminish.

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Figure 28: Grantville-Lang Lang sand resources



Source: Department of Planning and Community Development

Due to its importance to the metropolitan construction industry and the high costs of transportation, where information is available, prospective sand extraction areas need to be identified and considered in local planning. This should be a high priority for both the industry and for local government and could be carried out through a review of the Regional Sand Extraction Strategy 1996 which would update estimates of the extent, volume and value of sand resources and include recommended planning controls to protect identified areas.

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Figure 29: Trafalgar sand resources



Source: Department of Planning and Community Development

Hard rock

Hard rock is used to produce three main products:

- crushed rock for the base of roads, car parks etc
- aggregates for concrete, asphalt, sprayed seal road surfacing and drainage applications
- chemical products such as high grade limestone for metallurgical and other industrial processes.

Gippsland hard rock resources are well-distributed across the region with sufficient supplies available for several decades given current demand profiles, and providing the resource is protected through regulatory controls².

As with sand resources (above) hard rock resources need to be identified and considered in any land use planning decisions (where information is available) because of their importance to the metropolitan construction industry and their high costs of transportation.

² Department of Primary Industries, 2013

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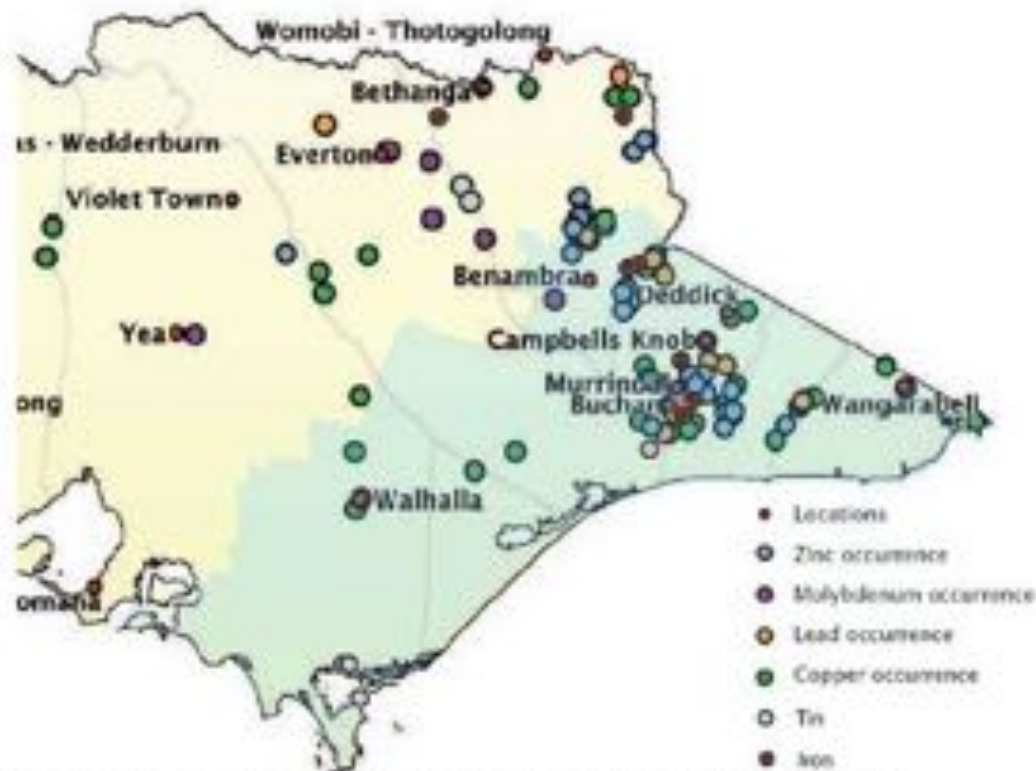
Other minerals

While current mining activity in Gippsland is limited, apart from brown coal mining in the Latrobe Valley, there are notable deposits of significant minerals in East Gippsland which may become viable with changed economic circumstances or improved commodity prices, and advances in technology. The best prospects are for copper, lead, silver and zinc at the Wilga and Curawong deposits in the Benambra area, and for mineral sands in the Glenaladale area, north of Bairnsdale.

Base metals

Gippsland does not have any commercially significant base metal mines operating at present but mines have operated in the past near Walthalla and East Gippsland and may do so in the future. The most likely future base metal mine is proposed east of Benambra, exploiting the Wilga and Curawong deposits. Copper, tin, iron, lead and zinc deposits are all found in Gippsland and most of these have been mined commercially in the past. If economic circumstances change, mining of base metals may become commercially viable again (see Figure 30).

Figure 30: Base metals



Source: Department of Planning and Community Development, using Department of Primary Industries data

Precious metals

Gippsland currently has no mines of significant size extracting precious metals despite having been a major source of Victorian gold production in the late 19th and early 20th centuries. Current price strength for precious metals has heightened interest for exploration of new deposits and for re-examination of known fields that have been

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productive in the past. Gold still offers the best prospects for commercial mining, although there are also minor deposits of silver and platinum.

Mineral sands

Gippsland is considered to have good prospects for mineral sands with exploration activity being undertaken in the area north of Bairnsdale. Mineral sands, such as rutile, zircon, and titanium, have a high dollar value/tonne, and could be suitable for export from local ports.

Mineral exploration and project developments

In May 2012, the Economic Development and Infrastructure Committee of the Parliament of Victoria tabled the results of its inquiry into the benefits and drivers of, and possible barriers to, greenfields² mineral exploration and project developments in Victoria. The Victorian Government's response to the inquiry was released in May 2013, supporting all recommendations. Key aspects of the response include:

- establish Minerals Development Victoria as a single point of entry for investors dealing with Government on their projects
- actions to reduce regulatory burden imposed in legislation
- actions to build community confidence through greater engagement and clearer communication of information
- additional funding for geosciences research and greater investment attraction
- steps to improve mechanisms to maintain appropriate access to extractive resources while supporting ongoing development and optimum land use.

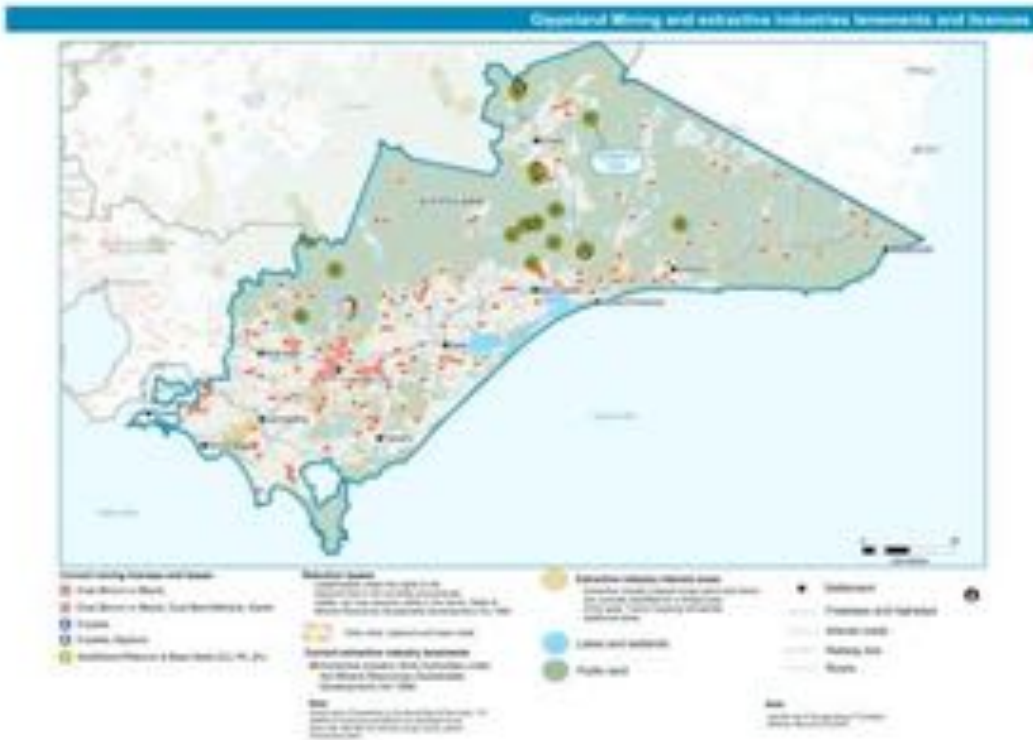
While it is important to acknowledge these and other aspects of the response, it is beyond the scope of the regional growth plans to deal with the majority of the commitments and they will need to be addressed through other suitable government initiatives. The response did include a commitment to incorporate existing extractive industry interest areas into regional growth plans. The plan recognises these areas accordingly.

Current mineral and extractive industry activities, along with the extractive industry interest areas and other potential resources that occur within the region are shown in Figure 31.

²Greenfields sites are those areas without known mineral deposits.

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Figure 31: Extractive industries tenements and licences



Source: Department of Transport, Planning and Local Infrastructure

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2. ENVIRONMENT AND HERITAGE

2.1 ENVIRONMENT AND HERITAGE ASSETS

Environment and heritage assets are often co-located in the landscape, with many Aboriginal cultural heritage and historic heritage sites located in close association with waterways, wetlands, forested areas and public land. Many environmental assets overlap within the landscape and interact across the landscape. For example, rivers run through forested areas and agricultural areas, and are impacted upon by the land use activities on the land they run through. These rivers carry water downstream to wetlands, estuaries and marine environments, which can in turn affect those environmental assets. This background report discusses cultural heritage and different types of environmental assets separately to highlight their values to the region and the considerations for planning associated with those assets. The plan integrates these considerations in its future directions and strategies.

Regional catchment strategies and their sub-strategies, such as regional waterway strategies identify priorities for investment in protecting and enhancing high value environmental assets. Each catchment management authority uses different methods to identify their high value environmental assets. The regional growth plans across the state use a consistent approach to mapping environmental assets. These assets align with those identified by catchment management authorities, though they may be mapped to a different scale.

Cultural heritage assets

The Gippsland region has a rich and diverse representation of heritage values capturing both Aboriginal and historic heritage. Gippsland Regional Plan 2010 highlights the opportunities to more strongly link natural and heritage tourism in the region and the opportunities this provides for the potential growth in tourism in the region. These tourism opportunities are discussed in Section 1.3.

Traditional inhabitants of the Gippsland region were the Gunaikurnai people. Swan Reach was the central corroboree point for the five clans of the Kurnai. Existing cultural tourism experiences in the region include the Batalek Cultural Trail in East Gippsland, which follows significant traditional routes used by the Gunaikurnai for over 30,000 years. The Batalek Cultural Trail (see Figure 32) contains cultural places that highlight aspects of Gunaikurnai history and culture, including dreamtime stories, traditional lifestyles, European invasion and settlement and present day life.

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Figure 32: Bataluk Cultural Trail sites



Source: <http://www.batalukculturaltrail.com.au/index.php>

Historic heritage is also rich throughout the region, linked to gold mining, coal mining and maritime history. Well known sites include the State Coal Mine in Wonthaggi and the gold mining precincts associated with Walhalla, Ormeo and Toombon. There are also significant historic heritage places associated with the region's agricultural heritage.

Some regionally significant heritage assets were identified during the development of the plan, and are listed and mapped in Appendix 1. It is acknowledged this list is not exhaustive and many other more places of significance occur throughout the region. These points represent some of the more well known locations and have been supplied by the Office of Aboriginal Affairs Victoria and Heritage Victoria.

Cultural heritage is protected under the *Aboriginal Heritage Act 2006* and the *Heritage Act 1995*. The *Planning and Environment Act 1987* requires that state and local government planning take cultural heritage and its management into account by acknowledging necessary covenants under the *Heritage Act 1995* in planning schemes and permit applications.

Regional planning considerations related to cultural heritage assets include:

- In planning for growth and future land use, cultural heritage is an asset – in community, economic and social terms
- Many tourists seek heritage tourism experiences
- Cultural heritage attractions and services contribute to regional economies and employment
- Aboriginal and historic heritage assets should be protected from disturbance and degradation, in recognition of their cultural value and significance to the whole community, as well as enabling their tourism potential can be realised

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- The individual places identified in the background report, as well as others, are seen as important for the region and will continue to form a key part of the region's heritage and tourism base
- Opportunities to develop cultural, historic and other tourism opportunities throughout the region should be supported through continued strategic planning

Significant landscapes

Landscapes may be deemed significant for a combination of historic, aesthetic, scientific, religious and social reasons, where these landscapes are deemed integral to the amenity of the area. There are many significant landscapes in the Gippsland region. Where associated with the coast, these have been identified through the Coastal Spaces Landscape Assessment Study (Department of Sustainability and Environment, 2006) and in local planning schemes.

The objective of this study was to assess the visual character and significance of the landscape in order to prepare planning guidance with a view to retaining and respecting landscape values. Broad landscape areas were examined in detail and assessed for their cultural landscape values. This has led to the designation of some landscapes as regionally significant and others as of state significance or higher.

There has been no coordinated, consistent assessment of significant landscapes for the rest of the Gippsland region. Landscape features such as alpine areas and extensive wilderness areas, tourism routes such as the Great Alpine Road and Grand Ridge Road and the strategic tourism investment areas provide an indication of the potential for significant landscapes and views in inland areas of the Gippsland region.

Consultation during the development of the plan highlighted the need to retain the current character of the landscape, while consolidating growth within existing settlements. This included maintaining discrete settlements and ensuring that the open space breaks between settlements are maintained, both for character and to protect important agricultural land. It also included limiting the spread of rural living.

Regional planning considerations related to significant landscapes include:

- The Coastal Spaces Landscape Assessment Study was completed in 2006. All councils have adopted the recommendations in this report and amended (or are in the process of amending) their planning schemes to reflect these landscapes in their planning tools, including significant landscape overlays.
- Gippsland's environmental assets and landscapes have been identified as a key attractor for tourism in the region. The Gippsland Strategic Tourism Investment Areas Final Report has recommended that an assessment of landscapes in the rest of Gippsland occur, using a similar methodology to the Coastal Spaces Landscape Assessment Study. This would result in incorporation of recommendations into planning schemes to protect the landscape values of the region.
- Maintaining significant landscapes and coastal spaces is critical to the region's tourism future and regional identity. Retaining breaks between settlements can assist with retaining this character.
- The development pressures within some highly valued landscapes need to be carefully managed so that the landscape values of the region are protected, along with other environmental assets in the same area such as water supply catchments, terrestrial habitat and waterways. West Gippsland in particular is located within Melbourne's peri-urban region and is experiencing increased development pressures.

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- Consideration should be given to identifying where rural living opportunities could be supported and where other factors, such as significant landscapes and agricultural land uses, should be prioritised over non-related residential development.

Terrestrial habitat

Native vegetation and habitats (terrestrial habitats) are important as they provide a range of environmental services, such as filtering nutrients, habitat regeneration and climate regulation, that underpin the health of land and water, flora and fauna and natural communities. Native vegetation and habitats help provide clean water, carbon storage, timber, firewood and the health of soils. They also provide important spiritual and aesthetic values at various scales and are a key to many of the recreation and tourism values in the region.

Clearing of native vegetation along with other threatening processes from urban and rural activities has been, and continues to be, a significant threat to native vegetation and habitats across Victoria.

There are numerous individual threatened species that occur in the Gippsland region. However, their locations are too specific to be considered and mapped for a regionally-focused growth plan, particularly when localised planning assessments should consider threatened species. Threatened species and communities are recognised through NaturePrint² mapping, which is used as part of the regional growth plans and appropriately covers these issues at a regional scale. Therefore there are no future directions or land use planning actions established in the plan to address the Gippsland region's threatened species and communities issues. Finer scale planning, such as precinct structure plans or individual planning assessments, should always consider threatened species and communities appropriately.

The catchment management authorities in the region have identified the highest value native vegetation and habitat assets within each of their boundaries. Each catchment management authority across Victoria has identified their highest value terrestrial habitat assets using different methodologies. For consistency across all of the regional growth plans for the state, the Department of Transport, Planning and Local Infrastructure in consultation with the Department of Environment and Primary Industries, has used the highest three levels of NaturePrint v2.0 mapping to identify significant clusters of vegetation across the state (see Figure 33). This captures threatened species and communities to an appropriate level for regional scale planning.

² NaturePrint v2.0 conveys information on relative habitat value for all areas in Victoria (excluding marine), not just those with native vegetation. In its most commonly used form, NaturePrint is illustrated as a map showing relative habitat value (Strategic Natural Values map) showing areas that most contribute to biodiversity conservation. Further information on NaturePrint can be found at <http://www.doe.vic.gov.au/conservation-and-environment/biodiversity/natureprint>.

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Figure 33: Highest value terrestrial habitat assets in relation to public land



Source: Department of Planning and Community Development, using DSE NaturePrint data

Regional planning considerations related to terrestrial habitat assets include:

- Future natural resource management activities within the region may include actions to protect the high value habitat assets in the region, along with waterway, wetland and soil assets and to establish large scale vegetation corridors. These activities may involve actions on both public and private land and are likely to use agreements and tailored land management plans with relevant land owners.
- Natural resource management activities in the region will also include actions to increase the vegetation within the region by creating vegetation corridors in strategic areas. The preferred locations for these corridors may overlap with areas that may experience a future change in land use or a change in industry. Planning for such activities will need to consider any potential increase in natural hazards as a result of such activities. This is particularly relevant to any changes in landscape, bushfire and flood risks that may result from increasing treed vegetation cover, especially where occurring in close proximity to settlements.
- There are also emerging economic opportunities on private land centred on environmental values, such as in carbon markets, payments for ecosystem services⁸ and offset markets. There is the opportunity to work with catchment management authorities, community groups and landholders to coordinate planning for the preferred locations of these activities to maximise the benefits gained from them.

⁸ Providing ecosystem services through market based approaches (including competitive tenders such as EcoTender and BushTender), can provide farmers with income for undertaking environmental works that conserve and enhance the environment.

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- It is not likely that local government or the Department of Transport, Planning and Local Infrastructure will lead many of these activities, although there are benefits for collaborating with them on preferred locations to target natural resource management initiatives. Careful consideration will need to be given to the preferred locations of vegetation corridors in light of other regional plans, such as the regional growth plan. This includes consideration of the balance of values and the natural hazards that may change as a result of these corridors being established, such as increasing bushfire or flood risk. Strategically locating such activities could also provide flow-on economic benefits to the region, for example by improving the visual amenity of tourism routes.
- Planning tools, such as the Environmental Significance Overlay and Vegetation Protection Overlay are used across the region to identify areas where the development of land may be affected by environmental constraints, to protect environmental values, including significant native vegetation, and to ensure that development is compatible with identified environmental values. These may need updating as new information is made available on environmental assets across the region.

Waterways (rivers, wetlands and floodplains)

Waterways, rivers, wetlands and floodplains, provide the region with its water supply. This water is critical to supporting the region's towns, industry and agriculture, as well as the environmental values within and adjacent to rivers, wetlands and floodplains. Rivers and wetlands are also the centre of many social, tourism and recreational activities and often are associated with Aboriginal cultural heritage sites and historical settlement patterns. Many such areas are also subject to development pressures, such as around the Gippsland Lakes. The major rivers and important wetlands in the region are shown in Figure 34.

Rivers and floodplains

The Gippsland region spans the Great Dividing Range and includes significant parts of the following catchment areas: Buryip River, East Gippsland, Latrobe River, Mitchell River, Snowy River, South Gippsland, Tambo River, Thomson River, and the Upper Murray River. It also contains very small areas of the Goulburn River, Kiewa River, Ovens River and the Yarra River catchments. Some of the region can experience significant flooding from these rivers, impacting on both rural and urban areas. Flooding is discussed under the natural hazards section below.

Nine rivers or reaches of rivers within Gippsland are designated as Heritage Rivers under the Victorian Heritage Rivers Act 1992⁵:

- Mitta Mitta River heritage area
- Genoa River heritage area
- Bream, Goolerbrook, Arte and Errinsandra rivers heritage areas
- Snowy River heritage area
- Suggan Buggan and Berrima rivers heritage area
- Upper Buchan River heritage area
- Mitchell and Wonnangatta rivers heritage area

⁵ The Heritage Rivers Act 1992 makes provision for Victorian Heritage Rivers by providing for the protection of public land in certain parts of rivers and river catchment areas in Victoria which have significant nature conservation, recreation, scenic or cultural heritage attributes. http://www.austlii.edu.au/au/legis/vic/consol_act/vhr1992171/tot1.html

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- Thomson River heritage area
- Aberfeldy River heritage area.

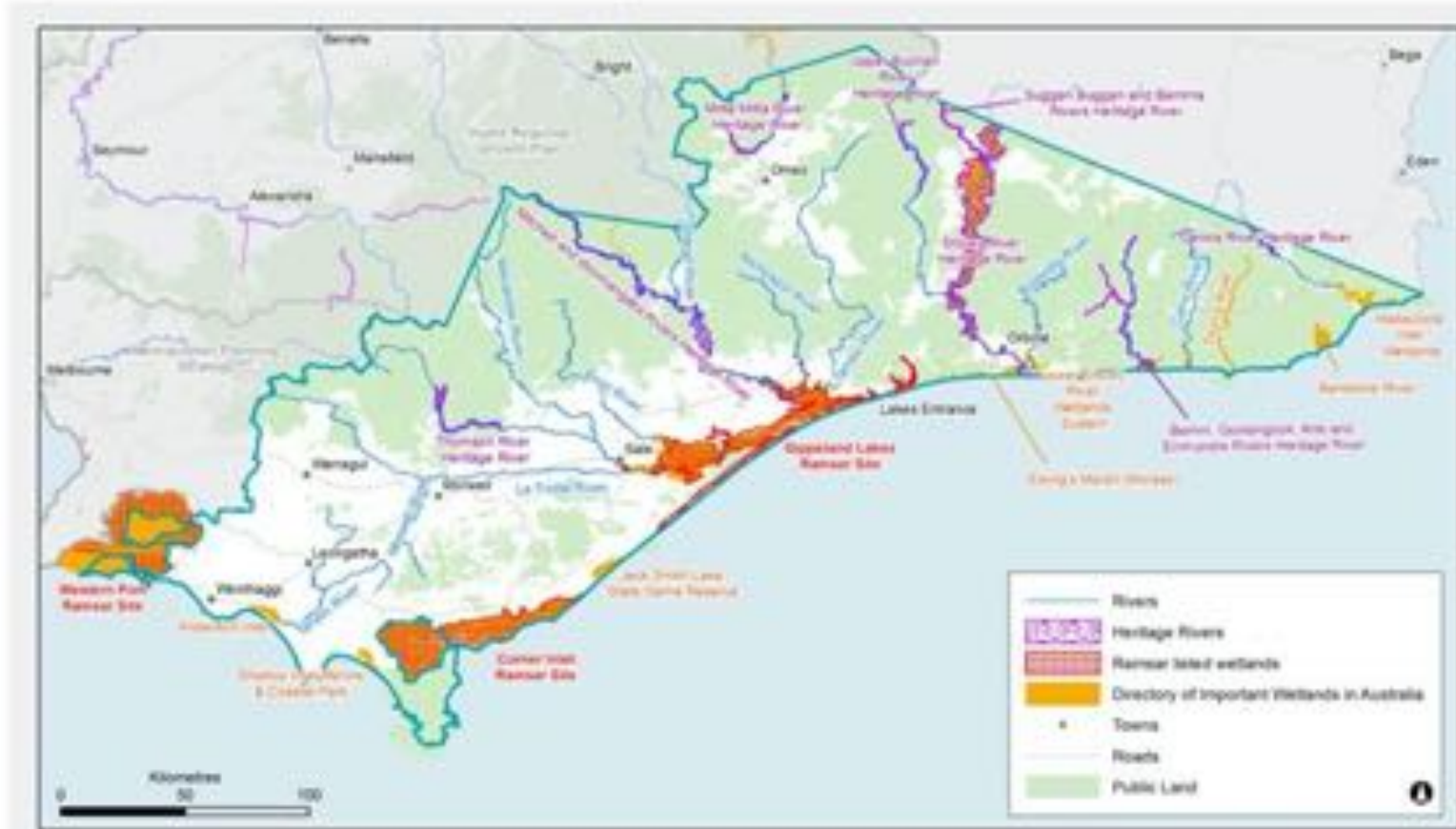
Wetlands

Specific wetlands in Australia are protected under the Environment Protection and Biodiversity Conservation Act 1999. These include wetlands listed on the Ramsar Convention and on the Commonwealth's Directory of Important Wetlands in Australia. The Gippsland Lakes, Corner Inlet and Western Port are listed Ramsar sites within the region (Figure 34). There are also several wetlands that fall within the East Asian-Australasian Flyway sites²⁰ which are mapped in the plan. Detailed listings of the individual bird species occur at these sites can be found at <http://www.environment.gov.au/biodiversity/migratory/publications/shorebirds-east-asia.html>.

²⁰ In March 2006, an international program was established to protect migratory shorebirds along the East Asian-Australasian Flyway, known as the East Asian-Australasian Shorebird Site Network.

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Figure 34: Major rivers and important wetlands of the Gippsland region



Source: Department of Planning and Community Development

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Regional planning considerations related to waterway assets include:

- Protecting and improving waterways in Victoria is a long-term goal of the Victorian Government¹¹. The management and improvement of waterway assets generally falls to catchment management authorities and/or public land managers, often in partnership with private landholders. Many natural resource management activities are aimed at improving the health of waterways. Much of this activity is focused on improving land management practices.
- Land use change can also significantly affect the values of waterways, either positively or negatively. Appropriate land use planning can help minimise threats to rivers and wetlands from inappropriate catchment development, urban stormwater runoff, waste and wastewater, and reduced wetland connectivity.
- Some planning mechanisms, such as overlays, can be used to detail specific considerations around regionally and locally important waterway assets. This is of particular relevance for wetlands, given the prominence of private land surrounding wetlands in the region. The East Gippsland Catchment Management Authority has identified objectives and management actions to increase the coordination between agencies to better plan for the future of the Gippsland Lakes. The plan recognises the benefits to applying appropriate planning tools, which could include overlays, to protect wetlands across the Gippsland region, in particular around the Gippsland Lakes which are under increasing development pressures.
- The Gippsland Lakes are an important part of Gippsland's regional economy generating benefits through their amenity and landscape value, commercial and recreational fisheries, and tourism. They also are a central part of Gippsland's identity and provide important links to Aboriginal and more recent heritage. The Gippsland Lakes Environmental Strategy¹² sets a vision for the Gippsland Lakes: 'In 2032 the Gippsland Lakes are widely recognised and cherished for their outstanding natural beauty, environmental, social and economic values'. The strategy includes an initiative to prepare a 'sustainable development plan' for the Gippsland Lakes and foreshores to identify appropriate development around the lakes, integrate management of water and land based activities, protect sensitive areas, and provide greater certainty for development.
- The Gippsland Lakes also require ongoing catchment management activities to protect and improve their water quality. Suitable land use planning mechanisms will be adopted by the region to assist in protecting these key assets.

Catchment health

Protecting water quality and supply

Some catchments are designated for the specific purpose of supplying water and are protected under the *Catchment and Land Protection Act 1994*. These catchments, termed declared water supply catchments, have significant values as a source of water supply, both for domestic and for stock and domestic use. They need specific protection, including land use and subdivision controls, to protect water supply and quality. Guidelines exist to guide planning decisions in these catchments, where they are considered to be open, as in open to the public, yet generally contain private land.

There are over 30 declared water supply catchments in the Gippsland region, with many providing significant water supply to Melbourne (see Figure 35). These declared water supply catchments are listed and described on the

¹¹ Department of Sustainability and Environment, 2012a

¹² GEMAC, 2013

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Victorian Resources Online website¹²⁷. Special area plans have been prepared for some of the declared water supply catchments. These plans specify where certain land uses and development may be undertaken and the conditions that apply to any such land uses. The purpose of these plans is to minimise any adverse effects on water-related values.

Groundwater is also a significant water resource for the region.

Figure 35: Declared water supply catchments and essentially natural catchments



Source: Department of Planning and Community Development

The Gippsland Region Sustainable Water Strategy¹²⁸ identified the potential need for land use in certain catchment areas to be restricted to protect water supply into the future. This approach may result in changes to the Water Act 1989. These potential controls would create intensive management areas by introducing land use controls relating to the amount of vegetation that can be planted within a catchment area, thereby ensuring surface water flows and groundwater supplies are maintained. Potential intensive management areas have not yet been identified for Gippsland. Higher priorities exist in the west of the state. However, the Gippsland Region Sustainable Water Strategy does acknowledge the importance of forestry as an industry in parts of Gippsland, and such controls may be needed in the future to manage forestry and water resources.

Domestic and stock water use continues to be an "as of right" use if used for the purposes defined in the Water Act 1989. However, in 2009 the state introduced policies to improve the management of such uses by, among other measures, requiring the registration of new or altered domestic and stock dams within rural residential areas¹²⁹. These policies aim to monitor interception activities and ultimately reduce the impact of small catchment dams on overall water availability. Domestic and stock use could undermine the reliability of supply for all water users, particularly in dryer conditions when these dams intercept a greater percentage of rainfall.

¹²⁷ http://vro.dpi.vic.gov.au/DPI/who/map_documents.nsf/pages/vic_desc

¹²⁸ Department of Sustainability and Environment, 2011a

¹²⁹ Department of Sustainability and Environment, 2011b

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Natural catchment areas

Some specific catchment areas in Victoria are designated as natural catchment areas, or 'essentially natural' catchments, under the Victorian Heritage Rivers Act 1992. This Act includes some allowances and restrictions for land and water uses in these catchment areas that are relevant for future land use planning. An 'essentially natural' catchment is one with no urbanisation, clearing, intensive agriculture, mining, extractive industries, water storages, water diversions, river engineering works, or roads parallel and immediately adjacent to streams.

Sixteen essentially natural catchments exist throughout the Gippsland region with the main ones shown on Figure 35. They vary in size across the region quite significantly, and all occur on public land.

Regional planning considerations related to catchment health include:

- The declared water supply catchments within the Gippsland region are predominantly on public land. They occur generally in mountainous, forested areas of the region, but some do occur on private cleared, agricultural areas where there are settlements. These areas are mostly in the west of Gippsland, which may experience increased rural residential development pressures.
- Designated water supply catchments need to be considered when proposing land use change, particularly when considering significant unsewered subdivision and the number of dwellings that can be built in these areas. The guidelines for Planning permit applications in open, potable water supply catchment areas 2012¹⁸ are designed to assist with such considerations.
- Councils within these catchment areas may need to update their domestic wastewater management plans in line with the guidelines for planning permit applications in open, potable water supply catchment areas 2012.
- The key directions in the plan highlight the importance of the timber industry to the region's future. As the implications of declaring catchment areas as intensive management areas emerge, the plan may need to re-assess the most appropriate location for any expansion of the timber industry in the region.

Soils

Soils in the Gippsland region vary depending on the geological and land formation history they have experienced. Soil provides the foundation for much of the economic activity within the region, especially for primary production enterprises, such as agriculture and timber production.

Soil, along with water, vegetation and fauna, is defined as an integral part of land under the Catchment and Land Protection Act 1994. Private landholders have primary day-to-day management responsibility for soil health on their property and must take all reasonable steps to conserve soil and avoid doing anything that would cause or contribute to land degradation on someone else's land. Governments can play a role where markets fail to encourage the long-term preservation of soils and the values and services they provide.

Given the significance of primary production and natural values to the future of the region's economy, ongoing maintenance and improvement in soil within the region is essential. However soil can also pose a risk to other environmental assets. This is discussed further under soil health threats in the natural hazards and risks section below.

¹⁸ Department of Sustainability and Environment, 2012b

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Soil issues often result from a mismatch between land use and management and the inherent capability of the soils. Land capability is a commonly used measure of the value of soil for agricultural production, although it is not the only indicator or driver of the productive capacity of land. Sometimes proximity or security of feed, roads, processes, power and water can be more important considerations. Not all agriculture requires good soil or water to be productive for agricultural purposes, therefore soil capability should not be the only indicator of potential farmland, nor should soil capability be used to discriminate between different types of legitimate agricultural land uses in rural areas. The identification of strategically significant agricultural land takes these factors into account (refer to section 1.2).

The catchment management authorities have identified the need to protect soil health to maintain the productivity and stability of agricultural land, and to consider the implications of climate change on agricultural land. The West Gippsland Catchment Management Authority has existing strategies for managing soil erosion and salinity issues within the region. The release of the former Department of Sustainability and Environment's Soil Health Strategy in 2012 could mean that each catchment management authority will need to develop/review regional soil health strategies. Land use planning interactions should be considered in these plans as they are developed.

Various overlays are used by individual local councils across the region to manage some soil issues, such as the Erosion Management Overlay and the Salinity Management Overlay. Soil health threats and acid sulfate soils are discussed in Section 2.2: Natural hazards and risks.

Regional planning considerations related to soils include:

- The catchment management authorities have proposed initiatives to continue development of information to support decision-making, such as regional soil plans and capability mapping and other initiatives identified in their respective catchment management strategies. These will be important to enable growth in productive agriculture and settlements into the future.
- Consideration of carbon market opportunities will also help inform future decisions about protecting and improving soils.
- Land use planning can specify how agricultural production should be protected or which land should be protected from inappropriate development. The plan has considered strategically important agricultural areas to identify which areas should be given higher levels of protection from housing and urban development, to protect the soil and production assets of the region, and to enable its economic growth.
- Land use planning can assist in the protection of the state's soil resource by promoting that land use change does not disturb soils to a level that could result in deterioration of the soil assets within each region, or further contribute to pollution of waterways in any significant volume. One example of a land use tool might be Erosion Management Overlay. Consideration could be given to how adequately and consistently these planning tools have been applied across the region, and if they need to be improved.

Public land

There is an extensive network of public land reserves in the Gippsland region that protects numerous heritage, environmental, economic and social assets and values. These values include conserving plants and animals, protecting landscapes, protecting archaeological and historic sites, providing timber and firewood, and providing recreational and educational opportunities. Public land in the region is shown in Figure 16.

There are significant, nationally and internationally recognised areas of public land in the Gippsland region, such as Wilsons Promontory, Mount Baw Baw, and Croajingolong, Alpine and Snowy River national parks. These and other

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public land areas are the key to the tourism future of the region, as well as creating reserves which protect environmental and heritage assets and values. Many of these areas are recognised as strategic tourism investment areas.

Opportunities are emerging for private sector investment in tourism developments in national parks. Guidelines have been released by the Victorian Government to assist in planning such developments²⁷. Once any proposals are submitted, councils may be required to take part in the statutory approvals process.

Figure 36: Public land in the Gippsland region



Source: Department of Planning and Community Development

Regional planning considerations related to public land include:

- Public land is an important asset in the region to protect ecosystems, and to provide amenity benefits to the region, especially through recreation and tourism. Public land also generates income through sustainable forestry and natural resource extraction.
- Opportunities will be supported for tourism development associated with or linked to public land that will promote growth and diversification within the region. This is particularly relevant around Phillip Island, the Gippsland Lakes, the Australian Alps, Wilsons Promontory, Banerong Coast, Croajingolong and Tarra Bulga. These areas are further explored for their tourism values in the Gippsland Strategic Tourism Investment Areas Final Report, which was developed to inform the plan. Such development will need to occur in balance with the environmental assets and natural hazards within each area, and investigated fully prior to any approvals being granted. Directing tourism development into existing settlements and activity centres that are close to these tourism assets wherever possible will help maintain character and values of those assets.

²⁷ Department of Sustainability and Environment, 2003

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- Consideration of facilities in towns with the support of established local communities with access to the tourism assets should be undertaken as a first step.

Coasts, estuaries and marine assets

Coastal areas in the Gippsland region contribute significantly to the economic, cultural, environmental and recreational life of the region's residents and visitors. Coastal and marine environments are highly valued. The coastal zone contains rich environment and heritage assets along with ports and industry. Many areas of the coast are under pressure for development and much of the coast is at risk from natural hazards, such as coastal inundation, discussed in section 2.2: Natural hazards and risks.

Coasts

The majority of the coast in the Gippsland region is public land, with a limited amount in private ownership. The width and type of the public land varies greatly, with large national parks in some areas and narrow foreshore reserves adjoining some towns.

The Gippsland Coastal Board oversees strategic coastal and marine planning issues, for the Gippsland coast between San Remo and the New South Wales border. It also undertakes activities to investigate and protect the marine assets adjacent to their regions. The Gippsland Coastal Board has developed coastal action plans to manage key issues and areas along its coast including for Gippsland Lakes (1999), Integrated Coastal Planning (2002), Estuaries (2006) and Boating (2012). Coastal action plans enable the broader principles and priorities of the Victorian Coastal Strategy 2008 to be further developed and applied at a regional or local level, or for particular issues.

Gippsland's coasts will be affected by sea level rises caused by changes in climate. Sea levels may rise by 0.5-1.1 metres by 2100. Storm tides which are currently forecast at 1 in 100-year frequency could occur every year or two in the same timeframe¹⁸. Low-lying towns, such as Inverloch, Lakes Entrance and Poynesville, would be particularly vulnerable to such changes and land use planning must take account of these changes. Climate change is discussed further in section 2.2: Natural hazards and risks.

Estuaries and marine life

Estuaries, bays and inlets are important for fish spawning or as nursery grounds. Saltmarshes, mangroves and wetlands are important nesting and feeding grounds for a broad range of significant waterbirds and waders including migratory species. Ecosystems along the coast vary greatly, and they also vary greatly as they progress inland from the beach.

There are a total of 41 identified estuarine ecosystems in the Gippsland region.

Significant marine ecosystems exist along the Gippsland coast, including those listed under the *Environment Protection and Biodiversity Conservation Act 1999*, such as the Giant Kelp Marine Forests of South-east Australia. Some significant marine ecosystems are protected in marine national parks (see Figure 3.7). There are also significant natural resources associated with the marine environment, including Bass Strait energy resources which are a key to the region's economic future. Knowledge of the marine environment and in particular threats to the marine environment from terrestrial land uses is still developing. Developments in this field will inform future strategic planning.

¹⁸ Department of Sustainability and Environment, 2012c.

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Figure 37: Marine national parks in the Gippsland region



Source: Department of Planning and Community Development

Estuaries are the interface between fresh and salt-water environments, providing important habitat for native plants and animals, nursery and breeding grounds for aquatic fauna, and are also a valuable recreational, commercial and tourism resource. Estuaries are particularly sensitive to inappropriate activities within catchments and are often used to gauge the health of the catchment to which they belong²⁷.

In order to protect and enhance estuaries, the Gippsland Coastal Board has developed the Gippsland Estuaries Coastal Action Plan. Its purpose is to provide a strategic framework to improve the quality, consistency and efficiency of planning and management decisions affecting estuaries in the Gippsland region.

Catchment management authorities for the region note population growth and subsequent development as threats to coastal assets. Some management measures are proposed in their regional catchment strategies to assist in managing these threats, including supporting the development of the plan and further developing knowledge on marine assets in the region.

Regional planning considerations related to coasts, estuaries and marine assets include:

- The plan will support appropriate planning controls to assist in planning around coastal and estuary assets. Public land management has a significant role to play given the extent of public land in these environments.
- There are many opportunities associated with coastal and estuary assets for the region, particularly around recreation and tourism. The plan will support appropriate tourism development within or associated with the coastal areas of the region, in particular in the strategic tourism investment areas, and ensure such development considers the various assets and natural hazards in these areas. This will be consistent with relevant coastal management

²⁷ Gippsland Coastal Board, 2006

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plans, such as Victorian Coastal Strategy 2008 and the relevant coastal action plans of coastal management boards.

The catchment management authorities have identified the need to better understand the catchment-based threats to marine assets. As this understanding develops, the Gippsland region may need to assess if there is a need to apply planning tools to enable and promote growth while protecting marine assets.

2.2 NATURAL HAZARDS AND RISKS

Climate change

Climate change will alter global and local climates. While the implications of climate change on specific economic, environmental and social assets are hard to predict, the general consensus of scientists is that certain trends are most probable.

Predicted changes for the Gippsland region in rainfall, temperature and evaporation as a result of climate change suggest that the Gippsland region will be hotter and drier than today. Bushfire risk is expected to increase and although rainfall is expected to decline, the intensity of heavy rainfall is likely to rise, potentially resulting in more severe floods.

This will have long-term consequences for the region, including:

- implications for water supply and reliability, within and outside the region, due to reduced rainfall and increased bushfire frequency and intensity
- increased water demand
- shorter drier winters impacting alpine environments and reducing snow cover
- damage to infrastructure, industries and agriculture from severe weather events and environmental hazards
- potential increase in erosion and reduction in water quality
- pressures on natural ecosystems
- implications for communities, such as human health, energy use, housing needs and service provision
- sea level rise accompanied with increased coastal hazards
- rising sea levels that expose the existing vulnerability of coastal towns and infrastructure in the Gippsland region.²⁰

The Gippsland Lakes, including Ninety Mile Beach and Corner Inlet, represent one of the most vulnerable coastal areas to climate change in Australia.

Climate change also presents many opportunities within the Gippsland region, particularly for diversification in agricultural enterprises. The dairy industry has already identified a series of opportunities within Gippsland, including that warmer winters and fewer frosts will likely result in increased pasture growth rates in winter²¹. Some current fisheries sectors could flourish in Gippsland as a result of expected changes to fisheries for some species.

²⁰ Department of Sustainability and Environment 2008a, 2008b

²¹ http://climate-commission.gov.au/wp-content/uploads/Gippsland_impacts.pdf

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The commercial viability of forestry, including plantations, may change in distribution due to altered climatic conditions and increased frequency of bushfires²².

Built assets and infrastructure as well as environmental and heritage assets may be at risk along the coast due to more severe coastal storms, sea level rise, coastal erosion and inundation. This could result in losses of commercial and residential properties, services and damage to roads. Areas most vulnerable to inundation are the immediate foreshore and low-lying coastal areas. This may have flow on effects to the region's recreation and tourism markets, as well as other economic sectors and settlements²³.

There is already research underway to better understand the potential risks and opportunities arising from climate change in Gippsland, including on agriculture and tourism. Coastal hazard mapping is being undertaken to assist in the risk management of coastal dependent developments, discussed further under the section on Coastal hazards.

In terms of supporting the region's resilience, key considerations for the region include:

- As commodities shift, what affect might this have on the supporting industries and freight task within the region?
- What land use implications might these changes have?
- What implications might these potential changes have on the settlements in the region?

These questions are not answered by the plan but instead could help inform future coordinated strategic planning in the region around climate change adaptation.

Regional planning considerations related to climate change include:

- For the Gippsland region, increased coastal hazards caused by climate change are a key consideration when planning future land use change in the regional context. Some of these hazards can be quantified to an extent and are discussed in the coastal hazards section below.
- For many other implications related to climate change, the key consideration for the plan isn't necessarily the magnitude of the change, but rather how land use planning can help improve the region's resilience and adaptability to change as its impacts emerge. For example, land use in rural areas will still predominantly be agricultural within the Farming Zone, but commodities that can successfully be cultivated on that land may change as climates change. Economic diversification may also occur to include other commodities and industries, including those related to the national carbon price such as carbon farming, renewable energy production or other new industries.
- Strategic planning should consider any likely increase in exposure to natural hazards and reductions in water availability as a result of climate change.
- Regional and local planning should respond to opportunities for innovation and industry development arising from climate change and the carbon price, and where appropriate remove barriers to such action.
- Consideration should be given to the appropriate design of urban areas to address potential risks of climate change on regional centres, such as increased urban heat island effects.
- There are numerous research projects underway across the Gippsland region to further develop the understanding of the potential impacts of climate change, such as a project investigating what a climate-adapted Australian settlement would look like, which is stilling

²² Victorian Government, 2013

²³ Victorian Government, 2013

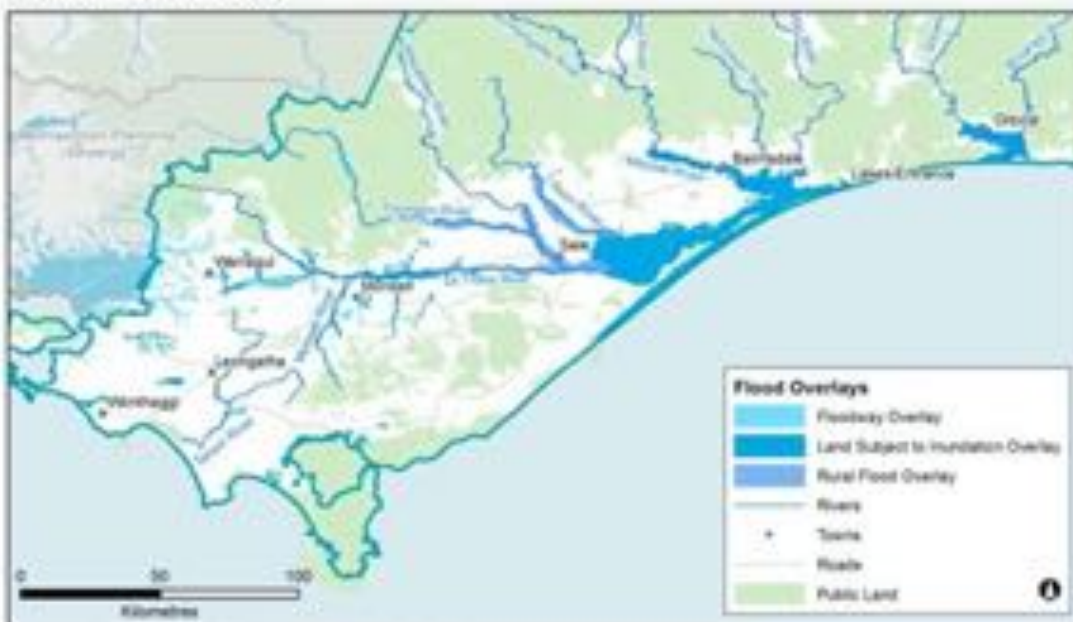
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Gippsland is a study area. There is also climate change adaptation planning underway in the region, such as the Gippsland Climate Change Impacts and Adaptation Project run by the former Department of Primary Industries and the University of Melbourne, in collaboration with local councils. The outcomes of research and adaptation planning should inform planning decisions and future revisions of the regional growth plan.

Flood

Flooding is an important natural process, although it can be highly disruptive to the community and the economy. Flooding is a significant issue within the Gippsland region, evidenced by numerous major flood events in the last decade. Of particular note are the 2007 floods, which isolated numerous communities and had wide ranging impacts on production and the population. The areas subjected to flooding risk within the region are often close to settlements. The existing flood overlays for the region can be seen in Figure 38. The extent of flood overlays across the region may need to be reviewed as new information is released on flood hazard over time.

Figure 38: Flood overlays



Source: Department of Planning and Community Development

The devastation caused by the 2007 floods is clearly described on the Australian Emergency Management Institute's website:

'In late June 2007, the Gippsland area received record rainfall associated with an intense low pressure system. The substantial rain event followed the Great Divide Bushfires, when 1.2 million hectares of public and private land were burnt and large areas of soil were left exposed. The storm in June 2007 resulted in major flooding and widespread damage. Seven rivers burst their banks causing millions of dollars of damage to homes, businesses and farms, as well as a significant loss of public and private assets. The rapidly rising floodwaters forced dozens of rescues and evacuations. One person died as a result of the flood waters. During 48 hours of torrential rain more than 1000 emergency service staff worked to save homes and shops in towns throughout Gippsland. Relief centres were set up at Bairnsdale,

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Lakes Entrance, Poynesville, Sale, Lucknow and Loch Sport and housed up to 360 evacuees. Volunteers also provided medical aid and catering with other organisations such as the Lions Club.

The State Government established a Flood Recovery Ministerial Taskforce, which assessed community need and planned the recovery program. The Taskforce announced a \$60 million Flood Recovery initiative covering, among other things, the cost of work on some 400 roads, bridges and 80 walking tracks spanning hundreds of kilometres as well as clearing debris from the regions' water supplies, catchments and recreation areas.

The Insurance Council of Australia estimated the 2007 damage at \$15 million, with the 2011 estimate normalised cost of \$18 million.²⁴

Given the likely increase in intensity of flooding, and bushfire, in the region over time as a result of climate change, these impacts and costs are likely to increase as well. Land use planning will continue to consider this potential increase in flooding as part of responsible planning decisions for the region. Flood mapping is continuing by the Department of Environment and Primary Industries, the Department of Transport, Planning and Local Infrastructure and catchment management authorities that will address changing risk profiles.

Regional planning considerations related to flooding include:

- Catchment management authorities in the region indicate that land use and management of floodplains, and response to flooding, could be improved by addressing inappropriate development and land use, among other factors. There are a number of localised flood studies in the region, which may need to be reviewed in light of the Victorian Flood Review and the state government's implementation plan developed in response to the review. Although the review was initiated in response to flooding in other areas of the state, its findings still apply to the Gippsland region, with many examples from Gippsland used throughout the report.
- Land use planning is considered to be an effective means of reducing future risks and damages from flooding (Victorian Government, 2012). The plan, considers the implications of flooding on growth, particularly settlement growth. The plan considers and maps where flood issues must be considered in more detailed settlement growth planning. It provides growth frameworks for key regional centres, with indicative flood risk based on current flood overlays. Flooding is also an issue across the broader landscape.
- Climate change predictions indicate that more extreme flood events may occur in the future (Victorian Government, 2011). Existing flood risk assessments do not take account of these likely increases in the intensity of storm and flood events. The increase in flood risk should be monitored and considered in future strategic planning.
- Flood provisions in planning schemes should be used consistently across the region to avoid inappropriate development, or redevelopment. They should also be used to require appropriate development responses and apply design responses through the building code (Victorian Government, 2012).
- New development will be directed away from areas of floodplain hazard and development should not be supported if it increases the flood risk for other sensitive areas or development.

²⁴ <http://www.enhknowledge.gov.au/resources/71202/>

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Bushfire

The Gippsland region has areas of significant bushfire hazard. Many of the landscapes most attractive to residents and tourists in the region are also areas of high bushfire hazard. The existing Bushfire Management Overlay for the region is shown in Figure 39.

Regional bushfire planning assessments provide extra information about areas, referred to as 'identified areas', where a range of land use planning matters intersect with a bushfire hazard to influence the level of risk to life and property from bushfire. The regional bushfire planning assessments map where a significant bushfire hazard may affect land use planning, and identify features such as settlements, urban interfaces and single access roads. This information should be considered as part of strategic land use and settlement planning at the regional, municipal and local levels.

Figure 39: Bushfire management overlays



Source: Department of Planning and Community Development

Regional planning considerations related to bushfire include:

- Pressures to develop in highly attractive, bushfire prone areas in the region are likely to continue, such as near the foothills and in the valleys leading up to the Great Dividing Range. This presents significant challenges for land use planning. In line with 2009 Victorian Bushfires Royal Commission recommendations, new development should be substantially restricted in the areas of highest bushfire risk, while giving due consideration to biodiversity conservation²⁰. The region must apply the precautionary principle in decision making and minimise risk to human life. This is particularly problematic with respect to nature-based tourism activities.
- Areas such as the secluded river valleys and timber towns are of particular concern to planners and emergency response agencies, where there are extreme bushfire hazards, high concentrations of people and limited road capacity for large-scale evacuation. The regional

²⁰ Recommendation 28 of the 2009 Victorian Bushfires Royal Commission report.

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Bushfire planning assessment for Gippsland²⁵ identifies numerous locations as having limited access and egress including Raw Bay Village, Walhalla, Bullumvaal, Lake Tyers, Bemm River, Tamboon, Mallicoata and Bandara. The regional bushfire planning assessment for Gippsland should be referred to for a comprehensive understanding of access issues to these and other settlements.

- Strategies are proposed to consider the potential increase in bushfire threat proposed by some of the future directions in the plan and where these should be located most appropriately considering settlement growth.
- The settlement frameworks for the major settlements have explicitly considered bushfire risk in determining future areas for new development. Bushfire hazard will need to be assessed to a finer level in conjunction with detailed planning at a municipal level.

Threats to soil health

Threats to soil health that are of relevance to the Gippsland region vary with soil type across the landscape. The catchment management authorities have defined the threats to soil health within the region very clearly. The main threats across the region are soil erosion and in some lower areas, salinity.

Salinity within the Gippsland region can relate to dry land, irrigated or ocean induced causes, each requiring different management methods through catchment management authority land and water management programs. Approaches include managing and living with threats to agricultural production, water quality, soil quality and native species.

Salinity impact in urban areas is an important consideration for Gippsland, considering the current known and predicted future extent of salinity. The West Gippsland Urban Salinity Risk Assessment²⁶ has identified and mapped known or potential salinity issues in the towns of Rosedale, Maffra, Sale, Seagrays, Inverloch, Leongatha, Port Albert, Port Welshpool and Yarram. The West Gippsland Salinity Management Plan²⁷ has identified potential future salinity risk to 2032 (see Appendix 2).

Soil erosion is also a significant risk in the Gippsland region and its assets, particularly agricultural land, water quality, and infrastructure. The likelihood and risk of different types of erosion has been modelled for West Gippsland in the 2008 Soil Erosion Management Plan²⁸. The plan highlighted that its information could be used to update planning overlays.

Landslip is a significant hazard in parts of Gippsland, and in particular in the Strzelecki Ranges in Raw Bay and South Gippsland shires. There have been numerous landslips and road closures in recent years in these shires and planning controls are in place in South Gippsland through the Environmental Significance Overlay Schedule 5 (Areas Susceptible to Erosion). Regional planning considerations related to threats to soil health include:

- The extent of threats to soil health in Gippsland is not reflected fully in planning overlays, for example there is no salinity management overlay related to Sale, despite the known salinity considerations.
- The extent and accuracy of overlays related to soil health threats could be assessed across the region to enable planning decisions to be made on the best available information and to inform future reviews of the regional growth plan.

²⁵ Department of Planning and Community Development, 2012

²⁶ IMA, 2005

²⁷ West Gippsland Catchment Management Authority, 2005

²⁸ West Gippsland Catchment Management Authority, 2008

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Acid sulfate soils

Acid sulfate soils occur naturally in coastal and inland settings. These soils can cause significant harm to human health and damage infrastructure. The potential for coastal acid sulfate soils has been mapped within the Gippsland region. An example is shown in Figure 40. These maps are used to inform local government planning processes. There is a low probability of acid sulfate soils occurring over non-coastal areas, although there is a high probability of acid sulfate soils occurring in many of the wetlands across the region³⁰.

Acid sulfate soils are acknowledged as a threat to agricultural production and human health within the Gippsland region and is a consideration for land use planning. The Victorian Best Practice Guidelines for Assessing and Managing Coastal Acid Sulfate Soils (Department of Sustainability and Environment, 2010) has been produced to guide landowners, developers, planners and decision-makers through a risk identification approach that will assist them to make decisions about the assessment and management of coastal acid sulfate soils.

More information on the location of acid sulfate soils in the region can be found on the Victorian Resources Online website³¹.

Regional planning considerations related to acid sulfate soils include:

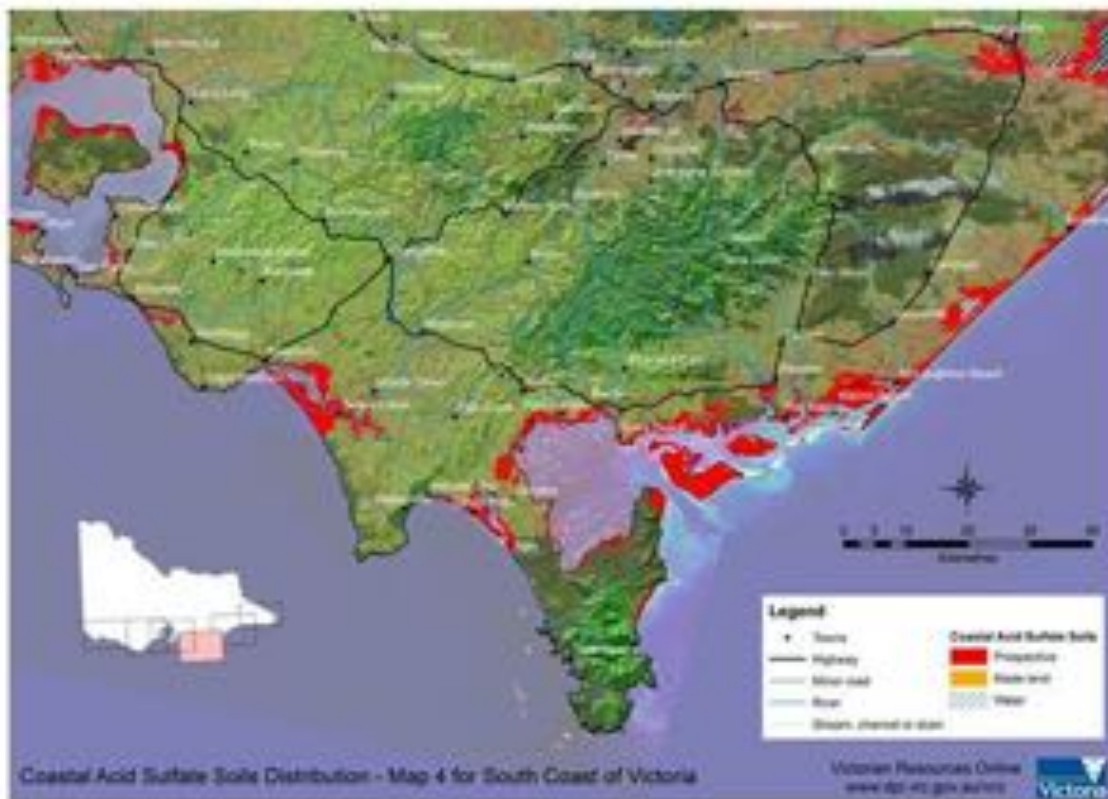
- Acid sulfate soils should remain undisturbed.
- It is important that land use planners and managers can identify areas where development is best avoided due to acid sulfate soils. Already, there are many examples of costly mistakes in Australia involving considerable damage to land, buildings and waterways as a result of disturbing acid sulfate soils.
- Inland acid sulfate soils are often associated with saline wetland environments, and should be considered as a possibility when any development occurs around wetlands within the region.
- The location of potential acid sulfate soils should be considered when identifying suitable locations for future opportunities and land use change.

³⁰ AGRV, 2011)

³¹ http://vro.dps.vic.gov.au/dps/vro/vronline.net/pages/soil_acid_sulfate_soils

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Figure 40: Potential coastal acid sulfate soils in West Gippsland



Coastal hazards

The Future Coasts Program of the Victorian Government has developed the Victorian Coastal Inundation Dataset, which provides a high level indication of the implications of potential risks from sea level rise and storm surge at a statewide to regional scale for four different time periods (2009, 2040, 2070 and 2100). The Victorian Coastal Inundation Dataset is intended to be used at a regional scale to assist strategic planning and risk management, including in regional growth plans. The maps for the Gippsland region can be found on the Future Coasts Victorian Coastal Inundation Dataset website¹².

Potential coastal hazards for Victoria are clearly defined in the Victorian Coastal Hazard Guide¹³. Coastal hazards that may be experienced in the Gippsland region include coastal inundation, saline intrusion, coastal erosion and damage to infrastructure, all of which may be more severe as a result of climate change.

The Victorian Coastal Hazard Guide notes that climate change is not expected to create any new coastal hazards, but at many locations it has the potential to make existing coastal hazards worse. Climate change may affect the rate of change and the mean level of the sea, the frequency and elevation of extreme sea levels, the height of waves, and the frequency and intensity of rainfall, and thus catchment flooding.

¹² <http://www.climatechange.vic.gov.au/adopting-to-climate-change/future-coasts/victorian-coastal-inundation-dataset>

¹³ Department of Sustainability and Environment, 2012b

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Population growth and urban development along the coast, as well as the effects of climate change, are likely to increase the risks that coastal hazards present to Victorians. An increase in severity of coastal hazards could have wide ranging effects on the community and the economy, related to factors such as increased rates of coastal erosion, more extensive and frequent coastal flooding, and changing water quality in estuaries and aquifers.

Parts of the Gippsland coast may be inundated to an extent requiring protection or relocation of assets, including dwellings and commercial buildings. Potential environmental impacts of climate change in Gippsland include increased flooding and erosion in important estuaries, altered inundation frequencies in estuaries, changed beach and dune formations and changes to animal species mixes. Infrastructure impacts may include undermining or deterioration of roads, sea walls, essential services, private houses, public reserves and port facilities. Inundation of coastal areas may also result in the loss of cultural heritage places and recreation and tourism areas.

Under the Victoria Planning Provisions and planning schemes, planning authorities must plan for sea level rise. Local coastal hazard assessments are underway in Gippsland for Western Port and Gippsland Lakes/Ninety Mile Beach. These assessments will produce information and data to assist decision makers, such as by informing settlement and land use plans, informing infrastructure asset planning, and potentially assisting with the development of statutory tools.

Regional planning considerations related to coastal hazards include:

- A greater understanding of potential coastal hazards for the region is needed in light of climate change. The Victorian Coastal Hazard Guide contains a risk management process that provides a framework for examining the likelihood and ramifications of a specified coastal hazard event occurring and the possible response options, while accounting for local factors, stakeholder input, complexity and uncertainties. The local coastal hazard assessments underway for Western Port and Gippsland Lakes/Ninety Mile Beach will help develop this understanding. There are numerous other research projects underway across the region to better understand coastal hazards and the implications of climate change better such as the Gippsland Lakes Inundation and Adaptation Management Plan – Lakes Entrance Pilot Project by East Gippsland Shire supported by government.
- There are challenges for Gippsland regarding the long term planning and management of coastal hazards, which may include strategic retreat, development constraints, and infrastructure maintenance.

Note: Implications for planning

The map in Appendix 3: Planning considerations for Gippsland, demonstrates how environment and heritage assets and natural hazards/risks impact on planning across the Gippsland region. The map indicates that land with 'significant planning considerations', such as public land, national parks and conservation reserves, and land identified with current known risk from bushfire and flood, comprises 76 per cent of the region. Land affected by 'medium level planning considerations', including declared water supply catchments, environmental significance overlays, and mining licences, comprises a further 15 per cent. The remaining land may be suitable for development subject to local constraints and demand. The levels of planning consideration are important considerations for identifying areas for growth and development, and indicate the level of planning complexity that may be involved in planning for development in these areas.

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3. LIVING IN THE REGION

3.1 POPULATION FORECASTS

Gippsland's settlement patterns are well established with the Latrobe Valley forming the major economic and population centre of region. The Latrobe Valley is comprised of the four townships of Traralgon, Moe, Morwell and Churchill, which are seen as a collective agglomeration or 'networked city'. Gippsland's other major centres of Bairnsdale, Sale, Lakes Entrance, Drouin and Warragul are located along the major transport corridor that runs east-west through the region.

Outside of this corridor, the townships of Leongatha, Korumburra, Wonthaggi and Inverloch are at the south west end of the region. While Gippsland has clearly defined centres, much of the population is spread across the region, with around 40 per cent of the population located in villages and settlements of less than 500 people. Along the coastline many areas are subject to significant seasonal population fluctuations, and many settlements will need to address the impacts of inundation linked to climate change in the future.

Recent population trends

The Gippsland region has experienced a period of sustained population growth, adding over 35,000 people in the period 1996 to 2011. This represents an average annual growth rate of one per cent, and takes the population of the region to approximately 270,000 as of 2011. This growth rate is on par with that of regional Victoria, but less than Victoria as a whole over the same period (Table 9).

Table 9: Total population 1996 to 2011

	1996	2001	2006	2011	1996-2011 Growth Rate
Bass Coast (Shire)	21,543	25,631	27,502	31,634	2.6%
Baw Baw (Shire)	34,470	36,309	38,600	44,025	1.6%
South Gippsland (Shire)	25,488	26,159	26,672	28,283	0.7%
Latrobe (City)	71,115	70,643	72,000	76,890	0.5%
Wellington (Shire)	41,545	41,462	41,529	43,880	0.4%
East Gippsland (Shire)	39,094	39,439	41,388	44,700	0.9%
Gippsland	233,255	239,733	247,693	269,412	1.0%
Regional Victoria	1,276,877	1,333,101	1,383,525	1,487,304	1.0%
Victoria	4,559,082	4,804,726	5,126,540	5,836,808	1.4%

Source: SGS Economics & Planning, 2012

However, while the region as a whole has not grown as fast as Victoria, certain local government areas within the Gippsland region have experienced significantly higher levels of growth. The two local government areas that border metropolitan Melbourne, Baw Baw (1.6 per cent) and particularly Bass Coast (2.6 per cent) have experienced growth above the state average. Latrobe, the largest local government area in the region in terms of total population, experienced some of the slowest growth in the region, growing by 0.5 per cent per annum between 1996 and 2011. Notably, unlike other regions of Victoria, there were no parts of Gippsland that experienced a decline in population over the period.

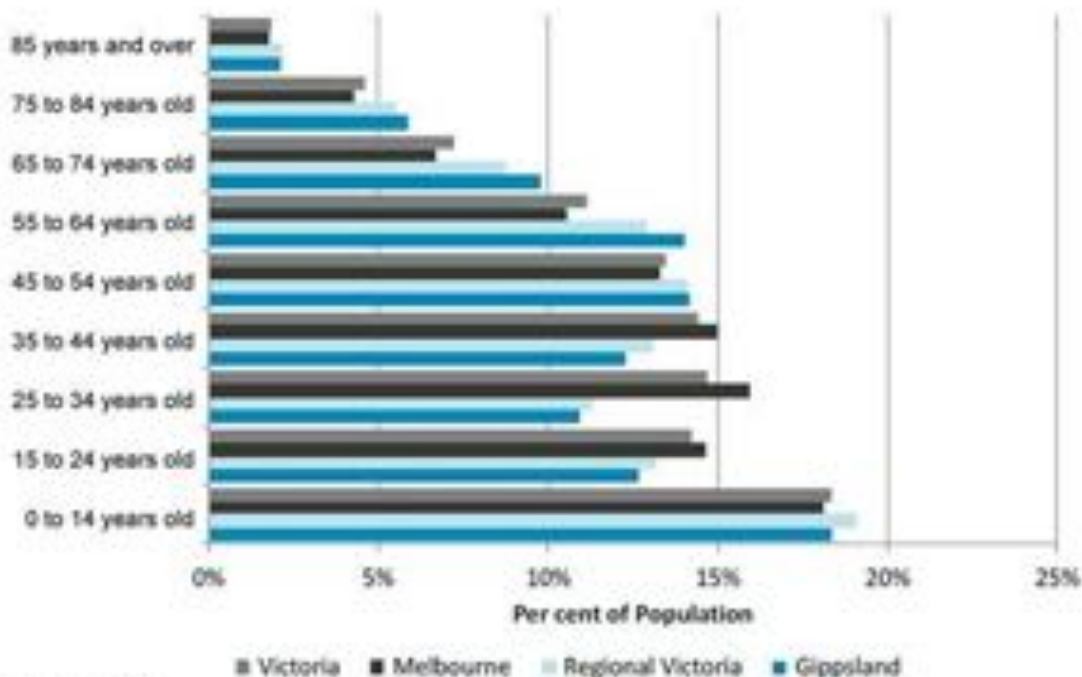
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As of 2011, the largest towns, based on statistical local area boundaries, in Gippsland were Traralgon (11,196 people), Bairnsdale (28,565), Morwell (21,442), Moe (19,105), and Sale (14,686).

The population of Gippsland is ageing, as is the case across Australia. The number of people aged 65 and over increased from 12.3 per cent of the population in 1996 to 17.7 per cent of the population in 2010, a rise of 14,500 people.

Gippsland had, as of 2010, a notably higher proportion of retirees, 65 and over, than the Victorian average, and more people aged between 45 to 64 years of age. There are proportionately significantly less people aged 15-44 in Gippsland than Victoria (see Figure 41).

Figure 41: Age structure by region 2010 (ABS 2010 estimated resident population)

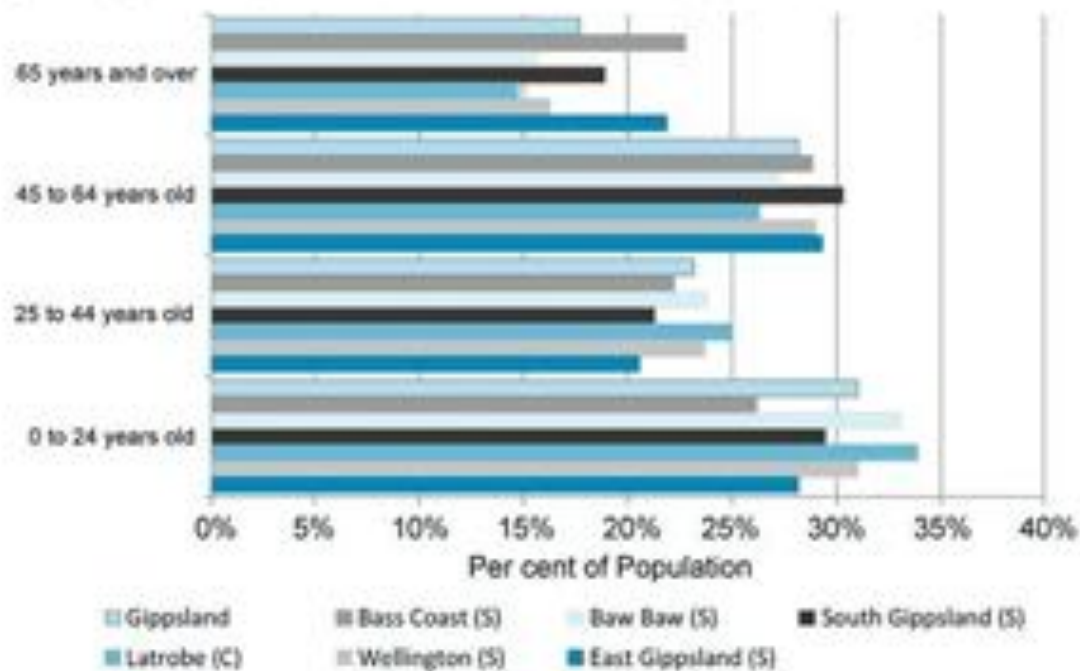


Source: ABS, 2012

Within the Gippsland region the age structure of individual LGAs varies. Relatively speaking, Bow Bay and Latrobe have the youngest populations, while Bass Coast and East Gippsland have the oldest populations (see Figure 42). Notably, Latrobe, which houses some of the largest centres in the region, has a relatively higher proportion of people aged 25-44.

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Figure 42: Age structure by LGA 2010 (ABS 2010 estimated resident population)



Source: ABS, 2012

Migration in and out of Gippsland varies greatly by age. There is a long-established trend of school leavers migrating out of Gippsland for Melbourne and other cities, while young families and those reaching, or having already reached, retirement migrating into the Gippsland region.

Key growth drivers

Peri-urban migration pressures

The largest in-migration of new residents to Gippsland comes from Melbourne, with approximately 4000 people making the move between 2001 and 2006. The fastest growing municipalities in regional Victoria are those that are located directly beyond the metropolitan Melbourne boundary. From 1996 to 2011, 95 per cent of Victoria's population growth has been within 150 kilometres of Melbourne's central business district. Within the 150 kilometre radius from Melbourne, the non-metropolitan part is known as Melbourne's peri-urban hinterland, defined as the areas immediately beyond metropolitan Melbourne and approximately within 100 kilometres of central Melbourne. Gippsland settlements particularly affected by peri-urban pressures include Warragul and Drouin, Korumburra, Wonthaggi and San Remo.

The relative attractiveness of peri-urban locations relative to suburban growth is leading to development essentially 'jumping' the metropolitan green wedges and urban growth boundary and settling in the centres of regional Victoria with reasonably good access to Melbourne. There will be further pressures for this process to accelerate as nearby growth areas in the municipalities of Casey and Cardinia generate new jobs and develop their employment areas, for instance at the Monash University Berwick campus and the Cardinia Employment Corridor which designates 25 square kilometres for future employment land.

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Housing affordability

Much of this peri-urban growth can be attributed to housing affordability issues in Melbourne. House price inflation has run ahead of average growth in wages and welfare benefits, spurred by strong demand and an undersupply of housing. This in turn has been driven by shortfalls in development capacity, increasing development and planning costs, extended delays in reform processes and the provision of infrastructure.

Importantly, peri-urban growth is already being experienced in Gippsland's western extent and is likely to continue, with or without intervention. Planning has a role in directing and controlling the nature of peri-urban growth. In addition, the South-East Growth Corridor, comprising Casey and Cardinia councils, is nearing capacity, with the corridor earmarked for closure in the coming decades. The 2010 Urban Development Program stated that the south-east growth corridor has a supply of 90,000 additional lots, with 40,000 to be ready over the next 15 years. This is approximately 60 per cent of the supply identified in the northern and western growth corridors. As the south-east corridor reaches capacity this is likely to contribute to greater demand for greenfield sites and housing in the peri-urban region of Gippsland.

Sea/tree change migration

In recent years strong population growth has occurred across Australia in coastal getaway and picturesque commuter communities. Sea and tree change, or amenity migration, is where people move for lifestyle rather than employment opportunities seeking natural amenity, climate, recreation and affordable housing.

Coastal areas and regional towns that are within a three to four hour drive from capital cities are relatively affordable, particularly against the sharp rise in house prices within metropolitan areas. As a result, these settlements draw a high proportion of their migrants from capital cities. The affordability of sea/tree change towns has attracted many seeking an alternative lifestyle where quality of housing is a key factor.

The Gippsland region offers a wide variety of locations with natural beauty. With its vast coastline, rolling hills and high country, Gippsland is well placed to attract those looking for an alternative lifestyle to Melbourne or other cities. Western Gippsland is in close proximity to Melbourne, allowing a degree of interaction with the metropolitan area, yet the region's housing is considerably more affordable.

Connectivity and transport infrastructure

Transport infrastructure allows people to access jobs, family, friends, recreation and retail and a wide range of other services. It helps businesses attract customers and employees, receive supplies and distribute products. It requires significant public investment, yet ultimately sets the tone and direction for future land use development. Transport investments can take the form of new infrastructure or improvements to existing service level provision, both of which can have quite significant impacts on settlement patterns.

The growth of Gippsland is highly dependent on access to employment, education, services and recreational opportunities. Good transport increases choice and communities with strong inter-connections are much more resilient to economic conditions, such as unemployment, low income and limited education.

Population scenarios

Victoria in Future

Victoria in Future 2012 (VIF 2012) is the official state government population and household projections. VIF 2012 represents the most likely population outcome for the Gippsland region in the context of the rest of Victoria's recent and likely future population growth.

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VIF 2012 is based on current trends through an analysis of historical changes in economic and social structures and other drivers of demographic trends to indicate possible future populations. The assumptions that underpin the projections are based on established, migration, demographic and social trends continuing in the future. The projections take into account the current population, future birth and death rates, and future net migration. Given the rather predictable nature of birth and death rates, the level of net migration is the significant variable that impacts on alternative future population outcomes. The VIF 2012 projections assume a small net inward migration into the Gippsland region.

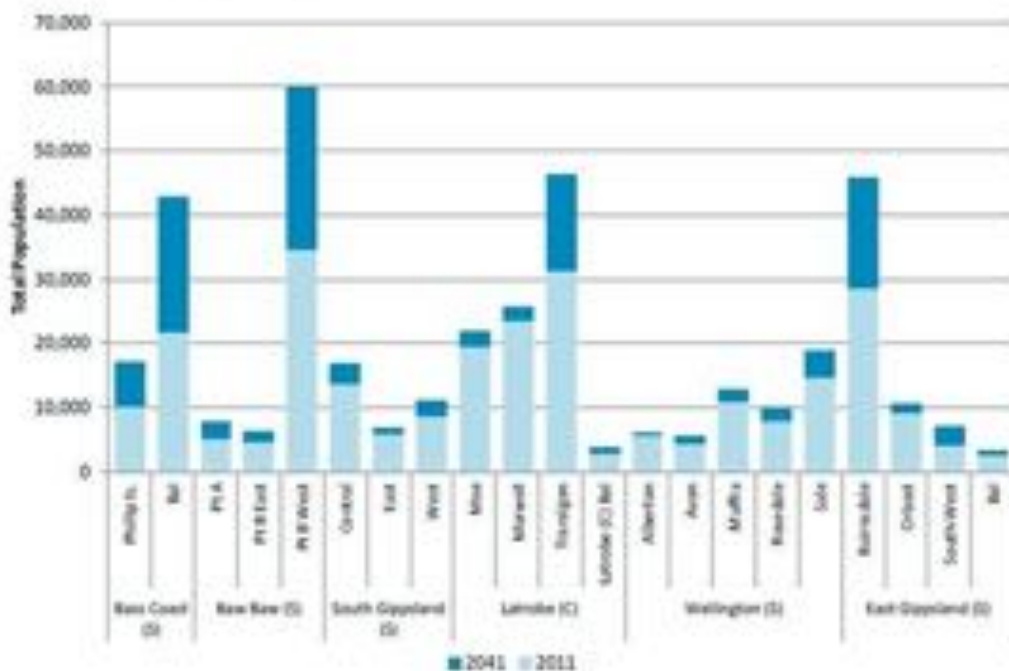
Current trend results

Under VIF 2012, Gippsland is forecast to increase in population by approximately 115,000 from 2011 to 2041, reaching a total population of approximately 385,000 people by 2041. It is expected to become the third largest Victorian region and will be of a similar size to what the Barwon-Western District is currently.

Compared to the other Victorian regions, Gippsland's growth over this 30 year period is expected to be mid range. The average annual growth rate for Gippsland between 2011 and 2041 is approximately 1.2 per cent per annum. By 2041 it is anticipated to be the fastest growing region of regional Victoria by a small margin.

Within the Gippsland region, the extra 115,000 anticipated residents are projected to largely be distributed in the peri-urban areas of Bass Coast and Baw Baw shires, and the larger centres of Traralgon and Bairnsdale (see Figure 43). The statistical local areas neighbouring Melbourne see the largest growth rates, with the statistical local areas of Baw Baw (Shire) - Part B West and Bass Coast (Shire) - Balance adding approximately 25,000 and 21,000 people respectively to 2041. Traralgon and Bairnsdale are forecast to increase by approximately 15,000 people each to 2041. This growth is spatially illustrated on an average annual basis in Figure 44.

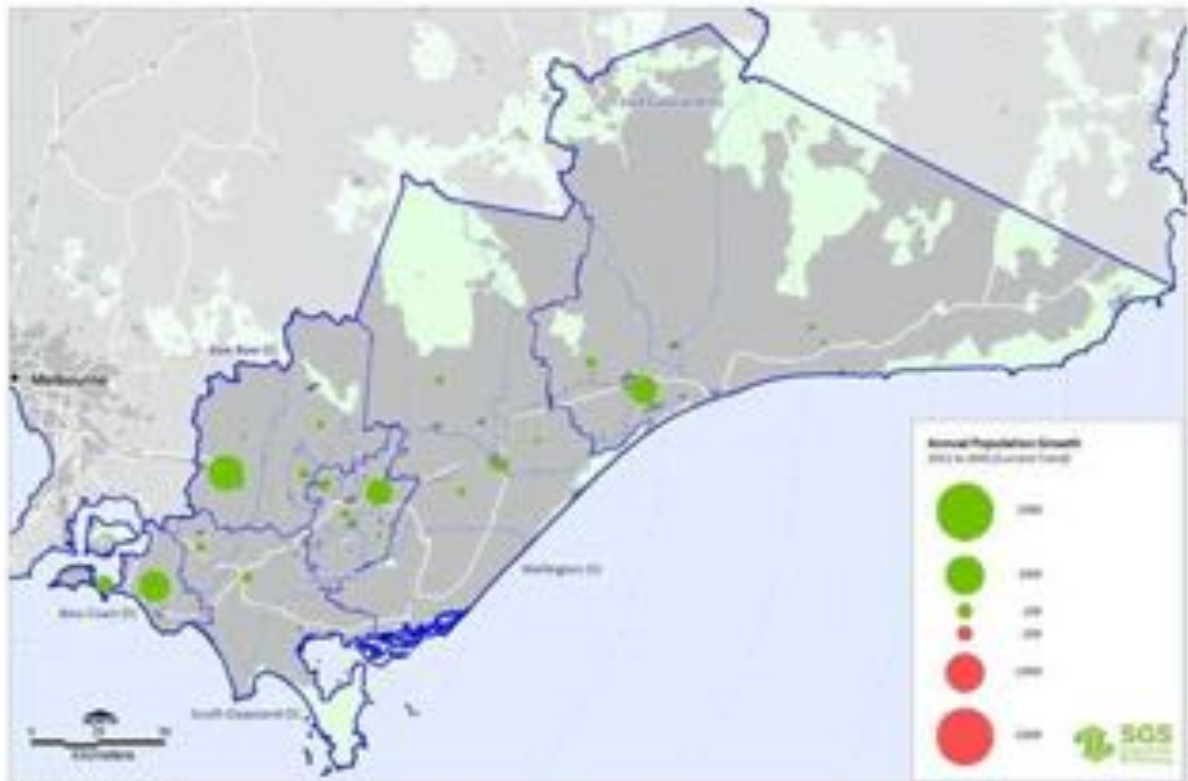
Figure 43: Total population by Statistical Local Area 2011 to 2041



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Source: Department of Planning and Community Development, 2012

Figure 44: Annual population change by Statistical Local Area 2011 to 2041



Source: SOS, 2012a

3.2 SETTLEMENT FRAMEWORK

Introduction

The purpose of this section is to identify a settlement framework for Gippsland to accommodate future population growth and support its vision to attract economic investment and protect its environmental assets. It also aims to provide a more detailed regional layer to help inform the framework for Victoria.

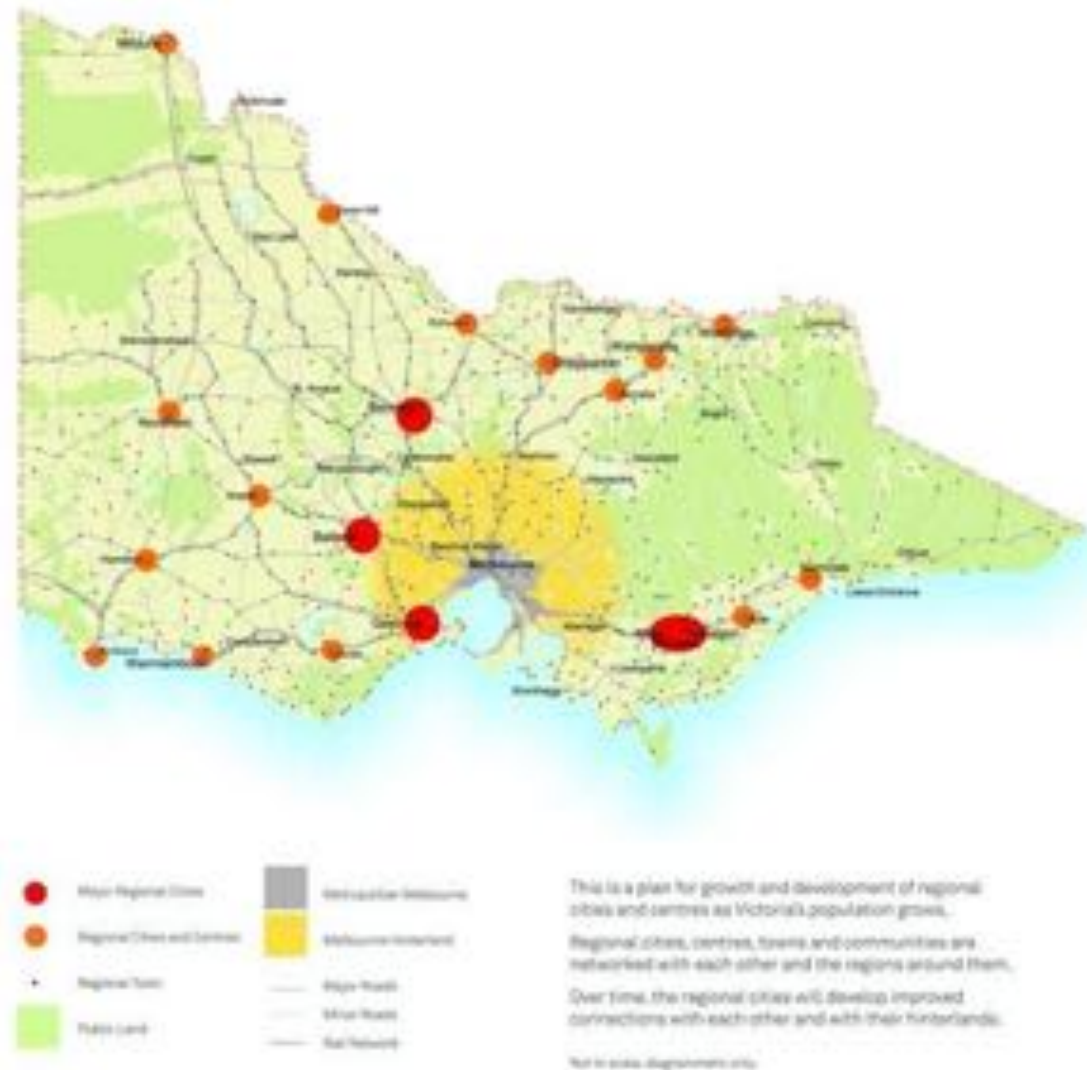
The settlement framework for Gippsland will be consistent with the objectives for Victoria which is expressed through the State Planning Policy Framework (Clause 11) in the following terms:

- to promote the sustainable growth and development of regional Victoria through a network of settlements
- to manage growth in Melbourne's hinterland within 100 kilometres of the Melbourne central business district.

Figure 45 shows the Regional Settlement Framework for Victoria which is included in the State Planning Policy Framework and which shows Traralgon-Moe-Morwell as a 'major regional city'.

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Figure 45: Regional settlement framework for Victoria



Source: Victoria Planning Provisions

Strategies to achieve the above objectives involve directing urban growth into major regional cities including '... the Moe, Morwell and Traralgon cluster', and supporting the sustainable development of regional cities and centres, including Bairnsdale and Sale.

Other strategies require that:

- coastal settlements should have a clear settlement boundary to protect coastal values and reduce urban sprawl
- ribbon development within rural landscapes is to be avoided and rural land and natural features are to be protected and preserved

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- development will avoid impacts on high biodiversity values, landscape amenity, water conservation values, food production and energy production capacity, extractable resources and minerals, cultural heritage and recreation values
- siting and design of new development will minimise risk to life from natural hazards, such as bushfire and flooding.

There is also positive guidance for the sufficient supply of appropriately located residential, commercial, and industrial land across a region, and that growth will be directed to locations where utilities, transport, commercial and social infrastructure are available or can be provided.

Within the overall regional settlement framework for Victoria, this settlement framework for Gippsland provides a further level of detail.

The methodology for identifying a settlement framework for Gippsland involved a number of steps:

- Existing centres, towns and settlements with an estimated population of 1000 or more were identified and mapped
- The existing role and services for identified towns were identified, including government offices, education facilities, health and emergency services
- Population and household growth to 2041 for the identified settlements was estimated using data from VIF 2012 including an assessment of higher growth possibilities
- An assessment was made of the supply of urban land available to accommodate growth at each settlement, based on data from structure plans, planning schemes and local authorities
- Constraints on growth for each settlement were then examined covering environmental considerations such as the risk of flooding and bushfire, biodiversity and brown coal resources
- Various pressures and demands for growth were then considered, including proximity to Melbourne and larger centres, and a settlement framework was developed highlighting how future growth in Gippsland should be accommodated

The following sections reflect these steps.

Existing settlements

All existing towns with over 1000 people, or an expected population of more than 1000 by 2041, were identified and recorded. These towns are shown in Table 10. They are ranked according to their population size in 2011.

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Table 10: Towns and settlements in the Gippsland region

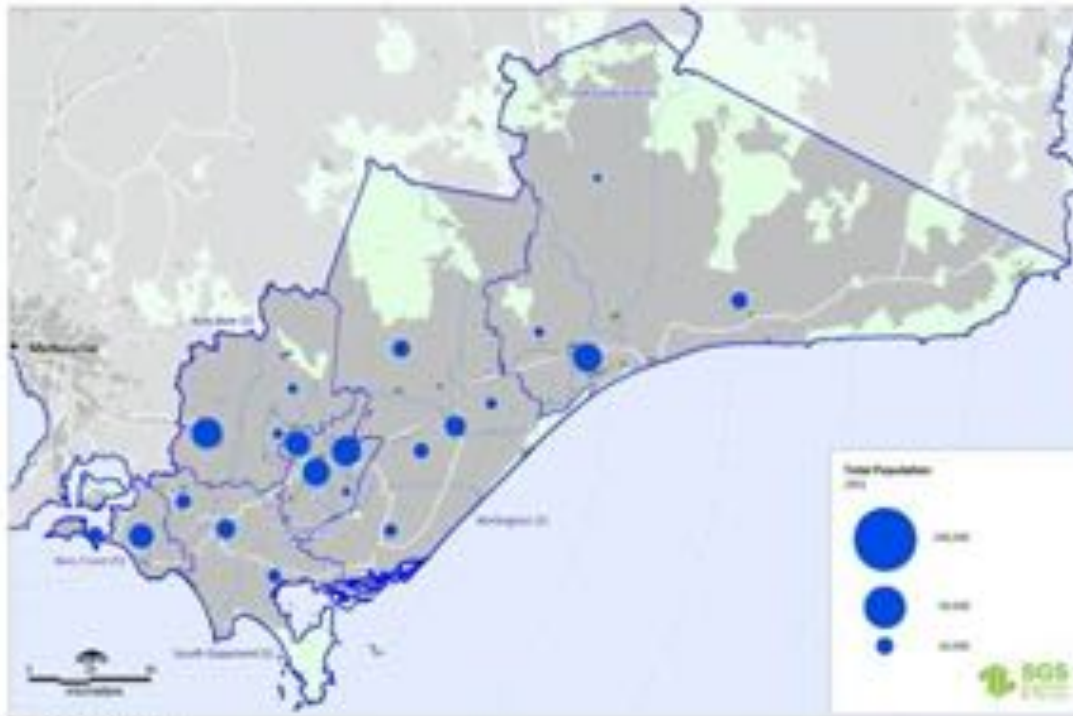
No	Town	Council	Growth Rate per annum 1981-2011	2011 Population	Assumed Growth Rate per annum 2011-41	Assumed 2041 Population
1	Traralgon	Lalorpe	1.0 %	25,285	1.2 %	35,000
2	Moe/Newborough	Lalorpe	-0.4 %	16,781	0.5 %	17,500
3	Morwell	Lalorpe	-0.7 %	14,725	0.8 %	17,250
4	Sale	Wellington	-0.1 %	14,670	0.7 %	15,750
5	Warragul	Bass Bay	1.6 %	13,611	1.8 %	22,250
6	Bairnsdale	East Gippsland	0.7 %	12,618	1.4 %	18,000
7	Drouin	Bass Bay	3.0 %	8862	2.0 %	16,500
8	Wonthaggi	Bass Coast	1.4 %	7488	1.9 %	13,000
9	Lakes Entrance	East Gippsland	2.0 %	6103	1.2 %	8800
10	Cowes	Bass Coast	3.3 %	5231	2.9 %	10,000
11	Leongatha	South Gippsland	0.8 %	5125	1.1 %	6500
12	Churchill	Lalorpe	-0.2 %	4938	0.6 %	5700
13	Inverloch	Bass Coast	3.8 %	4679	2.8 %	10,500
14	Maffra	Wellington	0.1 %	4402	0.7 %	5000
15	Paynesville	East Gippsland	2.2 %	3965	2.1 %	5800
16	Korumbura	South Gippsland	0.4 %	3409	0.9 %	4300
17	Trafalgar	Bass Bay	1.1 %	2625	2.2 %	5800
18	Orbost	East Gippsland	-0.6 %	2177	0.0 %	2200
19	Stratford	Wellington	1.3 %	1887	1.2 %	2300
20	Yarram	Wellington	-0.7 %	1653	0.4 %	1800
21	Mitook North	South Gippsland	1.6 %	1616	0.4 %	1800
22	Heyfield	Wellington	-0.4 %	1540	1.0 %	1900
23	San Remo	Bass Coast	3.0 %	1139	1.7 %	2000
24	Rosedale	Wellington	0.3 %	1180	0.6 %	1300
25	Foster	South Gippsland	0.0 %	1128	0.8 %	1300
26	Mallacoota	East Gippsland	1.2 %	987	1.1 %	1400
27	Cape Paterson	Bass Coast	4.7 %	779	2.1 %	1500

Source: ABS and DTPLI demographic research

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The identified towns are also shown in Figure 46 and Figure 47 which show the existing settlement patterns and forecast change in population for 2011-2041.

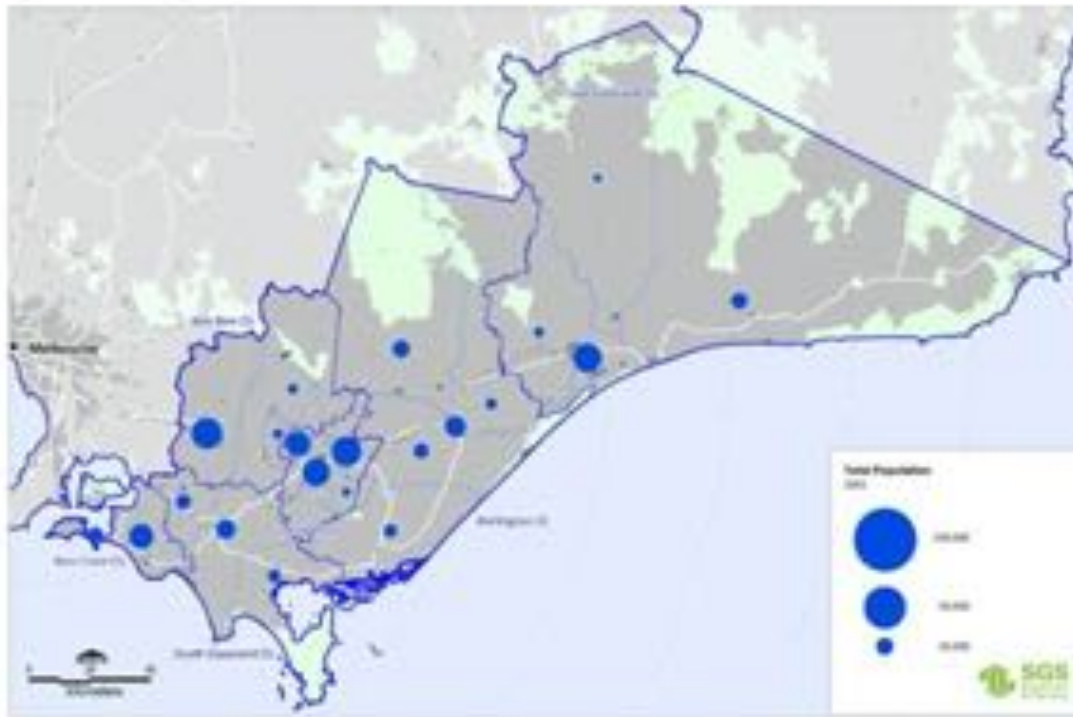
Figure 46: Existing settlement pattern 2011



Source: SGS, 2012a

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Figure 47: Change in population 2011-2041



Source: SCS, 2012a

Current role

The range of services and facilities available in each town and settlement were then assessed in order to better understand their current role and function. Information from the Regional Mapping Project: Gippsland Region³⁸ was used to inform Table 31 which shows the level of service provision for 27 centres. It indicates that the Latrobe City grouping of Traralgon, Morwell, Moe and Churchill, and Wonthaggi, Sale, Bairnsdale and Warragul are the centres which currently offer the highest level of services in Gippsland.

³⁸ Paragonix 2009

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Table 11: Service provision

No	TOWN	Local services	Education	Police	Emergency	Health	Transport	Active
BASS COAST								
1	Wonthaggi	High	High	Low	High	High	High	14
2	Inverloch	Low	Low	Low	Low	Low	Low	4
3	Cape Paterson	Low	Low	Low	Low	Low	Low	2
4	San Remo	Low	Low	Low	Low	Low	Low	1
5	Coles	Low	Low	Low	Low	Low	Low	2
SOUTH GIPPSLAND								
6	Leongatha	High	High	Low	High	High	High	10
7	Korumburra	Low	Low	Low	Low	Low	Low	3
8	Foster	Low	Low	Low	Low	Low	Low	3
9	Mitook North	Low	Low	Low	Low	Low	Low	4
ALTONHEI CITY								
10	Traralgon	High	High	High	High	High	High	16
11	Morwell	High	High	High	High	High	High	17
12	Moe/Newborough	High	High	High	High	High	High	14
13	Churchill	Low	Low	Low	Low	Low	Low	3
MELBOURNE								
14	Sale	High	High	High	High	High	High	17
15	Maffra	High	High	High	High	High	High	3
16	Stratford	Low	Low	Low	Low	Low	Low	1
17	Rosedale	Low	Low	Low	Low	Low	Low	1
18	Heyfield	High	High	High	High	High	High	10
19	Yarram	High	High	High	High	High	High	11
EAST GIPPSLAND								
20	Balansale	High	High	High	High	High	High	15
21	Paynesville	Low	Low	Low	Low	Low	Low	2
22	Lakes Entrance	Low	Low	Low	Low	Low	Low	1
23	Mallacoota	Low	Low	Low	Low	Low	Low	1
24	Orbost	High	High	High	High	High	High	11
WILLOW								
25	Warragul	High	High	High	High	High	High	16
26	Deakin	Low	Low	Low	Low	Low	Low	1
27	Traralgar	Low	Low	Low	Low	Low	Low	10

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	State and Council offices	State and local offices	Local offices only
GOVT OFFICES	State and Council offices	State and local offices	Local offices only
EDUCATION	All levels present	Primary/secondary	Primary only
POSTAL		Higher level services	Local services only
EMERGENCY	CFA, Police/Ambulance	Some services	Presence only
HEALTH	Regional hospital	Rural Hospital	Other health services
TRAIN and BUS	High level services	Medium level	Low level

NOTES:

1. Based on the role and function table (Appendix A) in the Regional Mapping Project: Gippsland Region, (Plansphere 2006). Train and bus services are based on an analysis of train, V/Line coach, and local bus services.
2. The score is an overall indicator of service provision which allocates three points for a high (brown) level, two points for a medium (orange) level, and one point for a low (yellow) level of service.

Estimated growth

Gippsland is forecast to increase in population by approximately 115,000 by 2041, reaching a total population of approximately 185,000 people by 2041. It is expected to become the third largest Victorian region. Compared to the other regions, Gippsland's growth is expected to be mid range with an average annual growth rate of approximately 1.2 per cent per annum, although by 2041 it is anticipated to be the fastest growing region in regional Victoria.

Highest levels of growth are forecast for towns and settlements closest to Melbourne, such as Drouin, coastal settlements, such as Paynesville, or centres which are both close to Melbourne and on the coast, such as Inverloch, Cape Paterson and Cowes. Housing growth normally aligns with population growth, but in coastal centres where many people are expected to live permanently in existing houses which are currently 'weekenders', a lower rate of household growth is expected. These areas include Inverloch, Cape Paterson, San Remo, Cowes, Paynesville and Lakes Entrance.

Population forecasts and estimates are based on trends, existing growth rates and local capacity. While this is a sound basis for land use planning and service delivery, forecasts can be wrong. For instance, in the early 1990s, Victoria's population reduced over a number of years, whereas from 2001 to 2006 population growth was significantly higher than forecast.

With this in mind, it is wise to recognise that growth can be higher or lower than expected and land use planning should provide flexibility to accommodate a range of future population levels. While lower growth than anticipated can be accommodated without difficulty in terms of land supply, higher growth scenarios will need an accelerated program of land releases. A scenario of population growth of an additional 20 per cent above current projections can be used as an upper level for this project.

Constraints on growth

Each centre was assessed in terms of its constraints on growth, and in particular environmental constraints which will prevent or hinder urban development. Such constraints are identified in the State Planning Policy Framework and include areas of high landscape value, areas with natural resources, such as brown coal deposits, environmental assets including high biodiversity value, and areas at risk from flooding, coastal inundation or bushfire. Other constraints include areas affected by airport operations, heritage sites, and areas with soil conditions which affect development. Some of these constraints are more important than others. For example, areas affected by flooding and brown coal deposits pose a greater constraint than soil conditions that may require modified building standards but do not prevent development (high quality agricultural land is also a significant constraint).

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Maps for 22 towns were prepared showing land affected by these constraints. The maps include the planning scheme overlays for each of the above constraints but do not show any grading to reflect the importance of each constraint. For example, Leongatha, Korumburra, Mirboo North and Foster appear to have no potential for growth because of the Environmental Significance Overlay – schedule 5 which effectively surrounds these towns. Environmental Significance Overlay – schedule 5 shows 'Areas Susceptible to Erosion' where special requirements are in place but where development is usually permitted subject to special conditions to reduce the likelihood of landslip or erosion.

Information about these constraints is summarised in Table 12 which shows that Cape Paterson, Lakes Entrance and the Latrobe Valley towns of Moe, Morwell and Traralgon appear to be faced with the most constraints on growth. On the other hand, Bairnsdale, Sale, Warragul, Leongatha, Korumburra, Drouin, Wonthaggi, San Remo, Maffra and Stratford appear to be relatively unconstrained. The maps, which are all at the same scale, are included in Appendix 4.

Table 12: Constraints on growth

No	TOWN	PLANNING SCHEME	ENVIRONMENTAL SIGNIFICANCE OVERLAY – SCHEDULE 5	ENVIRONMENTAL SIGNIFICANCE OVERLAY – SCHEDULE 4	ENVIRONMENTAL SIGNIFICANCE OVERLAY – SCHEDULE 3	ENVIRONMENTAL SIGNIFICANCE OVERLAY – SCHEDULE 2	ENVIRONMENTAL SIGNIFICANCE OVERLAY – SCHEDULE 1	ENVIRONMENTAL SIGNIFICANCE OVERLAY – SCHEDULE 0	TOTAL
SEAS COAST									
1	Wonthaggi								2
2	Inverloch								3
3	Cape Paterson								6
4	San Remo								6
5	Cowes								4
SOUTH COAST									
6	Leongatha								3
7	Korumburra								3
8	Foster								3
9	Mirboo North								3
LATROBE CITY									
10	Traralgon								8
11	Morwell								7
12	Moe/Newborough								8
13	Churchill								3
WILSONTON									
14	Sale								4
15	Maffra								2
16	Stratford								2
17	Rosedale								3
18	Heyfield								2

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No	TOWN	PLANNING	ENVIRONMENTAL	CLIMATE RESILIENCE	WATER USE EFFICIENCY	ENERGY	WASTE	ENVIRONMENTAL PLANNING	OVERALL	SCORE
19	Yarram							1		1
EAST GIPPSLAND										
20	Bairnsdale	2				2		1		3
21	Paynesville			1	1	1				3
22	Lakes Entrance	2		1	1	1	1	1		7
23	Mallacoota			1	1		2			3
24	Orbost	2					1			3
SOUTH COAST										
25	Warragul	1						2		3
26	Deerain							2		2
27	Traralgon	2			2	1	2			7

NOTE:

1. Based on planning scheme overlays for land subject to inundation/flood overlay (flooding), state resource (coast), Victorian coastal inundation 2020-40 (coastal inundation), Significant Landscape Overlay, Erosion Management Overlay, Wildfire Management Overlay, Environmental Significance Overlay and Airport Environment Overlay.
2. The 'score' is an overall indicator of constraints which allocates two points for a higher (brown) level constraint and one point for a lower (orange) level constraint.

Land availability

The availability of residential land to accommodate anticipated growth to 2041 has been assessed for the identified centres through the state-wide Urban Development Program in conjunction with local authorities. The results, in terms of housing lots available compared to annual housing growth, show that most towns have in excess of 30 years supply of housing land and that some centres have in the order of 100 years supply or more such as Moe, Churchill, Leongatha and Foster. Planning and industry benchmarks are typically in the order of 15-25 years supply. Phasing the release of this land is recommended so that it can still be used productively for agricultural and other rural purposes until it is needed for urban development and housing.

Only Traralgon, Bairnsdale and Lakes Entrance appear to be short of housing land but it is noted that these shortages are being addressed through an amendment to the planning scheme (Lakes Entrance), a growth areas review (Traralgon), and a report on land availability for Bairnsdale.

Discussion

This section has considered the policy context for growth, the existing settlement pattern and factors affecting each town's ability to accommodate growth. The latter factors include environmental constraints, residential land supply, level of service provision, and estimated demand. These factors are now discussed with a view to proposing a future settlement framework for Gippsland which accommodates projected growth in the most efficient and sustainable manner and in accordance with estimated demand.

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Drivers for growth and the regional city

The main purpose of the plan is to consider how growth in Gippsland can be supported, and where projected growth can be accommodated. At this point in time, the main drivers of growth are peri-urban development pressures and sea change related urban growth. These are generally found within two hours travel from metropolitan Melbourne, although other drivers, such as housing affordability and employment opportunities are also important. These drivers are expected to draw more people from Melbourne and other locations.

An important aspiration of the Gippsland Regional Plan 2010 is to further develop the region's network of vibrant town centres with a strong regional city, based around the Latrobe City cluster of towns and underpinned by a growing and job generating regional economy. The Latrobe City cluster would comprise the urban centres of Traralgon, Moe, Morwell and Churchill based on a diverse economy linked to the region's economic strengths and with high levels of accessibility between the regional city and the rest of the region. This would require a proactive management and investment response to:

- secure improved and potentially transformative transport infrastructure
- grow and diversify the economy and local jobs base
- develop a network of regional centres with a vibrant regional city.

With improved and better connected town centres and more jobs, Gippsland will draw more people from Melbourne and other regions and encourage more people to stay. On the basis of such a proactive management and investment approach, a higher growth population scenario could be achieved with growth up to 20 per cent higher than forecast. This could result in a total population of 460,000 by 2041 rather than the projected level of 385,000.

Without a regional response, growth is likely to be primarily focused on areas influenced by sea/tree change drivers, including Melbourne's peri-urban and coastal areas. However, a more balanced regional growth option is preferred which will see a greater share of growth directed towards the regional city. This in turn would act as a catalyst for growth in central and eastern Gippsland and could help generate the synergies necessary to develop a more diversified economy and attract necessary investment from high growth industry sectors, such as professional services, finance, and the knowledge industries. This strategic objective for a strong regional city to drive regional growth, as well as growth in central and eastern Gippsland, will inform the proposed settlement framework.

Suitability for growth

The proposed settlement framework, which indicates where projected growth should be located, will be based on a number of considerations including the following:

- higher level services such as government offices, health and education services (Table 11)
- projected demand for growth, such as population and housing growth estimates
- constraints and priorities which limit urban growth options for some towns (Table 12 and Appendix 4)

These factors are summarised in the first three columns of Table 13. The fourth column, suitability for growth, provides a summary score for each town which is a composite of the scores for each town's level of services, estimated housing growth to 2041, and constraints on growth, the first three columns.

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Table 13: Suitability for growth

No	TOWN	SERVICES SCORE	HOUSING GROWTH	CONSTRAINTS SCORE	SUSTAINABILITY FOR GROWTH
BASS COAST					
1	Wonthaggi	3	3	3	3
2	Inverloch	4	3	3	3
3	Cape Paterson	4	3	3	3
4	San Remo	4	3	3	3
5	Cowes	3	3	3	3
SOUTH GIPPSLAND					
6	Leongatha	3	4	3	3
7	Korumbura	3	4	3	3
8	Foster	3	4	3	3
9	Mitook North	4	4	3	3
LATROBE CITY					
10	Traalgon	3	3	4	3
11	Monwell	3	3	4	3
12	Moe/Newborough	3	3	4	3
13	Churchill	3	4	3	3
WELLINGTON					
14	Sale	3	3	3	3
15	Maffra	3	4	3	3
16	Stratford	4	4	3	3
17	Rosedale	4	4	3	3
18	Heyfield	3	4	3	3
19	Yarram	3	4	3	3
EAST GIPPSLAND					
20	Bairnsdale	3	3	3	3
21	Paynesville	4	3	3	3
22	Lakes Entrance	3	3	4	3
23	Mallacoota	3	4	4	3
24	Orbost	3	4	3	3
SAW BAW					

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No	TOWN	SERVICES SCORE	HOUSING GROWTH	CONSTRAINTS SCORE	SUSTAINABILITY FOR GROWTH
25	Warragul	High	High	Low	High
26	Drouin	Medium	High	Low	High
27	Trafalgar	Medium	Medium	High	Low

NOTE:

- The score for 'sustainability for growth' is an overall indicator of suitability which allocates three points for high (brown) suitability, two points for medium (orange) suitability, and one point for low (yellow) suitability, for example, high level of services, high housing growth and low constraints = high suitability.

Locations for growth

The policy response to the above analysis indicates that growth should be directed to those towns which have a combination of high levels of services, high demand for housing growth and limited constraints on growth. Four growth policy responses or 'descriptors' have been identified for Victoria's regional growth plans, namely:

- promote growth
- support growth
- sustainable change
- contain growth.

For Gippsland, it is proposed that three of the descriptors be applied to settlements as follows:

Promote growth

- Bairnsdale
- Churchill
- Drouin
- Leongatha
- Moe/Newborough
- Morwell
- Sale
- Tranalgon
- Warragul
- Wonthaggi

Support growth

- Cape Paterson
- Cowes
- Heyfield
- Inverloch
- Karumburn
- Lakes Entrance
- Maffra
- Orbost
- Paynesville
- Rosedale
- San Remo
- Stratford
- Trafalgar
- Yarran

Sustainable change

- Foster
- Mallacoota
- Mitook North

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Those towns identified for 'promote growth' have the most positive scores in terms of service provision, housing growth and constraints on development. Moe, Morwell and Churchill are also identified because they are part of the Latrobe City grouping which will be an important driver for regional growth.

Growth at towns identified for 'support growth' also have relatively high scores.

Foster, Mallacoota and Mirboo North, with lower scores, are identified for 'sustainable change'. Such settlements can accommodate only a limited level of growth and change, which would typically be limited to small-scale development for the services necessary to provide for a more sustainable community. Generally this would involve adding or extending township zones or urban zones.

A network of integrated and prosperous settlements

The region is planning for strong population growth across Gippsland, but with most growth focused on the regional city of Latrobe City, and the regional centres and the major towns. In this way, there will be a network of centres offering higher order jobs and services for people across the region which will offer benefits as follows:

- Larger towns can support higher productivity, a more diverse economy, and a more dynamic business environment
- Surrounding areas will have access to higher order services and more diverse job opportunities
- Better use of existing infrastructure and services with lower public costs
- More attractive setting for young people and skilled workers
- Reduced pressures on rural and coastal areas.

Local councils have completed strategic planning for all the region's major centres and have identified locations to accommodate their projected growth. In many places, the major centres are located close to or paired with other centres, and in these circumstances there are benefits in planning these networks or clusters together, rather than separately.

Planning for this integrated approach will be particularly important in and around the places expected to experience the strongest growth pressures: Bairnsdale, Warragul/Drouin, Traralgon and Wonthaggi.

The settlement framework

The above analysis has informed the Gippsland regional settlement framework. It proposes a network of settlements to accommodate projected population growth and promotes the Latrobe City cluster as the location for regional level services, and for driving growth in central and eastern Gippsland. The regional settlement framework comprises:

Regional city	Towns
Latrobe City comprising Traralgon, Moe, Morwell and Churchill	Cowes Drouin Inverloch Karumbura
Regional centres	

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Bairnsdale
Leongatha
Sale
Warragul
Wonthaggi

Heyfield
Lakes Entrance
Maffra
Mitoo North
Paynesville
Orbost

Trafalgar
Yarran

Small towns

Cape Paterson
Foster
Malacoota
Rosedale
San Remo
Stratford

A review of journey to work patterns indicates that these networks are already operating.

Place of usual residence	Main Workplace location & travel percentage
Bairnsdale	Bairnsdale 80.8% Bruthen – Omeo 1% Lakes Entrance 2.6% Paynesville 1.8%
Paynesville	Bairnsdale 50.8% Paynesville 31.6%
Warragul	Warragul 57.8% Drouin 7.6%
Drouin	Drouin 28.8% Warragul 26.9%
Sale	Sale 66.5% Maffra 4.8% (including Stratford and surroundings)
Maffra	Maffra 49.4% Sale 28.2%
Stratford	Sale 40.6% Maffra 31.5%
Leongatha	Leongatha 70.6% Wonthaggi – Inverloch 7.2% Korumberra 6.7%
Korumberra	Korumberra 48.6% Leongatha 20.6%
Wonthaggi	Wonthaggi – Inverloch 80.1%
Inverloch	Wonthaggi – Inverloch 63.5%
Cape Paterson	Wonthaggi – Inverloch 76.8%

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The following centres were not included in the above analysis but are also regarded as 'small towns': Boolarra, Briagolong, Bruthen, Buchan, Cape Woolamai, Cann River, Corinella, Coronet Bay, Dalyston, Darnum, Eagle Point, Erica, Glengarry, Golden Beach/Paradise Beach, Grantville, Kilkunda, Lake Tyers Beach, Lindenow, Loch, Loch Sport, Longvairy, Marks, Meerriyan, Metung/Kings Cove, Neerim South, Newhaven, Newlands Arm, Nilma, Noojee, Nowa Nowa, Nyota, Omeo, Pioneer Bay, Poowong, Port Albert, Port Welshpool, Rawson, Rhyll, Sandy Point, Seagrays, Sunderland Bay, Swifts Creek, Tarwin Lower, Thorpdale, Toongabbie, Toora, Tyers, Venus Bay, Waratah Bay, Welshpool, Willow Grove, Yallourn North, Yarragon and Yinnar.

The following are classed as rural settlements: Bass, Cowwarr, Honey Suckles, Mt Loughlins Beach, Port Franklin, Robertson Beach, Smiths Beach, Surf Beach, The Gurdies, Ventnor, Woodside Beach and Yanakie.

The policy response for each town is as set out in the sub-sections above headed: Drivers for growth and the regional city, Suitability for growth and Locations for growth, and when combined with the settlement type comprises the settlement framework for Gippsland which is shown in Figure 48.

The framework is included in the plan with only two minor variations:

1. Omeo has been added as an important service centre for the High Country even though it has a population of less than 500.
2. the growth descriptor for Churchill has been revised to 'support growth' rather than 'promote growth' based on considerations of accessibility and the absence of a direct rail connection, thereby lessening the rationale for growth in Churchill as compared to the centres of Moe, Morwell and Traralgon.

Figure 48: Gippsland future directions for settlement



Source: Department of Transport, Planning and Local Infrastructure

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3.3 URBAN PROFILE

Population

The Gippsland region is projected to grow from approximately 258,000 residents in 2011 to approximately 385,000 people in 2041. Not only will Gippsland be home to many more people but the population will be significantly more diverse in age and household type.

Family structures are projected to change with significant increases in the number of smaller households, including single people, couples without children and lone parent households. In Gippsland, 28.9 per cent of households consist of single people (one person households), compared with 25.6 per cent of Victorian households. This group is the fastest growing household type in Gippsland and is projected to make up 33 per cent of household types by 2011. This trend toward smaller household sizes is mainly a result of ageing.

Social and demographic profiles vary widely between towns across the region. A higher number of young families are present in the peri-urban areas of Gippsland due to housing affordability and relative access to metropolitan Melbourne. Coastal areas tend to have a higher percentage of retired and elderly people.

In many towns along the Gippsland coast there is a higher part-time or non-permanent population than permanent population, such as in Cowes and Inverloch. This is caused by a significant increase in homes owned by residents who divide their time between a city and a coastal retreat, or people who work from home for part of the week and travel to city offices at other times. The population of many Gippsland communities therefore varies on a weekly basis as well as a seasonal one. The permanent and non permanent populations can have different expectations and demands for services.

In 2006, 345,000 people in the region lived in the 26 towns with a population more than 1000. A further 12,500 people lived in the 16 towns with a population of 500 to 1000 people, 12,500 lived in small towns with a population of less than 500, and 65,000 people lived in rural areas. These dispersed small towns and rural areas are highly dependent on the network of larger centres and district towns for essential infrastructure and services.

Housing growth

As the population in many Gippsland towns continues to grow and household size decreases, the demand for housing accelerates. Councils in the region have sought to capture and use data relating to projected population and housing trends to plan for growth. An appropriate supply of housing will be one factor to help ensure the housing market remains affordable and there are a range of housing options for the growing population.

There has been a noticeable increase in the number of residents moving to Gippsland seeking a coastal or rural lifestyle. This combined with a rise in holiday, weekender or second home ownership, has resulted in fluctuating populations in many high amenity and coastal towns, such as Neerim South and Inverloch.

Outward expansion of some towns, such as Venus Bay is limited by environmental constraints and the availability of infrastructure. Other towns, such as Traralgon, face longer term land constraints due to proximity to flood prone land and highly valued brown coal resources. Future development may therefore need to be either directed elsewhere or achieved through higher density and diversity of type in order to provide for the projected growth.

Currently new residential development across Gippsland is occurring at an average of 30 lots per hectare. This is a relatively low density when compared to other regional towns with centres, such as Ballarat achieving densities for new areas of 15 lots per hectare. These medium densities are providing a more diverse range of housing and responding to changing household size and composition.

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Housing type

Changing population demographics are fuelling a change in housing demand. These household changes have implications for the type of housing stock planned for new developments.

Over the next 20 years there will be a significant increase in the number of 'single person' and 'couple without children' households in Gippsland (see Table 14). These changes are likely to result in an increased demand in one and two bedroom houses.

Table 14: Projected change of household types 2011 to 2031

HOUSEHOLD TYPE	COUPLE WITH CHILDREN	COUPLE WITHOUT CHILDREN	1-PARENT WITH CHILDREN	OTHER FAMILY	SINGLE PERSON HOUSEHOLD	GROUP HOUSEHOLD	ALL HOUSEHOLDS
COUNCIL							
Bass Coast	991	3644	754	47	3814	172	9222
East Gippsland	441	3297	585	22	3194	92	7611
Wellington	-578	1501	219	4	2119	11	3284
East Gippsland	1529	3359	1018	67	3326	133	9441
South Gippsland	-280	1172	159	7	1413	19	2490
Latrobe	44	2812	836	21	3768	31	7512
Total Gippsland	2155	15,785	3551	168	17,443	458	39,560

Source: Victoria in Future 2012

Housing stock in Gippsland consists predominately of single storey detached three bedroom homes on blocks of 600 to 800 square metres. Building statistics show the type of houses built in Gippsland continue to be predominantly single storey detached homes of three to four bedrooms on slightly smaller blocks. There is a mismatch between household types and the size of dwellings being built and this may see pressures on small households who may have few housing options.

Liveability

People are attracted to Gippsland partly due to the unique characteristics and attributes of its towns and their surrounds which contribute to the liveability of a town. People may choose to live in Lakes Entrance because of its coastline and lakes, Warragul because of its rural setting and access to the ski fields, or Leongatha because of its rolling hills.

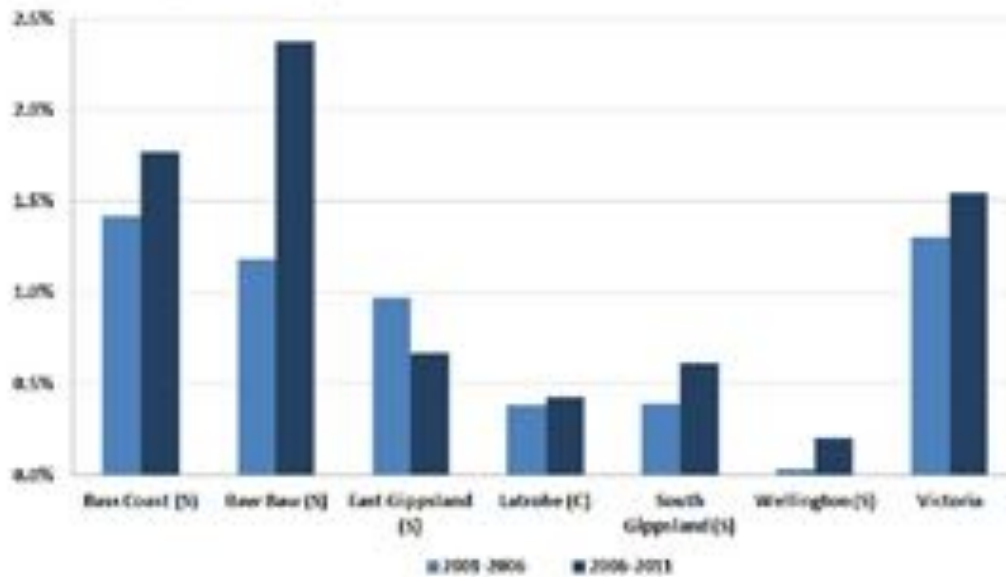
Each town in Gippsland holds a unique set of characteristics that defines the town and attracts people to that town. There is a need to identify these characteristics and attributes to ensure they are protected and enhanced through urban design and character studies.

In some areas, growth has occurred in a linear manner along the entrances to towns. There is a need to prioritise urban design outcomes for town entrances to create important gateways that define the town.

The population growth shown in Figure 43 will increase demand for provision of population driven services like education, health care, community services and sports and recreation. A problem for several towns in Gippsland is that population-driven services have not kept up with population growth. Other risks of rapid population growth include pressure being placed on local infrastructure beyond its service capacity, and stress on transport systems as new residents seek to access jobs and services.

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Figure 49: LGA population change 2001 to 2006 and 2006 to 2011



Source: Victoria in Future 2012

Service and infrastructure provision is particularly challenging where a community is affected by seasonal fluctuations. There may not be sufficient permanent population to sustain facilities and services, such as medical centres and swimming pools throughout the year, but there may be strong demand during peak months.

An anticipated but not fully quantified consideration is that of part-time, second home and holiday home owners who may seek to permanently reside in the region in the future. Retirement age of the post war baby-boomers and their children will be an influencing factor in this number. Studies in Mansfield and Queenscliff found that about one-third of second home owners might make such a move in the future but it is unclear whether these findings will be applicable to Gippsland. Parts of west Gippsland are likely to experience such inflows and this may have significant ramifications for the supply of services. Impacts would be mixed and might include higher expectations for services and amenity, but also provide new skills and diversity for local communities.

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4. REGIONAL INFRASTRUCTURE

4.1 TRANSPORT

Introduction

Gippsland's transport network allows the community to visit their friends and family and to access employment, services and recreational activities. It allows the region's businesses to deliver their product to market and profit from tourism.

Planning to ensure the region's transport system remains efficient, and improving its connectivity and reliability, is critical to the social wellbeing and economic prosperity of the Gippsland community. Improving connectivity to local, interstate and international markets promotes the growth of Gippsland's businesses by providing the opportunity to capitalise on reduced freight costs. An efficient and accessible transport system also increases the liveability of the region by allowing the community to conveniently access employment and service opportunities, such as education and health. Providing increased active transport opportunities in the region, such as walking and cycling, and public transport, promotes vibrancy and healthy living, as well as alleviating traffic congestion and reducing environmental emissions.

Overview of Gippsland's transport system

Significant transport infrastructure

Gippsland's transport system is an integrated system of walking, cycling, public transport and commercial transport on road and rail, commercial water transport through ports and private motor vehicles. Figure 50 illustrates Gippsland's regionally significant transport networks.

Road and rail

Gippsland's road and rail networks connect Gippsland's communities and freight throughout the region and beyond. Significant to Gippsland's economic development was the creation of the rail corridor in 1886 which provided transport for farm produce in the Warragul/Traralgon corridor to growing metropolitan markets. Generally these transport networks have largely been determined by geographic features, such as the Great Dividing Range to the north and the Strzelecki Ranges to the south, as well as early access to the region via ports and transport to the east Gippsland goldfields.

In managing access to markets, the Victorian Government has identified a heavy vehicle freight network, in Gippsland which includes:

- Princes Freeway/Highway - Melbourne to New South Wales border and east coast
- Melbourne to Bairnsdale rail line
- the proposed intermodal terminals at Morwell and Bairnsdale
- South Gippsland Highway to Leongatha.

This network consists of railways and key roads connecting commercial ports, airports, intermodal terminals and major industrial areas. These road and rail links are the region's main connectors and provide efficient access to Melbourne, commercial ports and other states. Importantly these links also provide the core network for transporting the Gippsland community to Melbourne and through the region.

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Figure 50: Strategic assets for transport



Source: Department of Planning and Community Development

The Princes Highway corridor consists of both the Princes Highway and the V/Line train service. It is the backbone of Gippsland's transport network and provides crucial east-west transportation through the region, connecting Melbourne to four of Gippsland's LGAs and to settlements including Drouin, Warragul, Moe, Morwell, Traralgon, Sale and Bairnsdale, as well as the Gippsland Lakes.

The Princes Highway from Melbourne to Sale is a crucial component of the Australian Government's National Land Transport Network and as such attracts Commonwealth funding in recognition of its national importance.

The Melbourne to Traralgon rail line is a broad gauge line with double track between Caulfield and Moe, except for a small section of single track where the line crosses the Buryip River. Beyond Moe, the line is single track with four passing loops at Hernes Oak, Morwell, Traralgon and Sale. A private siding east of Morwell Railway Station runs to the Australian Paper facility at Maryvale. At the Melbourne end, direct rail access into the Port of Melbourne is provided.

The South Gippsland Highway connects three of Gippsland's local government municipalities and its communities south of the Strzelecki Ranges to Melbourne as well as its freight activities and tourism drawcards. The road directly connects the towns of Koramburra, Leongatha, Yarram and Sale and also regionally significant tourist destinations, such as Wilsons Promontory.

Branching off South Gippsland Highway, the Bass Highway provides access to Wonthaggi and other popular beach areas including Phillip Island and Inverloch.

The re-opening of the existing intermodal freight terminals at Morwell, and potentially Bairnsdale, are being planned by their respective local governments. Latrobe City Council is implementing its strategy to develop the Gippsland Logistics Precinct at Morwell which may facilitate the movement of coal and its associated products from

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the region. Bairnsdale Intermodal Terminal has been identified for re-opening by East Gippsland Shire Council to facilitate the transport of freight from East Gippsland.

North-south road links facilitate the movement of the community, local freight, public transport and tourists throughout the region. The Strzelecki and Hyland highways and Healesville-Koo Wee Rup Road are significant links between the Princes and South Gippsland highways, the Great Alpine Road links Gippsland to Omeo, Dinner Plain, Wangaratta and southern New South Wales, and the Monaro Highway connects Canberra.

Public transport

Figure S1 identifies key Gippsland V/Line passenger service routes operated, including:

- Melbourne to Bairnsdale by rail, with coach connections at Traralgon servicing a number of towns including Heyfield and Muffra
- coach services from Bairnsdale servicing towns in East Gippsland Shire, including Lake Tyers Beach, Orbost, Cann River, Paynesville, Mallacoota
- Melbourne to Yarram, including South Gippsland towns such as Leongatha and Wonthaggi
- Melbourne to Cowes and Inverloch, servicing Bass Coast communities including Wonthaggi.

Approximately 35 passenger train services operate each day between Traralgon and Melbourne and three each way between Bairnsdale and Melbourne.

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Figure 51: Gippsland's V/Line operated public transport network



Source: Department of Transport

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Airports

The region's local airports (see Table 15) are predominately used for freight and passenger light aircraft charter, recreational purposes and agricultural spraying. The Latrobe Regional Airport provides operating facilities for air ambulance and rescue, and aerial fire fighting aircraft. East Sale hosts the Royal Australian Air Force base and the associated pilot training facility.

There are currently no scheduled air freight services operating out of Gippsland, although West Sale Airport provides important supply and personnel access to the Bass Strait off-shore oil and gas platforms. Small-scale, charter-based air freight already exists as required.

Gippsland is therefore reliant on access to Melbourne Airport for international and domestic flights and also to Avalon Airport for some domestic services.

Table 15: Gippsland's airports

LOCAL GOVERNMENT AREA	AIRPORTS
Latrobe City	Morwell - Latrobe Regional Airport
Bass Coast Shire	Phillip Island - Newhaven
Wellington Shire	West Sale Airport RAAF Base East Sale (Defence purposes only) Yarran
South Gippsland Shire	Leongatha
East Gippsland Shire	Bairrodale Great Lakes - Kepper Field Lakes Entrance Orbost Gelantipy Malacoota

Gippsland ports

Gippsland lacks a commercial trading port and relies on access to the commercial Victorian ports of Melbourne, Hastings and Geelong as well as the Port of Eden in New South Wales to export its goods. There is no identified deep-water port opportunity in the Gippsland region given the geography of its coastline.

However, the Victorian Government is committed to develop the Port of Hastings as Victoria's second container port with \$130 million in funding allocated for the 2013-2017 period. The funding will enable detailed planning for the new port which will eventually complement the Port of Melbourne and cater for the growth of container movements which are projected to quadruple at the Port of Melbourne over the next 25 years. The privately-owned Barry Beach Marine Terminal at Corner Inlet handles offshore oil and gas provisioning. Other ports include Lakes Entrance, Port Welshpool, San Remo, Port Franklin and Port Albert which provide for fishing fleets.

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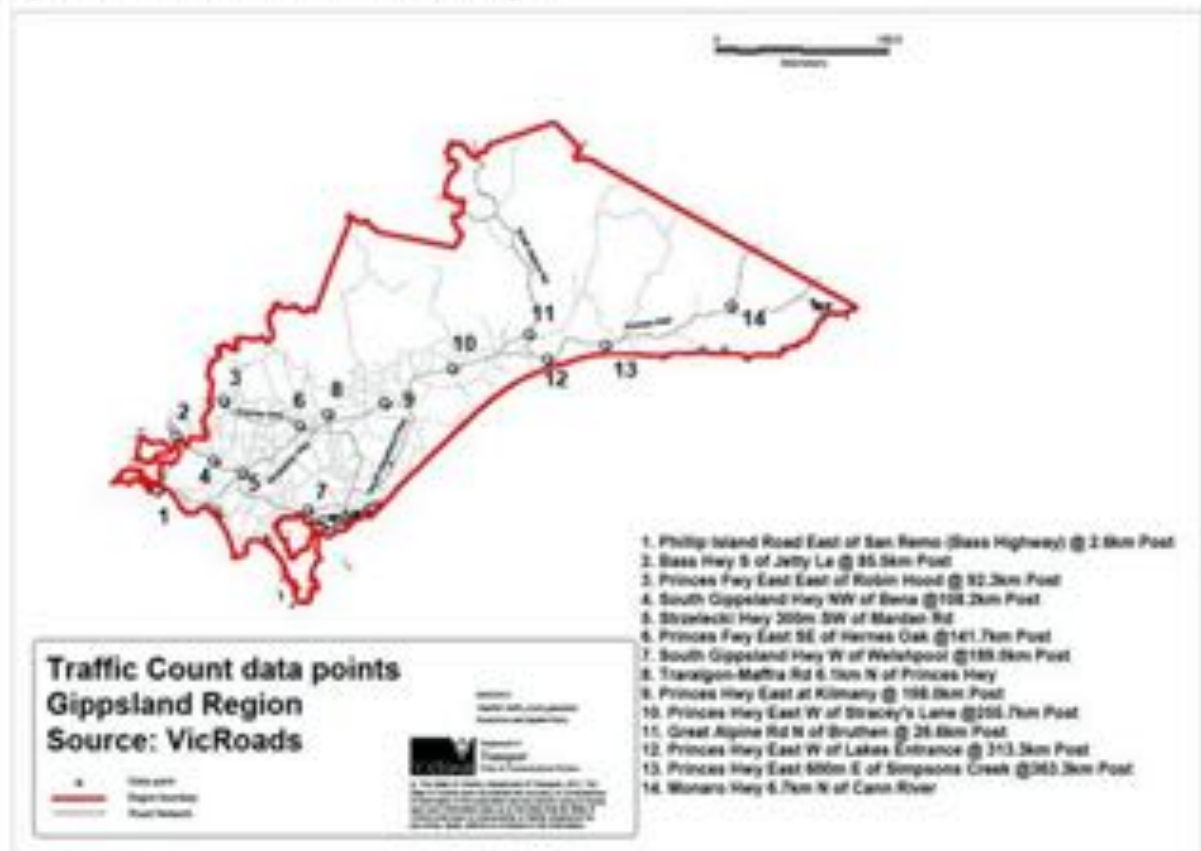
Travel in Gippsland

Gippsland is a large land area with dispersed communities and is well endowed with natural resources and productive farming land. The Gippsland transport system sustains transport dependent activities of regional and state significance. It supports moving Gippsland's communities to employment and services as well as its significant natural resources and agricultural products to local production facilities and markets outside the region. This subsection identifies some of the current regionally significant trip generators.

Road and rail use data

Figure 52 and Figure 53 illustrate that most of Gippsland's major roads are experiencing significant ongoing growth, particularly in South Gippsland.

Figure 52: Traffic count data points, Gippsland region



Source: VicRoads

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Figure 53: Gippsland two-way traffic data, compound growth rates 2006 to 2010



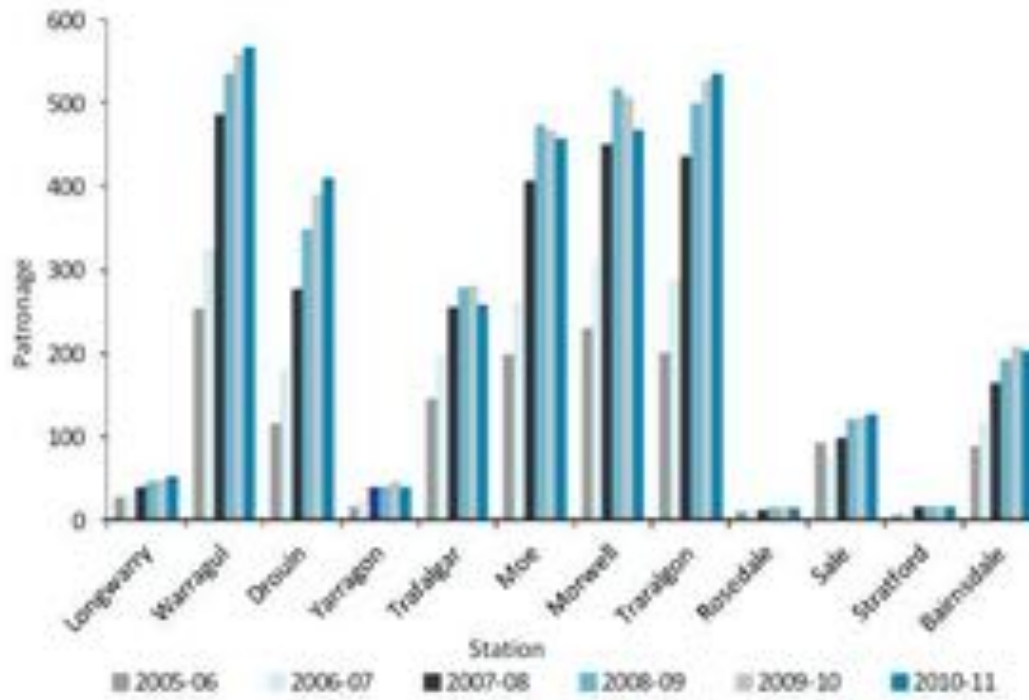
- 1 Phillip Island Road
- 2 East Highway
- 3 Princes Freeway
- 4 South Gippsland Highway
- 5 Strzelecki Highway
- 6 Princes Freeway
- 7 South Gippsland Highway
- 8 Traralgon-Maffra Road
- 9 Princes Highway East of Albury
- 10 Princes Highway
- 11 Great Alpine Road/South of Bruthen
- 12 Princes Highway
- 13 Princes Highway
- 14 Milners Highway

Source: VicRoads

Figure 54 and Figure 55 show estimated rail and bus patronage. Figure 54 shows that rail patronage has grown steadily at regional stations west of Traralgon between the 2005–06 and 2010–11 period, with patronage at some stations more than doubling. This growth was leveraged from improved rail infrastructure and increased services to the region between Melbourne and Traralgon. Growth has been less significant to the east of Traralgon.

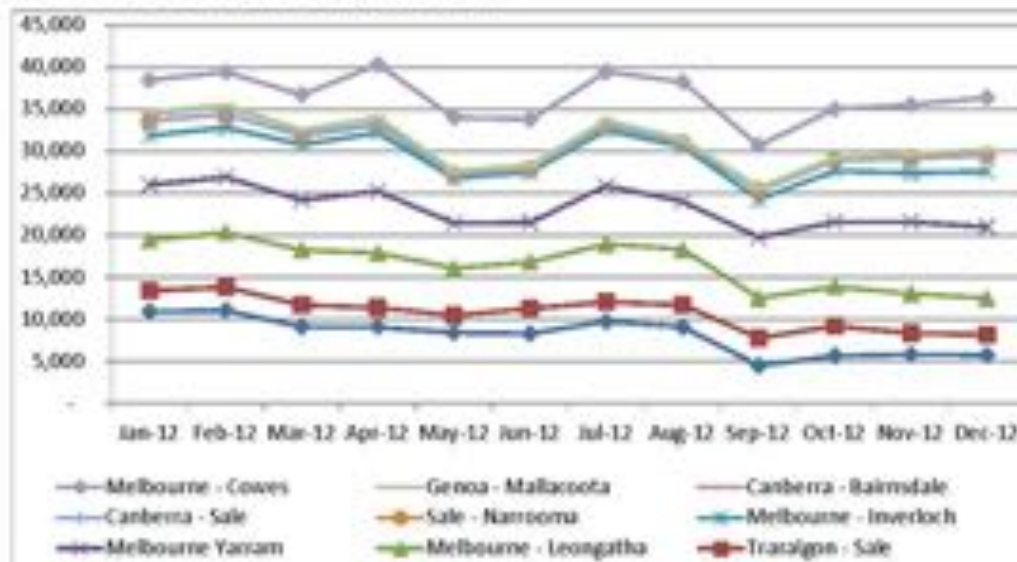
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Figure 54: Normal Gippsland weekday rail patronage (estimate) by station



Source: Department of Transport

Figure 55: V/Line bus patronage by route – 2012



Source: Department of Transport

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Gippsland's communities

Lalrobe City, comprised of the grouping of Traralgon, Morwell, Moe and Churchill, is the regional city for Gippsland. It is a regionally significant trip generator offering significant higher order services, such as Monash University, the Lalrobe Regional Hospital and important retail and employment opportunities, such as Australian Paper and power generating plants. Other important regional centres, such as Bairnsdale and Sale, provide high level services including education and health, and employment opportunities that generate passenger movements. A wider network of communities including Wonthaggi, Leongatha, Lakes Entrance and Cowes also provide important hubs for services and activity that generate demand for movement within Gippsland, and to destinations outside the region.

Tourism

The region is home to significant tourist destinations which generate considerable income and employment for Gippsland businesses. A significant amount of tourist activity is based around coastal areas including Phillip Island, which hosts the annual Motor Grand Prix and the renowned Penguin Parade, Wilsons Promontory, Ninety Mile Beach and the Gippsland Lakes district. Other tourist attractions include the Mount Baw Baw ski fields, Alpine National Parks, food and wine, major events, activity-based tourism and heritage towns, such as Walhalla. Each of Gippsland's councils has completed local tourism strategies to identify and leverage tourism opportunities – refer to Section 1.3 Tourism.

The overwhelming majority of visitation is from people travelling in private cars, principally for convenience but also as a result of limited public transport to nature-based and coastal destinations.

Freight

The core freight tasks in the Gippsland region include cartage of agriculture product and livestock, bulk materials and general freight, and are predominately moved by road vehicles. A rail freight service runs between Australian Paper at Maryvale and the Port of Melbourne. There is scope for additional rail freight services as the rail network only recently discontinued transporting logs from Bairnsdale and formerly general freight was transported from a rail siding in Morwell.

The Melbourne-Sale Corridor Strategy (2007) identifies significant freight transport around towns, such as Warragul, Moe and Morwell which produce dairy products, timber and paper. The Princes Highway between Traralgon and Sale supports quarrying, agriculture, timber, gas and services industries, as well as the Royal Australian Air Force base at Sale.

A further study – the Timber Industry Road Evaluation Study: Road Needs Study 2011-2015 – considers the road needs of the timber industry across the state. Gippsland is one of the four regions evaluated and the study identifies priorities with costings for road upgrades for the region. The findings from the study can be used to inform strategic transport planning for the region.

The major regional export sectors are agriculture, forestry and fishing, electricity, gas, water, waste and manufacturing. These outputs provided three quarters of Gippsland's exports in 2011. The agriculture, forestry and fishing sector is also experiencing significant growth. The state aims to double food and fibre exports by 2030, and Gippsland will be a significant contributor to this goal.

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Transport policy context

Key Victorian and Australian government transport policies, which are relevant to Gippsland, are described below.

Melbourne, Let's Talk About the Future – The Melbourne Metropolitan Planning Strategy Discussion Paper (2012)

The Metropolitan Planning Strategy is due for completion in 2013. It will guide metropolitan, peri-urban and regional city connectivity on planning, development and transport. A draft strategy is currently being prepared and will shortly be released for community consultation.

The Victorian Freight and Logistics Plan (in development 2012)

A final plan is expected to be completed by mid-2013. The plan will look at ways to increase freight efficiency and productivity across metropolitan and regional areas in Victoria, and improvements to interstate and international connections.

Cycling into the Future 2012-2022

This strategy recognises the growing importance of cycling in meeting the transport needs of Victorians and supporting vibrant, healthy urban communities in all of Victoria. There are a number of projects that will be taken forward through the life of the plan which are of relevance to Gippsland:

- progressing work to extend the Great Southern Rail Trail from Foster to Weyhillpool
- upgrading the Glangarry to Cowwarr section of the Gippsland Plains Rail Trail.

The National Airports Safeguarding Framework 2012

The state government agreed to implement the National Airports Safeguarding Framework into its planning system. The framework aims to ensure that future airport operations and their economic viability are not constrained by incompatible residential development. It includes guidance on the following:

- measures for managing impacts of aircraft noise
- managing the risk of building generated wind shear and turbulence at airports
- managing risk of wildlife strikes in the vicinity of airports
- managing the risk of wind turbines as physical obstacles to air navigation
- managing the risk of intrusions into the protected airspace of airports.

Walking, Riding and Access to Public Transport: Draft Report for Discussion, October 2012

This report explores how a national approach might help encourage and support active transport forms as part of the transport system in Australia's cities and towns.

State Government's transport infrastructure projects

This section identifies state government transport initiatives and planned investments that relate to the Gippsland region and also regional transport priorities advocated by local government and other organisations.

There are currently projects underway to enhance key transport links both within Gippsland and to destinations beyond (Figure 56). When completed, these projects will provide key infrastructure for transport connectivity, efficiency and safety in the region and are vital for promoting Gippsland as a place to invest, work and live.

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Figure 56: Current transport infrastructure projects



Source: Department of Transport, Planning and Local Infrastructure

Victoria's submission to Infrastructure Australia, August 2012 (State Government of Victoria)

The state government submitted a number of projects to Infrastructure Australia in 2011. The 2012 submission updated the 2011 submission. It included a number of projects to progress the state government's strategic frameworks, which have arisen out of the development of a metropolitan planning strategy, regional growth plans and the Victorian Freight and Logistics Plan. Projects submitted to Infrastructure Australia relevant to the Gippsland region include:

- East West Link
- Port of Hastings
- Dandenong Rail Corridor
- Melbourne Metro
- Princes Highway East duplication, Traralgon to Sale
- Princes Highway East, Nar Nar Goon to Longwarry.

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Latrobe Valley Industry and Employment Roadmap 2012

The Latrobe Valley Industry and Employment Roadmap 2012 identifies the importance of upgrading Gippsland's rail and road connectivity, both intra-regionally and to Melbourne's ports and airports to better position the region to capitalise on diversification opportunities.

New transport initiatives and opportunities identified in the road map include:

- **Warragul Station Precinct Project:** \$22.7 million in state government funding to upgrade the Warragul Station Precinct, including car parking, bus interchange and road and rail underpass. This will provide an alternate route for freight vehicles and motorists to the east of the station and central business area.
- **Support of Port Anthony:** The state government has implemented the necessary preliminary planning to support Port Anthony to potentially operate as a bulk commodities export and import terminal. It is an important investment for enhancing the region's connectivity to export markets associated with the region's focus on energy and food sector development over the medium to long term.
- **Strozlecki and Hyland highways overtaking lanes:** \$7.1 million to improve north-south connectivity between the Latrobe Valley and South Gippsland for improved freight movement, travel times, business cost and market access.
- **Koo Wee Rup Bypass:** increasing the recent \$50 million investment by an additional \$16 million to duplicate the Healesville-Koo Wee Rup Road, which will be a critical link for north-south travel within Gippsland and the south-east metropolitan Melbourne growth areas.
- **Gippsland Logistics Precinct:** the state government will work with Latrobe City Council and the private sector to identify an appropriately credentialed terminal operator to run the proposed facility, which will provide local freight users access to high capacity bulk and container rail freight services.
- **Expanding public transport services:** the state government will investigate viable service expansions for the Latrobe Valley, such as more services from Traralgon to the east of the region, in recognition of the region's growing population and the increasing need for intra-regional movement, particularly relating to education and job opportunities.

Guiding future transport opportunities

There are differing needs for freight and people movement in the Gippsland region. These will require differing solutions, and the future directions of the transport network will need to be considered in this light as part of the regional growth plan. It will be important to enhance and build on existing infrastructure to ensure access and connectivity. Points that have been raised to support the inclusion of the future directions are included in this section.

People movement

Network capacity

As key settlements, such as Warragul, Crook, Moe, Morwell, Traralgon, Sale and Bairnsdale grow there may be a need to mitigate any negative impacts that traffic/congestion could cause. Good walking and cycling networks providing access to and from developments into key employment nodes could be considered as an alternative to car use. Equally, improved public transport access within urban centres could also play a role and assist in mitigating any traffic impacts.

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There are a number of demand management measures that can contribute to improved livability in towns and centres including park 'n' ride facilities, parking restrictions, bus lanes and shared zones for example.

Access and connectivity

The Gippsland region's transport network provides for accessible travel, particularly to the main towns and to Melbourne. These connections will be crucial into the future as they will provide access to employment and a range of services and facilities, such as health and education for those in the Gippsland region. Improvements to enable access to the Monash University campus in Churchill will be required into the future to encourage settlement in the region.

Equally, the region has a number of widely dispersed smaller communities. Smaller towns provide services and facilities for rural communities. Larger urban centres, such as Warragul, Traralgon and Bairnsdale provide these smaller settlements with access to high order services and facilities including train services to Melbourne.

Some smaller towns are not identified to receive major growth and, from a regional perspective, some may even decline into the future. With this in mind it will be important for transport links to keep pace with growth and/or changing demographics to ensure accessibility to key services and facilities.

A safe, reliable and resilient network

Economic development scenarios that allow for the development of a thriving tourism industry, coupled with an enhanced cycling network, will be important to ensure a vibrant economy. In order to achieve this, the transport network needs to offer a safe and reliable network to both passengers and freight vehicles and therefore needs to be able to withstand disasters and emergencies such as bushfires.

Technological advancements

Information and communications technology will improve into the future. For example, the rollout of the National Broadband Network will provide access to faster and more reliable internet connections. The health and education sectors are leading the way for people to access services and facilities online from distant locations. Online courses in education and rehabilitation in the health sectors are some examples. As the population ages into the future, distant service provision will become critical, particularly in rural and remote areas. Improved information and communications technology may also result in people no longer needing or wanting to travel either long distances or frequently. The National Broadband Network may provide a mix and match communication style, where train journeys are required on some days but internet access is sufficient for other days.

Amenity and useability

The Gippsland transport network is used by a variety of people for both business and pleasure. Ensuring the network is maintained to an efficient and functioning standard will be important into the future. There is a need to consider facilities, such as rest areas, that tourists require as they travel through the region as well as for regular commuters to and within the region. The role of scenic and functional roads will help support tourism and a more diverse economy making best use of tourism products and opportunities.

Freight movement

Freight and logistics precincts

The Gippsland region is heavily reliant on its natural resources to support its economy. Agriculture and mining are important resources that are exported and carried within the region. The development of a freight and logistic precinct in Morwell, close to the existing non-operational intermodal terminal, may create new opportunities for

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the carriage of commodities and value-added products. Figure 57 provides an overview of key industries in the region and their proximity to the transport network.

Freight network capacity

The importance of the Princes Highway cannot be underestimated as the major link between Gippsland and Melbourne, and as the primary link to international markets via the ports of Melbourne and Geelong, and Eden to the east. Road and rail within the Princes Highway corridor between Melbourne and Bairnsdale is crucial to the economy of Gippsland. Indeed most of the region's major settlements and employment nodes are along the Princes Highway corridor. The construction of the East West Link would enhance reliability in accessing the Port of Melbourne through the Princes and South Gippsland highways.

The South Gippsland Highway provides important freight access to significant freight generators in Bass Coast and South Gippsland shires. This includes Murray Goulburn in Leongatha which produces dairy products for Australian and international markets and is one of the largest export shipping container users at the Port of Melbourne. Road improvements to the South Gippsland Highway from Benra to Koomarra are being considered and planned, as is an alternate truck route to take most of the heavy vehicle traffic out of Leongatha's central business district.

Connectivity for freight

It is important to ensure freight access for Gippsland's commodities. The creation of a network of logistics precincts with various facilities, such as intermodal terminals, would create opportunities for the carriage and distribution of freight both within the region, with other regions and interstate. The development of the Port of Hastings as a future key container terminal port may alleviate capacity issues on the Princes Highway if coal exporting is realised. Planning for the future of the Port of Hastings should consider bulk export needs and transport access from the Gippsland region. The port would provide an opportunity for Gippsland's freight to access a commercial port without travelling through metropolitan Melbourne.

Development at the Port of Hastings - including road and rail transport corridors - will require detailed environmental impact assessments to consider the broader implications of a fully developed port. The environmental baseline studies will be carried out over at least a 2-year period and will commence in the next twelve months.

A safe, reliable and resilient network

The Gippsland region has a number of rural areas with business related activities, such as those related to horticulture and milk production, that require initial freight access via the local road network. This means that in many circumstances local roads are used by heavy trucks to collect and distribute the commodities created. This puts a strain on the maintenance of local roads. The advent of larger and potentially heavier trucks into the future, and the consolidation of farming practices, may mean that local road designations may need to be reviewed in order to allow for continued freight access.

Understand and ensure efficient supply chains

Into the future it will be important to understand the nature of the freight task in order to ensure connections to the region are protected and enhanced. Opportunities exist to expand and use some regional airports, such as Latrobe Regional Airport to carry perishable freight products to markets. Likewise, opportunities exist to create and develop a network of freight and logistics precincts to provide export opportunities for commodities, such as coal. Potential links to the Port of Hastings will require future consideration to ensure efficient supply chains and a vibrant economy in the region.

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Figure 57: Transport network and key industries



Source: Department of Transport

4.2 UTILITIES

Water supply

Victoria has an integrated and adaptive water supply planning framework, which ensures urban water customers and the broader community have secure supplies of high quality water. These supplies support drinking and non-drinking needs, such as healthy recreational facilities, parks and gardens.

The state government's Living Victoria program was launched in April 2012 and has direct implications for water and urban planning across the state. Although the immediate focus of Living Victoria is on the metropolitan Melbourne region, its overarching directions are intended to apply more broadly across the state over time. As this occurs, the plans and strategies produced under this program will gradually supersede and replace existing strategies.

The Living Victoria program responds to the recognition that:

- water needs to be better integrated into urban landscapes
- the community needs to be better engaged in water planning
- improved evaluation frameworks capable of capturing a broader range of costs and benefits are needed to effectively assess the wide array of options for the provision of urban water services.

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Through implementing the Living Victoria program, the Office of Living Victoria will develop and coordinate new integrated urban and water planning frameworks and develop tools which will apply across the state, such as changes to the Victoria Planning Provisions.

At present, the key plans and strategies that guide urban water planning in regional Victoria are:

- water supply demand strategies, which will be superseded by integrated water cycle strategies
- regional sustainable water strategies
- drought response plans.

Water supply demand strategies were initially released in 2007. These strategies evaluated future water supply and demand scenarios and identified the mix of water supply and demand management measures needed to secure safe and reliable town water supplies, with a 50-year outlook. Urban water corporations released updated strategies in early 2012, which included new features to increase their alignment with the Living Victoria program including an Alternative Water Atlas and an annual Water Security Outlook.

Integrated water cycle strategies will identify the best mix of measures to:

- maintain a balance between the demand for water and the supply of water in cities and towns
- facilitate efficient investment in all water cycle services, including recycling sewage or trade waste, stormwater capture and re-use, and demand management
- improve the resilience of water supply systems, including fit-for purpose, through scenario-based planning and adaptive management having regard to risk and uncertainty.

Regional sustainable water strategies take a long term view of water resource planning, considering all sources of water and the needs of towns, industry, agriculture and the environment at a regional scale. They identify threats to reliability of water supply and quality of water, and ways to improve supply and quality of supply for existing and future consumptive users. They also identify ways to protect and increase environmental water reserves. Regional sustainable water strategies have been implemented to varying degrees across the state, and some new programs have meant the older strategies are being refined to meet new priorities. The Gippsland Region Sustainable Water Strategy was completed in November 2011 and included proposals for increasing certainty for water users and the environment, promoting sustainable water use and protecting and improving waterway health.

Drought response plans manage temporary water shortages due to prolonged periods of below average rainfall or other causes such as poor water quality. They outline a range of options to balance supply and demand, which may include imposing water restrictions. The water restriction framework was reviewed in late 2011 to meet community expectations and to apply consistent restriction rules across the state.

Water supply throughout the region will have a strong influence on the type of industries that can operate in both rural and urban areas, and on the sustainability of settlements into the future. Water supply to rural areas is changing as part of water reform across the state, which should provide a more secure water future for the region for the next 30 years and beyond.

The main water corporations in the region are Southern Rural Water, a rural water authority, and Westernport Water, South Gippsland Water, Gippsland Water and East Gippsland Water, urban water authorities.

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Waste management

Effective waste and resource recovery management is an essential service that protects environmental and public health. The Victorian waste management system includes waste generation, collection and transport, sorting and processing, recycling and reprocessing, export, reuse and disposal. The waste management system operates across all activities in the region, including household or municipal, commercial and industrial, and construction and demolition waste.

The state government is responsible for policy development and regulation around waste management, and for promoting environmental sustainability. Local governments are responsible for providing waste collection, transport and reprocessing or disposal to landfill services. Regional waste management groups are responsible for planning and coordinating the management of municipal solid waste for local governments within their regions, as well as helping them to reduce waste, maximise recovery and reduce environmental harm. Regional waste management groups are responsible for planning and managing solid waste by preparing waste management plans now and into the future.

There are many existing and emerging industries in waste management, particularly in terms of recovery, reuse and recycling of waste. Energy generation from waste is an expanding industry in the state.

Victoria's waste generation is expected to increase by about four per cent per annum. The plan needs to consider how it will provide for and manage waste associated with proposed growth.

Waste management activities within the region may need to expand to accommodate expected population and industry growth. The need for new landfills can be reduced by diverting waste. Regional opportunities to reduce, recover, reuse and recycle waste should be supported. Any future waste and resource recovery facilities in the region should be part of effective structure planning, including protecting buffer zones, to minimise impacts of these facilities on more sensitive land uses nearby.

There are opportunities to encourage and support investment into advanced technology that can convert waste into energy or fuel products in the region. The plan and local planning should encourage and enable such developments, where appropriate. The region should consider an integrated and coordinated approach to waste management into the future as the region grows.

Assessment of infrastructure capacity

Existing infrastructure was analysed to identify any constraints or opportunities and to determine the ability of the existing networks to accommodate predicted residential, commercial and industrial growth. This will assist state government to plan for growth by receiving advice and information from utility providers. For the purpose of this assessment, utilities are defined as:

- council stormwater drainage and road assets
- water supply
- sewerage
- gas supply
- electricity
- telecommunications.

Towns that have been included in this assessment and their associated local government areas are included in Table 16.

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Table 16: Included towns and local government areas

LOCAL GOVERNMENT AREA	TOWNS
Bass Coast Shire	Cowes, Cape Paterson, Inverloch, San Remo, Wonthaggi
Baw Baw Shire	Drouin, Trafalgar, Warragul, Yarragon
East Gippsland Shire	Bairnsdale, Lakes Entrance, Mallacoota, Metung, Orboot, Payneville
Lalrobe City	Churchill, Moe, Morwell, Traralgon
South Gippsland Shire	Foster, Konumburra, Leongatha, Mirboo North, Nyora
Wellington Shire	Maffra, Sale, Yarram, Rosedale

For the purposes of this assessment, the organisations listed in Table 17 are considered stakeholders.

Table 17: Project stakeholders

SERVICE	PROVIDERS
Stormwater and floodingroads	Bass Coast Shire Council, Baw Baw Shire Council, East Gippsland Shire Council, Lalrobe City Council, South Gippsland Shire Council, Wellington Shire Council
Water supply and sewerage	East Gippsland Water, Gippsland Water, South Gippsland Water, Southern Rural Water, Westport Water
Gas supply	APA Networks, MURNet Gas
Electricity	SP AusNet
Telecommunications	NBN Co, Telstra

Findings

Council infrastructure

Councils have reported that, historically, growth has occurred without adequate consideration of infrastructure needs which can frequently result in existing infrastructure being inadequate or undersized. The major constraints that appear common across most local government areas are related to flooding experienced in many towns, as well as the availability of satisfactory funding required for existing and new infrastructure.

Generally, provision of council road and stormwater infrastructure is in response to development. In addition, councils report they have planning and development strategies for the majority of the towns included in this assessment. Councils typically have short-term capital works plans which make allowance for required infrastructure works and renewal activities. Longer term plans have been prepared to a varying degree.

Water

The Gippsland Region Sustainable Water Strategy suggests that Gippsland is well placed to meet its water supply needs through the development and implementation of each regional urban water authority's water supply demand strategies. Technological developments and market fluctuations play a major part in the ability of major industrial customers to reduce water consumption.

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Water trading is a perceived opportunity for Gippsland which would allow water resources to be transferred to their most productive uses. There are differing levels of support for recycled water for non-potable use amongst councils and water authorities.

The State Planning Policy Framework encourages the re-use of waste water, including urban run-off, treated sewage effluent and run-off from irrigated agricultural land.

Sewerage

Each regional urban water authority collects and treats wastewater via a shared reticulation system. The only town included in this assessment that does not have a reticulated sewerage network is Nyora, although final approvals have been received for the new Poowong, Loch and Nyora sewerage scheme, which will be provided by 2017 by South Gippsland Water.

Upgrade works to sewerage treatment plants to cater for growth are included in the water plan for each regional urban water authority.

Electricity

Overall, there is little spare capacity in the Gippsland region as the method of network planning allows electricity networks to be loaded to economical optimums.

The Gippsland region is supplied by three sub transmission networks and all three have existing constraints and will require augmentation works to support growth. The South Gippsland sub transmission network is of particular concern as it is one of the most constrained networks in SP AusNet's distribution area.

Demand management, non-network solutions and utilising existing supply where possible, such as the dedicated supply to the Wonthaggi Desalination Plant, should be considered in determining which augmentation options are most viable in the long term.

Generally, development close to power generation is easier and less expensive to service. In the Gippsland region, the terminal station is located in Morwell. East Gippsland is particularly constrained due to the nature of the radial supply to the east of Balmssale and the distance of many East Gippsland towns from the electricity source. Solar generation may prove an alternative local energy source.

Gas supply

The Moe, Morwell, Traralgon and the Sale to Maffra transmission pipeline supply systems do not have the overall capacity to support the high population growth scenario, that is, the VIF 2012 projection plus an additional 20 per cent, using the infrastructure currently in place.

Whilst the cost for customers is less with reticulated gas supply, compared with road transportation of compressed natural gas to township storage, the infrastructure required for extension and reticulation of gas to towns in the Gippsland region may not be economically viable for gas distribution businesses, particularly those towns that are remote from existing gas infrastructure.

Considering the viability of a local township gas storage facility may be an alternative arrangement if reticulating gas from the existing network to the town is not viable.

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Telecommunications

The National Broadband Network rollout, which will connect 99 per cent of Australian homes, schools and businesses to a high-speed fibre optic network, will significantly enhance telecommunications capacity and service levels.

The Gippsland region has a very high proportion of communities in towns of less than 1000 people that are dispersed throughout the region's coastal and rural areas. As such the region would benefit from the earliest possible rollout of the National Broadband Network to the region to ensure adequate coverage. National Broadband Network providers should be consulted in planning for growth to ensure they allocate adequate capacity to the region.

Infrastructure capacity by town

Table 18 gives a snapshot of the status of the utility networks in each town considered in the assessment.

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Table 18: Utility status legend

No	TOWN	ROADS & SEWERAGE	WATER	SEWERAGE	GAS	ELECTRICITY
1	Cowes	Dark Brown	Orange	Orange	White	Dark Brown
2	Cape Paterson	Dark Brown	Light Green	Orange	White	Orange
3	Inerloch	Dark Brown	Orange	Orange	White	Dark Brown
4	San Remo	Dark Brown	Orange	Orange	Dark Brown	Dark Brown
5	Wonthaggi	Dark Brown	Orange	Orange	Orange	Dark Brown
6	Droon	Orange	Orange	Orange	Yellow	Dark Brown
7	Trafalgar	Orange	Orange	Orange	Yellow	Dark Brown
8	Warragul	Orange	Orange	Orange	Yellow	Dark Brown
9	Yaragon	Yellow	Orange	Orange	Yellow	Dark Brown
10	Bairnsdale	Dark Brown	Yellow	Orange	Yellow	Dark Brown
11	Lakes Entrance	Yellow	Orange	Orange	White	Dark Brown
12	Mallacoota	Dark Brown	Orange	Light Green	White	Dark Brown
13	Melung	Yellow	Orange	Orange	White	Dark Brown
14	Orbost	Yellow	Orange	Light Green	White	Orange
15	Paynesville	Yellow	Orange	Orange	Dark Brown	Dark Brown
16	Churchill	Yellow	Orange	Orange	Yellow	Light Green
17	Moe	Dark Brown	Orange	Dark Brown	Dark Brown	Orange
18	Morwell	Dark Brown	Orange	Orange	Dark Brown	Dark Brown
18	Traralgon	Dark Brown	Orange	Orange	Dark Brown	Dark Brown
20	Foster	Orange	Light Green	Orange	White	Orange
21	Korumbura	Dark Brown	Dark Brown	Orange	Orange	Dark Brown
22	Leongatha	Dark Brown	Orange	Orange	Light Green	Dark Brown
23	Mitbee North	Orange	Dark Brown	Light Green	White	Dark Brown
24	Nyora	Orange	Dark Brown	White	White	Dark Brown
25	Maffra	Yellow	Orange	Light Green	Dark Brown	Orange
26	Rosedale	Yellow	Orange	Dark Brown	Light Green	Orange
27	Sale	Yellow	Light Green	Dark Brown	Dark Brown	Dark Brown
28	Yamam	Yellow	Light Green	Light Green	White	Orange

Key



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APPENDICES

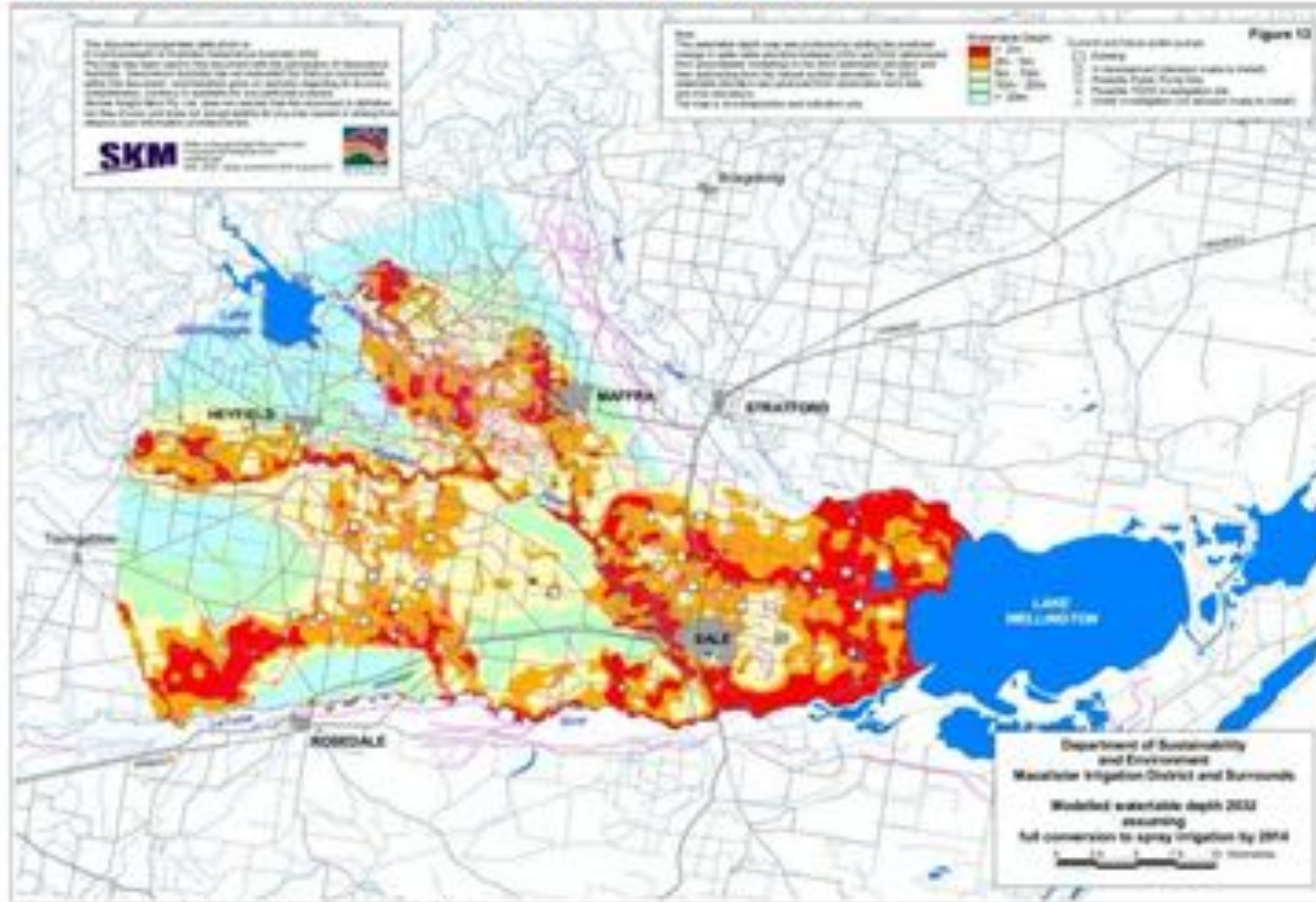
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Appendix 1: Cultural heritage assets of the Gippsland region



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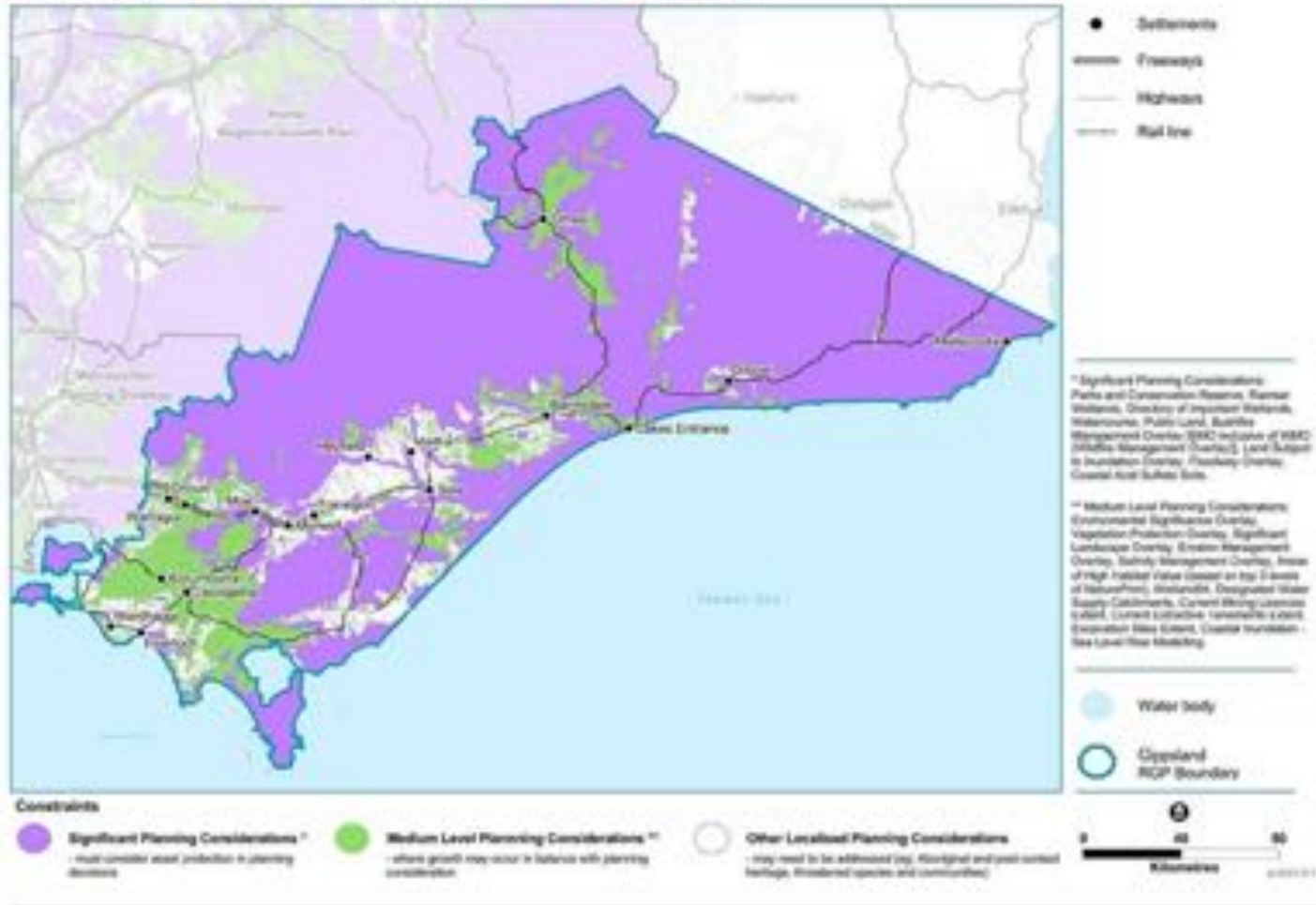
Appendix 2: Potential salinity threat near Sale in 2032



(Source: West Gippsland Salinity Management Plan 2005.)

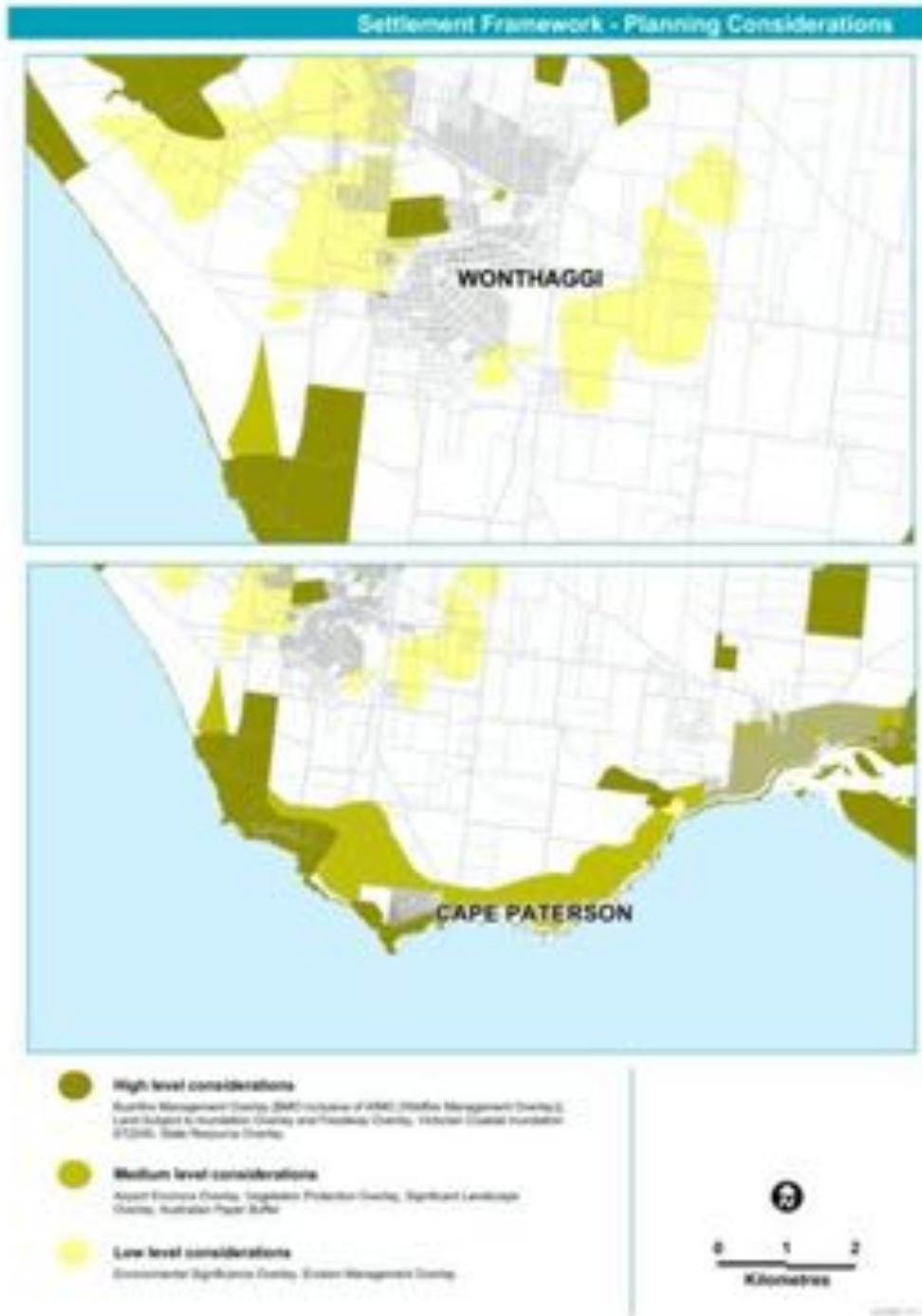
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Appendix 3: Planning considerations for Gippsland



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Appendix 4: Planning considerations for each centre

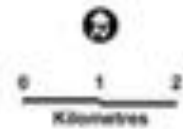


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Settlement Framework - Planning Considerations



- High level considerations**
 Buffer Management Overlay (BMO) (includes BMO (Water Management Overlay))
 Land Subject to Easement Overlay and Priority Overlay, Victorian Coastal Authority
 (VCA) State Resource Overlay
- Medium level considerations**
 Airport Exclusion Overlay, Vegetation Protection Overlay, Significant Land Use
 Overlay, Australian Power Buffer
- Low level considerations**
 Environmental Significance Overlay, Emission Management Overlay



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Settlement Framework - Planning Considerations



-  **High level considerations**
 Bushfire Management Overlay (BMO) inclusive of BMO2 (Wildfire Management Overlay),
 Land Subject to Inundation Overlay and Flooding Overlay, Victorian Coastal Protection
 Overlay, State Resource Overlay
-  **Medium level considerations**
 Airport Operations Overlay, Vegetation Protection Overlay, Significant Landscape
 Overlay, Australian Power Buffer
-  **Low level considerations**
 Environmental Significance Overlay, Erosion Management Overlay



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Settlement Framework - Planning Considerations



- High level considerations**
 Bushfire Management Overlay (BMO) inclusive of WMO (Wildfire Management Overlay), Land Subject to Inundation Overlay and Floodway Overlay, Victorian Coastal Inundation (VCOI), State Resource Overlay
- Medium level considerations**
 Airport Exclusion Overlay, Vegetation Protection Overlay, Significant Landscape Overlay, Australia-Perse Buffer
- Low level considerations**
 Environmental Significance Overlay, Stream Management Overlay



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Settlement Framework - Planning Considerations



- High level considerations**
 Bushfire Management Overlay (BMO) inclusive of 1990 (Wildfire Management Overlay),
 Land Subject to Inundation Overlay and Floodways Overlay, Wetland Coastal Inundation
 EITDML, State Resource Overlay
- Medium level considerations**
 Airport Emissions Overlay, Vegetation Protection Overlay, Significant Landscape
 Overlay, Australian Paper Buffer
- Low level considerations**
 Environmental Significance Overlay, Erosion Management Overlay

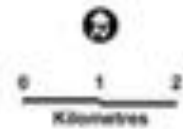


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Settlement Framework - Planning Considerations



- High level considerations**
 Buffer/Management Overlay (BMO) (includes of BMO) (Water Management Overlay)
 Land Subject to Inundation Overlay and Floodway Overlay, Victorian Coastal Inundation
 (VICCI) State Resource Overlay
- Medium level considerations**
 Airport Exclusion Overlay, Vegetation Protection Overlay, Significant Land Use
 Overlay, Australian Power Buffer
- Low level considerations**
 Environmental Significance Overlay, Emission Management Overlay

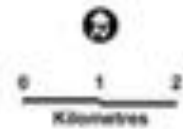


Gippsland Regional Growth Plan
Background Report

Settlement Framework - Planning Considerations



- High level considerations**
 Buffer Management Overlay (BMO) (includes of BMO) (Water Management Overlay)
 Land Subject to Inundation Overlay and Floodway Overlay, Wetland Coastal Overlay
 S12040 State Resource Overlay
- Medium level considerations**
 Airport Exclusion Overlay, Vegetation Protection Overlay, Significant Land Use
 Overlay, Australia Power Buffer
- Low level considerations**
 Environmental Significance Overlay, Emission Management Overlay



Gippsland Regional Growth Plan
Background Report

Settlement Framework - Planning Considerations



- High level considerations**
 Bushfire Management Overlay (BMO) inclusive of PMO; Wildlife Management Overlay 2; Land Subject to Inundation Overlay and Floodway Overlay; Volcanic Geoscientific Hazard Overlay; State Resource Overlay
- Medium level considerations**
 Airport Environs Overlay; Vegetation Protection Overlay; Significant Landscape Overlay; Australia-Perth Buffer
- Low level considerations**
 Environmental Significance Overlay; Erosion Management Overlay



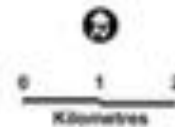
16/01/2017

Gippsland Regional Growth Plan
Background Report

Settlement Framework - Planning Considerations



- High level considerations**
 Bushfire Management Overlay (BMO) (includes all BMO), (Wildfire Management Overlay)
 Land Subject to Inundation Overlay and Floodway Overlay, Victorian Coastal Inundation
 (VICCI) State Resource Overlay
- Medium level considerations**
 Airport Exclusion Overlay, Vegetation Protection Overlay, Significant Land Use
 Overlay, Australian Paper Buffer
- Low level considerations**
 Environmental Significance Overlay, Emission Management Overlay

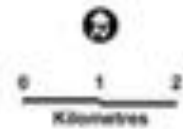


Gippsland Regional Growth Plan
Background Report

Settlement Framework - Planning Considerations



- High level considerations**
 Wildlife Management Overlay (WMO) (includes all WMO (Wildlife Management Overlay))
 Land Subject to Inundation Overlay and Floodway Overlay, Victorian Coastal Authority
 S12040 State Resource Overlay
- Medium level considerations**
 Airport Exclusion Overlay, Vegetation Protection Overlay, Significant Land Use
 Overlay, Australia Power Buffer
- Low level considerations**
 Environmental Significance Overlay, Emission Management Overlay

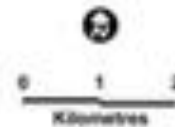


Gippsland Regional Growth Plan
Background Report

Settlement Framework - Planning Considerations



- High level considerations**
 Wildlife Management Overlay (WMO) (includes WMO (Wildlife Management Overlay))
 Land Subject to Inundation Overlay and Floodway Overlay, Victorian Coastal Inundation
 (VICCI) State Resource Overlay
- Medium level considerations**
 Airport Exclusion Overlay, Vegetation Protection Overlay, Significant Land Use
 Overlay, Australia Power Buffer
- Low level considerations**
 Environmental Significance Overlay, Emission Management Overlay



Gippsland Regional Growth Plan
Background Report

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Gippsland Regional Growth Plan
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**16.5 PROPOSED SALE OF LAND - NORTHERN AVENUE,
NEWBOROUGH**

General Manager

Governance

For Decision

PURPOSE

The purpose of this report is to further consider a request to sell Council land at the rear of properties in Northern Avenue, Newborough.

DECLARATION OF INTEREST

No officer declared an interest under the *Local Government Act 1989* in the preparation of this report.

STRATEGIC FRAMEWORK

This report is consistent with Latrobe 2026: The Community Vision for Latrobe Valley and the Latrobe City Council Plan 2013-2017.

Latrobe 2026: The Community Vision for Latrobe Valley

Strategic Objectives

Governance

In 2026, Latrobe Valley has a reputation for conscientious leadership and governance, strengthened by an informed and engaged community committed to enriching local decision making.

Latrobe City Council Plan 2013 - 2017

Theme and Objectives

Theme 2: affordable and sustainable facilities, services and recreation

Theme 3: Efficient, effective and accountable governance

Theme 4: Advocacy for and consultation with our community

Strategic Direction

Ensure Latrobe City Council infrastructure and assets are maintained and managed sustainably.

Legislation

Local Government Act 1989

Section 189 of the *Local Government Act 1989* gives Council the power to sell land however, before doing so, it must:

ORDINARY COUNCIL MEETING MINUTES 07 OCTOBER 2013 (CM421)

- (a) ensure that public notice of the intention to do so is given at least 4 weeks prior to selling or exchanging the land; and
- (b) obtain from a person who holds the qualifications or experience specified under section 13DA(2) of the *Valuation of Land Act* 1960 a valuation of the land which is made not more than 6 months prior to the sale or exchange.

This power is subject to Section 223 of the *Local Government Act* 1989 which requires Council 'publish a public notice stating that submissions in respect of the matter specified in the public notice will be considered in accordance with this section'.

Council must then consider any written submissions that have been received and any person who has made a submission and requested they may be heard are entitled to appear before a meeting of Council.

Policy – Sale of Council Owned Property Policy 11 POL-4

The principal aim of this policy is to define the circumstances and factors that will be assessed by Council in respect to the sale of Council owned property. The purpose of this policy is to serve as an accountability mechanism to the community.

It is Council's position that the sale of Council owned property will be via public auction unless circumstances exist that justify an alternative method of sale.

All sales of Council owned property shall be consistent with the *Local Government Best Practice Guidelines for the Sale and Exchange of Land* prepared by the Department of Planning and Community Development.

BACKGROUND

Council is the registered owner of a 1.603 hectare parcel of land situated at the rear of properties 2 to 66 Northern Avenue, Newborough, being Lot 7 on PS 608285S and the land contained in Certificate of Title Volume 11131 Folio 785.

This vacant parcel of freehold land is zoned residential, is irregular in shape and adjoins a section of the Moe Yallourn Rail Trail and residential dwellings in Northern Avenue, Newborough.

As shown on the attached location plan and Plan of Subdivision PS608825 (Attachments 1 & 2) this land has a narrow 3.39 metre wide entrance at Old Sale Road and two other 15.24 metre wide entrances from Northern Avenue.

The eastern entrance, opposite Trent Street, currently has a licence agreement in place with Lowanna Secondary College to provide access to the farm studies facility on the neighbouring property.

The irregular shape of this vacant block of land (narrow entrance off Old Sale Road) is the result of Council previously subdividing land at the rear of 52 to 66 Northern Avenue and selling this land by private treaty to six adjoining Northern Avenue property owners, refer Attachment 2.

**ORDINARY COUNCIL MEETING MINUTES
07 OCTOBER 2013 (CM421)**

The Council decision to sell these six parcels of land was made at the Ordinary Council Meeting held 20 November 2006. In accordance with this Council resolution, the land was sold for \$12.00 per square metre, and the net proceeds from the sale of land were utilised for improvements to the Moe Yallourn Rail Trail.

In July/August 2012 Council received two fresh applications from the property owners of 46 and 50 Northern Avenue, Newborough expressing interest in purchasing part of the Council land, refer Attachment 3.

At the conclusion of the Election Caretaker Period a Council Report was prepared in response to the two purchase applications and it was determined prior to the report being formally considered at a Council Meeting that Officers should canvas all property owners adjoining the Northern Avenue land to ascertain if any other property owners were interested in purchasing parts of the council land. The intention of this Council action was to avoid dealing with repeat requests to sell other parts of the land on an ad hoc basis.

Accordingly, in December 2012 Council wrote to 21 property owners in Northern Avenue (refer Attachment 4) to determine the level of interest in purchasing parts of the Council land. In response to this letter an additional seven property owners submitted expressions of interest however, in reviewing these new expressions of interest, it became apparent that the property owners required an indication of the value of the land to make an informed decision.

An independent valuation, dated 28 May 2013, was obtained and the nine interested property owners (i.e. the two original applicants and seven new applicants) were notified in July 2013 of this valuation (refer Attachment 5). In this instance, the indicative market value of the land was in the range of \$35 to \$40 per square metre reflecting a land cost of circa \$15,000 to \$20,000 subject to the actual size of the land being acquired. All nine property owners were also reminded to allow for additional legal, survey and fencing costs incurred when considering the potential purchase of this land.

In response to Council's letter to the nine property owners, four positive responses were received, a further two were interested however queried the market valuation, one negative response was received and two property owners didn't respond.

ISSUES

As mentioned above, Council has six property owners in Northern Avenue interested in acquiring part of the Council land adjoining their respective properties.

If Council wished to proceed with the potential sale of this Council land, it is required to comply with the statutory requirements of Section 189 of the *Local Government Act 1989*, the *Sale of Council Owned Property Policy 11 POL-4* and the *Local Government Best Practice Guidelines for the Sale and Exchange of Land* prepared by the Department of Planning and Community Development.

ORDINARY COUNCIL MEETING MINUTES 07 OCTOBER 2013 (CM421)

Whilst the adopted Sale of Council Owned Property Policy states that the preferred method of sale is by public auction, in this instance it would be necessary to sell the land by private treaty, unless Council determined to offer the entire 1.603 hectare parcel for sale by public auction.

Should the sale of six parcels of land be achieved, it is noted that as four of the six parcels of land (i.e. rear of 6, 16, 30 & 40 Northern Avenue) are not directly adjoining (refer Attachment 6); Council would be left with a very irregular shaped block with a number of fragmented and concealed areas of land.

Access to these fragmented areas would still be possible via a 3.39 meter (approximate) strip of land adjoining the Moe Yallourn Rail Trail. The outcome of fragmenting the property is not ideal as it impacts on the ongoing maintenance of the land, creates a loss of direct line of sight and a subsequent decrease in the level of passive surveillance of the area. These sight factors may result in complaints being received due to inappropriate activities and/or anti-social behaviour occurring in these concealed areas.

With respect to the concerns of some property owners relating to the significant increase in the market valuation of the land per square meter between the 2006 and 2013, the Valuer has been requested to assess the most recent valuation and review the basis of the 2006 valuation.

FINANCIAL, RISK AND RESOURCES IMPLICATIONS

Risk has been considered as part of this report and it is considered to be consistent with the Risk Management Plan 2011-2014. No significant risks have been identified.

Costs associated with this statutory process are minimal, being the cost of public notices in the Latrobe Valley Express inviting submissions and further follow up correspondence with interested parties.

If Council resolves to sell parts of the Northern Avenue land, all survey, subdivisional and legal costs would be borne by the purchaser.

INTERNAL/EXTERNAL CONSULTATION

Engagement Method Used:

Council has already consulted with the residents adjoining the Council land at the rear of 2 to 50 Northern Avenue Newborough. If Council wishes to proceed with the potential sale of land the following engagement method would be undertaken:

- Public notices published in two editions of Latrobe Valley Express.
- Letters to residents in the immediate area.
- Details placed on the Latrobe City Web Site and the Community Sounding Board.
- Notices placed at the three entrances to the land.

ORDINARY COUNCIL MEETING MINUTES 07 OCTOBER 2013 (CM421)

- Notices placed at Moe Service Centre and Moe Library.

Details of Community Consultation / Results of Engagement:

In accordance with Section 223 of the *Local Government Act* 1989 Council is required to give 4 weeks public notice and it is suggested that Council consider any submissions received at the Ordinary Council Meeting to be held Monday, 2 December 2013.

OPTIONS

Council may now resolve to either:

1. Not accede to the request and advise the six interested Northern Avenue property owners that Council is not prepared at this time to sell the land, or
2. Commence the statutory process to allow the potential sale of part of the Council land to the six interested Northern Avenue property owners, or
3. After considering the limited interested in purchasing parts of the Council land and the fact that Council would be left with a very irregular and fragmented shaped block, Council determines to only commence the statutory process to allow the sale of land to the two original applicants at the rear of 46 to 50 Northern Avenue as it adjoins the land previously sold by Council back in 2006, or
4. Determine to sell the entire parcel of Council by public auction and commence the statutory process to achieve this outcome.

CONCLUSION

Council has received expressions of interest from six property owners wishing to purchase part of the Council land at the rear of 2 to 50 Northern Avenue, Newborough.

Council is requested to determine if it wishes accede to these requests and commence the statutory process to allow the sale of part of this land to either the initial two applicants or all six applicants, .

In the event Council was to sell parcels of land to the six applicants, the balance of the Council property would be very irregular in shape and a number of fragmented areas of land would be created. The result of the fragmented areas would create ongoing maintenance issues and it may also result in complaints being received from nearby residents if there was an inappropriate public use of these concealed areas of land.

Access to the remaining fragmented areas would still be possible as Council retains ownership of a 3.39 meter (approximate) strip of land adjoining the Moe Yallourn Rail Trail.

On balance, if Council was interested in commencing the statutory process to allow the potential sale of land, it is recommended that Council only undertake this process relating to initial two applicants, being the land at the rear of 46 to 50 Northern Avenue, Newborough.

**ORDINARY COUNCIL MEETING MINUTES
07 OCTOBER 2013 (CM421)****Attachments**

1. LOCATION PLAN _ NORTHERN AVENUE NEWBOROUGH
2. PLAN OF SUBDIVISION PS 608285
3. APPLICATION LETTERS
4. LETTER TO NORTHERN AVE PROPERTY OWNERS DECEMBER 2012
5. MARKET VALUE VALUATION ADVICE LETTER - JULY 2013
6. FRAGMENTED LAND PLAN

Recommendation

1. That Council, in accordance Section 189 of the Local Government Act 1989 and Sale of Council Owned Property Policy, resolves to give public notice of its intention to consider the sale of part of the Council land at the rear of 46 to 50 Northern Avenue Newborough, being part of Lot 7 on PS608285, Volume 11131 Folio 785.
2. That, pursuant to section 223 of the Local Government Act 1989, Council resolves to consider any submissions received in relation to the potential sale of parts of the Council land at the rear of 46 to 50 Northern Avenue Newborough, at the Ordinary Council Meeting to be held on 2 December 2013.
3. That all Northern Avenue property owners that expressed interest in purchasing part of Lot 7 on PS608285, Volume 11131 Folio 785 be advised of the above Council decision.

Moved: Cr Gibson
Seconded: Cr Gibbons

That the Recommendation be adopted.

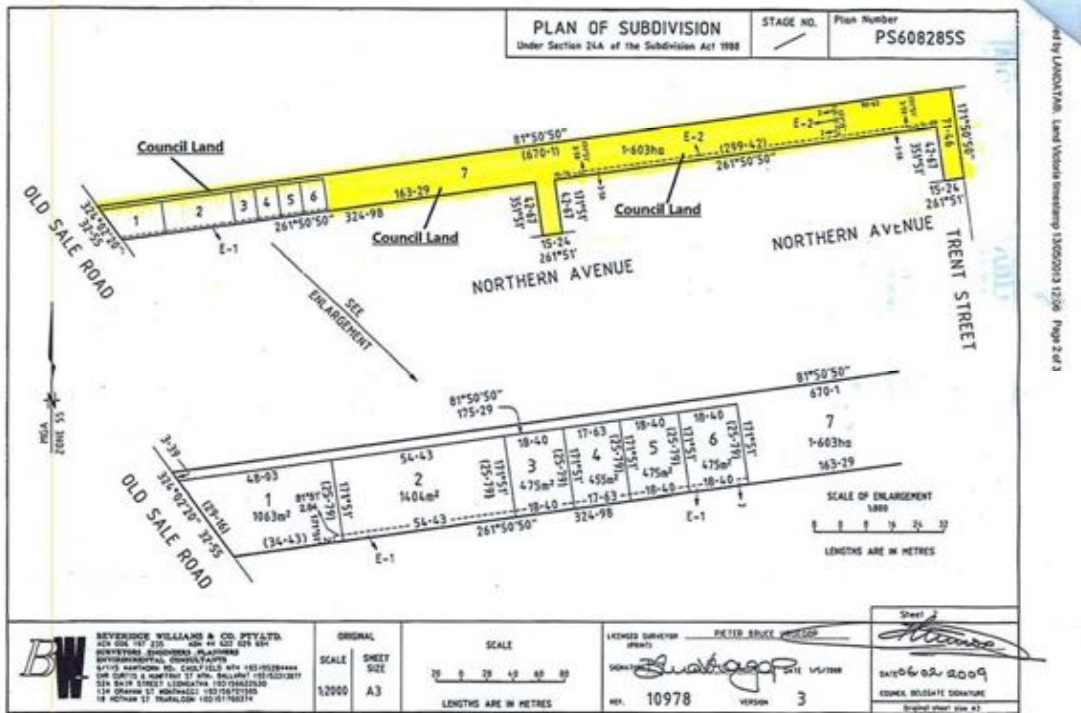
CARRIED UNANIMOUSLY

16.5

Proposed Sale Of Land - Northern Avenue, Newborough

1	LOCATION PLAN _ NORTHERN AVENUE NEWBOROUGH.....	605
2	PLAN OF SUBDIVISION PS 608285	609
3	APPLICATION LETTERS	611
4	LETTER TO NORTHERN AVE PROPERTY OWNERS DECEMBER 2012	613
5	MARKET VALUE VALUATION ADVICE LETTER - JULY 2013.....	615
6	FRAGMENTED LAND PLAN.....	617





23rd July 2012

Mr Henry Morrison
Latrobe City Council
PO Box 264
MORWELL VIC 3840

LATROBE CITY COUNCIL	
INFORMATION MANAGEMENT	
RECEIVED	
24 JUL 2012	
R/O:	Doc No:
Customer/Client/Project/Contact to:	
<input type="checkbox"/> Copy required/returned	<input type="checkbox"/> Reply forwarded/insert

Re: Sale of Council Land to the rear of Northern Avenue Newborough

Dear Mr Morrison:

I write to you to formally lodge a request for Council to consider the sale of land that is to the rear of my property at Lot 11 LP 121046, known as 46 Northern Ave Newborough. I also formally request to purchase land behind my neighbours land at Lot 10 LP 121048 (48 Northern Ave) as after discussion they advise that they do not wish to purchase and have no objection to it being purchased by me.

I have also discussed this proposal with the landowners at Lot 9 LP 121048 (50 Northern Ave) who have indicated that they wish to purchase their own parcel behind their land also. Joint letter included as requested. The abutting land owner at Lot 12 LP 121048 is not in a position to purchase but does not object to the proposal.

As per your procedure I have provided all abutting owners with a copy of this letter and a plan of this proposal and they have been advised that the matter will be submitted to Council for their consideration and to seek submissions. (Statutory Declaration enclosed).

I wish to confirm that as the applicant for this purchase I agree to pay in addition to application fees, any reasonable costs incurred including advertising, transfer, survey, legal costs, agreed valuation on the land to be dealt with and Council administrative costs.

As my family has only recently purchased this property it is a shame that we were not in the position to put forward our request at the time that the land was sold to the rear of other Northern Ave properties under PS 369481 however I hope that we can now continue with this plan.

If you require anything further please do not hesitate to contact me at any time and thank you for your advice thus far.

Kind regards,

Signature of Applicant

46 Northern Ave
Newborough Vic 3825

LATROBE CITY COUNCIL
24 JUN 2012
205-7394

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LATROBE CITY COUNCIL	
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3rd August 2012

Mr Henry Morrison
Latrobe City Council
PO Box 264
MORWILL VIC 3840

Re: Sale of council land to the rear of Northern Avenue Newborough

Dear Mr Morrison:

I write to you to formally lodge a request for Council to consider the sale of land that is to the rear of my property at Lot 9 LP 121048, Known as 50 Northern Avenue Newborough 3825.

I have discussed with land owners at Lot 11 LP 1210418, known as 45 Northern Avenue Newborough, who has indicated that they wish to purchase their own land as well as the adjoining land of owner Lot 10 LP 121048 whom is not in a position to purchase but does not object to the proposal. Joint letter included as requested.

As per your procedure I have provided all adjoining owners with a copy of this letter and plan of this proposal and they have been advised that the matter will be submitted to Council for their consideration and to seek submissions. (Statutory Declaration enclosed).

I wish to confirm that as the application for this purchase I agree to pay in addition to application fees, any reasonable costs incurred including advertising, transfer, survey, legal costs, agreed valuation on the land to be dealt with and Council administrative costs.

If you require anything further please do not hesitate to contact me at anytime. Thank you for all your advice thus far.

Kindest regards,

Signature of Applicant

50 Northern Avenue
Newborough Vic 3825

HM:CA

17 December 2012

Mail Merge Address

Dear Sir/Madam

POTENTIAL SALE OF LAND – NORTHERN AVENUE, NEWBOROUGH

Latrobe City Council is currently in the process of considering a request from the owners of 46 to 50 Northern Avenue, Newborough, to acquire part of the Northern Avenue Reserve.

As part of this process we wish to ascertain the interest of all adjoining owners in acquiring that part of the reserve at the rear of their respective properties.

The land would be sold at a price based upon an independent valuation and the sale would only be able to proceed if all adjoining property owners agree to purchase the land leaving no gaps.

If you are interested in acquiring the land adjoining your property please contact me in writing by the 31st of January 2013 by either email, henry.morrison@latrobe.vic.gov.au, or post, P.O. Box 264, Morwell 3840.

If you require additional information or wish to discuss this matter further please do not hesitate to contact me on (03) 5128 5641.

Yours sincerely

HENRY MORRISON
Coordinator Property & Statutory Services

HM:

15 July 2013

Mail Merge Address

Dear

POTENTIAL SALE OF LAND – NORTHERN AVENUE, NEWBOROUGH

I refer to your expression of interest in purchasing part of the Council land at the rear of Northern Avenue, Newborough.

Council has engaged an independent licenced Valuer to provide an indicative valuation of this land. The valuation returned is assessed to be in the vicinity of \$35 to \$40 per square metre of land area. Based on this valuation the land cost for part of the land directly behind your dwelling is expected to range from \$15,000 to \$20,000.

The above advice is provided for preliminary consideration purposes and any individual sale and transfer would be subject to a valuation assessment on a case by case basis, given that areas may differ and an interested party may elect to purchase more than the land directly behind their dwelling.

In evaluating the purchase of this land, consideration also needs to be given to the legal, survey and fencing costs that will be incurred by the purchaser.

To ascertain your ongoing support for the purchase of land I would appreciate the enclosed Interest Advice Form being completed and returned in the accompanying pre-paid return envelope within 10 days. Alternatively you may advise me by email: henry.morrison@latrobe.vic.gov.au

Upon receipt of your interest in the land a report will be prepared for Council consideration to determine whether the Council supports the sale and commences the statutory requirements of the *Local Government Act 1989* and the *Latrobe City Council Sale of Land Policy* to allow the potential sale to proceed.

If you require additional information or wish to discuss this matter further please do not hesitate to contact me on (03) 5128 5641.

Yours sincerely

HENRY MORRISON
Coordinator Property & Statutory Services

**INTEREST IN THE PURCHASE OF COUNCIL LAND AT THE REAR OF
NORTHERN AVENUE NEWBOROUGH.**

NAME:.....
(Please Print)

PROPERTY ADDRESS.....

I/we advise that our interest in purchasing part of the land directly behind our dwelling in Northern Avenue Newborough is:

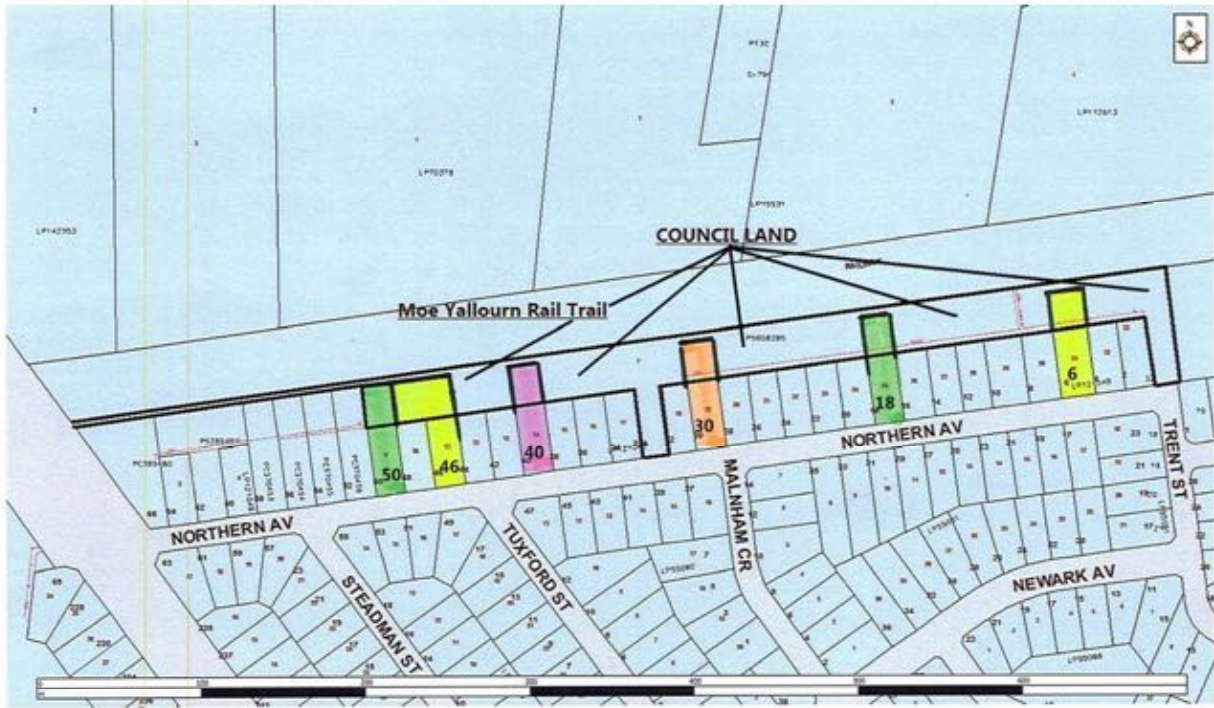
(Please tick appropriate square)

YES I/we are still interested in purchasing part of the Council land at the rear of Northern Avenue, Newborough.

NO I/we are not interested in purchasing part of the Council land at the rear of Northern Avenue, Newborough.

Please complete the above and return this form in the pre-paid envelope or email your intention via to Henry Morrison: henry.morrison@latrobe.vic.gov.au

..... /...../ 2013
(Please sign & date)



16.6 Consideration of submissions to and adoption of the Traralgon North Development Plan and Development Contribution Plan

General Manager

Governance

NOT CONFIDENTIAL

PURPOSE

The purpose of this report is for Council to consider:

- Submissions received to the Traralgon North Development Plan and Development Contribution Plan; and
- The adoption of the Traralgon North Development Plan and Development Contributions Plan

DECLARATION OF INTEREST

No officer declared an interest under the Local Government Act 1989 in the preparation of this report.

STRATEGIC FRAMEWORK

This report is consistent with Latrobe 2026: The Community Vision for Latrobe Valley and the Latrobe City Council Plan 2013-2017.

Latrobe 2026: The Community Vision for Latrobe Valley

Strategic Objectives – Built Environment

In 2026 Latrobe Valley benefits from a well planned built environment that is complimentary to its surrounds and which provides for a connected and inclusive community.

Latrobe City Council Plan 2013 - 2017

Theme and Objectives

Theme 5: Planning for the future

Strategic Direction – Planning for the future

Provide efficient and effective planning services and decision making to encourage development and new investment opportunities.

Plan and coordinate the provision of key services and essential infrastructure to support new growth and developments.

Strategy & Plans – Planning for the Future

Latrobe Structure Plans

Legislation

Local Government Act 1989

Planning and Environment Act 1987

BACKGROUND

A consultant was appointed in November 2011 to commence the Development Plan and Development Contributions Plan for Traralgon North. The project comprises the preparation of a Development Plan which will identify where future residential areas, road, pathways, parks, wetlands, physical infrastructure etc. should be located; and a Development Contributions Plan which sets out the works, services and facilities to be funded through a development infrastructure levy.

The subject land is a residential precinct north of Marshalls Road, Traralgon and includes 13 properties at 15, 50 and 55 Glendale Road, Traralgon and 60, 90, 110, 145, 150, 175, 185, 205, 215 and 220 Marshalls Road, Traralgon. The Traralgon North precinct is bounded by Traralgon Maffra Road to the east, Marshalls Road to the south, Traralgon Creek and Latrobe River floodplain to the west and the existing gas pipeline to the north (see attachment 1).

The Traralgon North precinct was rezoned by the Minister for Planning as part of a suite of Planning Scheme Amendments which released over 800ha of residential zoned land within Latrobe City (i.e. Amendments C47, C56 and C58). Amendment C56 rezoned the Traralgon North precinct to Residential 1 Zone (R1Z) and introduced a Development Plan Overlay Schedule 5 (DPO5) on 5 May 2011.

DPO5 does not have a mechanism to require development contributions. If a development contribution mechanism is not applied to the subject land, the funding of key shared infrastructure, community facilities and open spaces will be the primary responsibility of Latrobe City Council. This will require a significant financial contribution by Latrobe City Council or result in some infrastructure not being able to be funded.

In response to this, Latrobe City Council is well advanced with a Planning Scheme Amendment (C78) to introduce Development Plan Overlay Schedule 7 (DPO7) to the Traralgon North precinct. DPO7 introduces a development contributions mechanism to the Traralgon North precinct. Planning Scheme Amendment C78 was placed on exhibition from 16 August 2012 to 21 September 2012. It is noted that Amendment C78 does not form part of this Council Report and was considered separately at the 19 August 2013 Council Meeting, where Council resolved:

- 1. That Council, having considered all written submissions received to Amendment C78 adopts Amendment C78 with changes in accordance with Section 29 of the Planning & Environment Act 1987.*
- 2. That Council submits Amendment C78 once adopted to the Minister for Planning for approval, in accordance with Section 35 of the Planning and Environment Act 1987.*
- 3. That Council advises those persons who made written submissions to Amendment C78 of Council's decision.*

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Following the Council resolution, Planning Scheme Amendment C78 was submitted to the Department of Transport, Planning and Local Infrastructure (DTPLI) for the Minister for Planning's approval. Under Ministerial Direction 15, the Minister for Planning has 40 business days from the date it was submitted to make a decision on a Planning Scheme Amendment. Amendment C78 was submitted to DTPLI on Wednesday 28 August 2013, therefore a decision on the Planning Scheme Amendment is expected by 23 October 2013.

ISSUES

The Traralgon North Development Plan and Development Contribution Plan was placed on public exhibition from 5 November 2012 to 17 December 2012 (see Internal / External Consultation Section for details). A total of 15 submissions were received during this period. A copy of submissions can be found at Attachment 2.

Table 1 below provides a summary and a response to the submissions received. Table 1 also outlines where a change to the Traralgon North Development Plan and Development Contribution Plan has been made in response to a submission.

Table 1 – Summary of Submissions

Sub No.	Name / Organisation	Support / Objection	Summary of points raised	Planning Comment	Changes to Plan Required? Yes / No
1a & 1b	D & H Brady (50 Glendale Road, Traralgon)	Objection	1a.1 Lack of information provided to land owner e.g. weren't given opportunity to attend Council meeting and weren't informed of landowner information session.	<p>Letters were sent to all landowners within the Traralgon North precinct regarding the Council Meeting. At the one on one information session held in October 2012 it was discussed that all letters regarding the project would be e-mailed to Mr and Mrs Brady to avoid any postal delays.</p> <p>Submission 1(a) received prior to commencement of Draft Development Plan consultation process.</p> <p>Submitters subsequently participated in a one-on-one meeting with consultants and Council staff in October 2012 and made further submissions (1b and 2).</p>	No

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Sub No.	Name / Organisation	Support / Objection	Summary of points raised	Planning Comment	Changes to Plan Required? Yes / No
			<p>1a.2 Planning permit was issued in 2007 to construct brick dwelling. Were informed 8 weeks later that land will be rezoned from farming to residential. Queries why not informed about the amendment at the time.</p>	<p>Planning Permit 2007/193 was issued on 30 July 2007 for a second dwelling on the lot.</p> <p>The Traralgon North precinct was identified in the Traralgon Structure Plan (2007) for future residential land.</p> <p>50 Glendale Road, Traralgon was not rezoned until Planning Scheme Amendment C56 was approved on 5 May 2011. All landowners affected by proposed Amendment C56 were notified by the Department of Planning and Community Development of the proposed rezoning.</p>	No
			<p>1a.3 Existing dwelling is located in the middle of the proposed multi-purpose facility. We were assured that all existing dwellings would be incorporated into the new development.</p>	<p>The Draft Development Plan (DP) seeks to provide a design that equitably balances the quality of the proposed precinct with the immediate aspirations of the existing land owners. The retention of all existing houses may compromise the functioning of the precinct and, due to the age of some of the houses, is not sought by all landowners.</p> <p>The existing house at 50 Glendale Road is less than five years old and can be appropriately retained within a future subdivision. The proposed active open space area and adjoining street can be reconfigured to provide for its retention.</p>	Yes Reconfigure the proposed active open space area and realign the proposed street along its northern boundary to enable retention of the existing house at 50 Glendale Road.

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Sub No.	Name / Organisation	Support / Objection	Summary of points raised	Planning Comment	Changes to Plan Required? Yes / No
			1a.4 Land locked with no available access to our portion of land located north of the pipe line. Access is dependent on the future subdivision of the neighbouring property	Access to the northern portion of the submitters' land will become an issue only if the submitters or a future owner applies to subdivide the southern portion of the land (i.e. within the DPO area). The DP requires that landowners make arrangements for access to the northern portions of relevant properties prior to subdivision. This is to be achieved by either a road or right of carriageway. Changes proposed as part of a response to submission 13.4 (see below) which aligns the northern road within the Design and Development Overlay will assist in providing access to the land to the north.	Yes Updated the text within the DP to reflect the relocation of the northern road alignment to provide access to land to the north.
			1b.1 Believe market value of this land (50 Glendale Road) is greater than the cost stated in the DP.	Given the changes proposed to the plan in response to this submission (see 1a.3) a new valuation will be required.	Yes DP has been revised to include updated valuation.
2	Kliger Partners on behalf of D & H Brady (50 Glendale Road, Traralgon)	Objection	2.1 Large portion of submitters land is 'unfairly and disproportionately' allocated as open space. Contends that Development Plan does not achieve the stated aim of equalising open space fairly between land owners.	The Development Plan seeks to locate open space areas so that they are accessible to future residents, link with existing open spaces and shared paths, support drainage and environmental requirements and provide sufficient space for active recreation (where relevant). Due to the irregular subdivision pattern of the existing lots proposed open spaces cannot be distributed evenly between them. The proposed active open space area on the	No

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Sub No.	Name / Organisation	Support / Objection	Summary of points raised	Planning Comment	Changes to Plan Required? Yes / No
				<p>subject land needs to be of sufficient size to accommodate sporting facilities. Splitting the area between two lots may make it difficult to develop if the lots are not developed in a timely manner.</p> <p>The Development Contributions Plan seeks to equalise cost of providing open space between land owners.</p>	
			2.2 Client's primary residence is located in an area proposed for open space.	Refer to response to Point 1a.3 above.	Yes Refer to Point 1a.3 above.
			2.3 Believe market value of this land (50 Glendale Road) is greater than the cost stated in the DP. Further, this does not take into account the amount which will be required to be paid as fair compensation for the relocation of the residence under the <i>Land Acquisition and Compensation Act 1986</i> .	<p>The Development Contributions Plan is underpinned by an independent valuation report that was undertaken on accepted Development Contributions Plan principles. Any land to be acquired would be subject to the <i>Land Acquisition and Compensation Act 1986</i>, including the relevant provisions relating to compensation for any relocation of residences. Council would most likely acquire land for active open space.</p> <p>As noted above (Point 1a.3), the Development Plan can be modified to retain the existing dwelling at 50 Glendale Road.</p>	No
			2.4 Council must ensure that appropriate access is provided to existing properties (including land north of the pipe	Refer to response to Point 1a.4 above regarding the same property.	Yes Refer to response in 1a.4 above

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			line).		
3	NBA Group on behalf of Marshall's Road Pty Ltd (145 Traralgon-Maffra Road, Traralgon)	Objection	<p>3.1 Supermarket site:</p> <p>Commissioned MacroPlan to undertake an assessment of the nominated supermarket location. Concluded that the intersection of Marshall's and Traralgon-Maffra Roads is a more suitable location for a supermarket on the basis that:</p> <p>Location on key arterial route is more in line with State policy as it will serve a much broader catchment, including passing tourists.</p> <p>Traralgon-Maffra Road is a more convenient location for delivery vehicles servicing the site. No need for service vehicles to travel down smaller residential streets.</p> <p>More desirable outcome to have a commercial use at the industrial interface as this use will not be compromised by any industrial operations.</p> <p>The identified site is problematic in terms of sequencing. Woolworths are not interested in Council's nominated site.</p>	<p><u>Scale of proposed supermarket</u></p> <p>The floor area of the proposed supermarket exceeds the Neighbourhood Activity Centre (NAC) function envisaged by the <i>Traralgon Structure Plan</i> (2007). That plan proposed a NAC located on Park Lane to the south of the DP area. The supermarket proposed by the submitter would service a larger trade area catchment than the DP area, potentially extending as far as Glengarry and Toongabbie. The rezoning of land to accommodate a supermarket of this scale must therefore be considered carefully because of its potential to impact upon the retail viability of both the Traralgon CBD and retail activities within the catchment.</p> <p>As such, consideration of the most appropriate activity centre scale, composition and location is an exercise that exceeds the boundaries and scope of the Development Plan. These issues should ideally be resolved as part of the <i>Traralgon Growth Areas Review</i>, which is assessing the long-term growth projections for the entire northern growth corridor. Key issues to be addressed before considering any proposal to rezone land for a large supermarket include:</p>	<p>Yes</p> <p>Modified the Development Plan to designate an indicative site at location on the corner of Marshalls Road and Traralgon Maffra Road as "Potential Growth Corridor Supermarket Site (Subject to Rezoning)". The site is shown as 'Residential' under both the DP and DCP pending any rezoning. Deleted the 'Retail' designation from the site on the corner of Park Lane and Marshalls Road. Modify the text in the DP and the DCP to outline the considerations that would need to be addressed prior to any rezoning; and to outline any consequential changes to</p>

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Sub No.	Name / Organisation	Support / Objection	Summary of points raised	Planning Comment	Changes to Plan Required? Yes / No
			<p>Proposed site encumbered by existing residential property. Alternate location is obstruction free.</p> <p>It is considered that a new supermarket in this location would not have any adverse affect on the performance of the Traralgon CBD.</p> <p>Would provide a stronger sense of address to the estate, rather than having back fences fronting this key intersection.</p> <p>If the commercial site was centrally located, there is the potential that both Franklin Street and Greenfield Drive could be used at 'rat runs' to access the commercial centre.</p>	<ul style="list-style-type: none"> • Whether the proposal is consistent with long-term strategic planning for Traralgon (refer to <i>Traralgon Structure Plan</i> and <i>Traralgon Growth Areas Review</i>). • The impact of the proposal on the retail viability of the Traralgon CBD and other retail centres within the trade area catchment of the centre. • The most appropriate timing of the development relative to the population within the trade area catchment. <p><u>Retail assessment</u> The retail assessment must consider the projected population of not only the DP area, but surrounding development areas, future residential growth areas, passing traffic and employment areas.</p> <p>While the DP area itself will generate moderate demand for retail floorspace which could be serviced through smaller scale activity centres and existing CBD retailers, the MacroPlan report identifies that there will be significant retail expenditure generated by other current and future nearby areas and passing trade.</p> <p>The Macroplan report submitted by the applicant finds that the trading performance and subsequent economic viability of the Traralgon CBD would not be</p>	Development Contributions

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				<p>substantively impacted by the development of a new supermarket and associated retailers within the DP area, and specifically at the proposed location.</p> <p><u>Location</u></p> <p>As noted above, the question as to 'whether' a large supermarket should be supported outside the Traralgon CBD is beyond the scope of this DP, particularly as there is no suitably zoned land within the study area.</p> <p>Setting aside that question, it is considered appropriate to make provision within the DP for a future retail area because the DP area itself will form a large proportion of the both the northern growth corridor and the future trade area catchment of a new centre.</p> <p>The Draft DP identified a proposed retail location at the north-east corner of Marshalls Road and Park Lane. This site was chosen because of its central position to serve the DP area as well as recent and future growth areas to the south-west and south-east ('The Strand'). A staged approach to the development of retail floor space was proposed to ensure that the trade area catchment was of sufficient size to support the proposed centre.</p> <p>On review of the MacroPlan report, the submitter's 'preferred' location (at the north west corner of Marshalls and Traralgon Maffra Road) is considered an appropriate alternative</p>	

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				<p>location if a large scale 'growth corridor' supermarket based activity centre is under consideration. This site would support higher levels of access and passing trade associated with a larger catchment, and lower local traffic and amenity impacts, than the site shown in the draft DP.</p> <p><u>Accessibility</u> It is acknowledged that the submitter's preferred Traralgon - Maffra Road site would be less accessible to future residents of the DP area than the Park Lane site. However, this reflects the larger retail catchment served by the centre than envisaged under the Draft DP. While not as centrally located as the Park Lane site, the alternative site would still be well connected to residential areas by shared paths and open space areas.</p> <p>The relocation of the retail area from Park Lane to Traralgon - Maffra Road would not necessitate the relocation of the proposed community hub and multi-purpose open space area shown in the Draft DP. These facilities would serve a neighbourhood or sub-district function which would benefit from the proposed central location. Physical connections to the proposed Traralgon - Maffra Road supermarket site would be available via the proposed Marshalls Road shared path and the proposed bus route.</p>	

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			<p>3.2 A schedule to restrict supermarket floor space is not required. Consider a 3,500m² sized supermarket to be viable in this location, given existing and anticipated development within the immediate catchment.</p>	<p>Refer to Point 3.1 above. The rezoning of land to support a supermarket is beyond the scope of the Development Plan. Whether or not a schedule to restrict supermarket floor space should be included in any zone schedule and would be determined through the rezoning process.</p>	<p>Yes Text has been modified in accordance with response to Point 3.1.</p>
			<p>3.3 The current layout at this intersection provides a less than ideal key entrance to the estate, with low density lots oriented away from Marshall's Road and Traralgon-Maffra Road. A much more desirable outcome is to site the commercial centre at this location.</p>	<p>Refer to response to Point 3.1 above regarding the proposed supermarket.</p> <p>If the supermarket were not to proceed in this location the proposed layout is considered appropriate given that residential properties on the opposite side of Marshalls Road back onto the street; and due to the industrial interface on the eastern side of Traralgon-Maffra Road.</p>	<p>No</p>
			<p>3.4 Area set aside for public open space at the entrance to the estate is excessive and should be reduced. Potential to accommodate more residential lots.</p>	<p>The open space area has been identified in part to protect existing mature trees.</p> <p>Due to the proximity of this open space area to Traralgon Maffra Road it is unlikely to provide a high level of amenity or a safe place space for children. The extent of open space in this location could be reduced provided existing mature trees are retained and high quality landscaping is provided at the entrance to the DP area.</p>	<p>Yes. Reduced area of open space at the eastern entrance to the DP area. Amended Development Plan to require detailed landscaping plans at key entrances.</p>

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			3.5 Potential to accommodate more residential lots within the area set aside as drainage reserve. Such an expansive area is unlikely to be required.	The public open space in this area provides for drainage, protection of native vegetation, and a buffer from the sewer pumping station on the southern side of Marshalls Road. The scale of the drainage areas is considered to be appropriate.	No
			3.6 There may be the need to remove some of the Plains Grassy Woodland vegetation in order to construct the drainage system and open space areas. The Development Plan needs to acknowledge that appropriate offsets will be provided.	Any removal of native vegetation would be subject to the Native Vegetation Management Framework which seeks to avoid and then minimise vegetation removal prior to considering offsets. The plan could be annotated to emphasise this framework.	Yes Included a reference in the Development Plan to the Native Vegetation Management Framework process.
			3.7 Development sequencing may become an issue given proposed open space/retarding basins extend across title boundaries.	The Water Management Strategy outlined in the Development Plan is based on preliminary road gradings. Refinements to water infrastructure components will need to be made as individual developers undertake detailed design work and as more information about sequencing becomes available. Some flexibility exists in relation to the location of retarding basins located on portions of properties to the north of the Development Plan boundary.	No
			3.8 Request that some flexibility in dwelling density be incorporated into the Development Plan.	The draft DP provides for a range of lot sizes within each density category. Lower density lots were proposed at the south east corner of the DP area due to the proximity to the industrial area on the opposite side of	Yes Changed lot sizes close to the south-eastern corner of the DP area.

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				<p>Maffra Road.</p> <p>The mixture and distribution medium density lot sizes have been reduced in the DP to provide more flexibility.</p> <p>If a supermarket is supported in this location it will provide an additional buffer between industrial and residential uses.</p>	
			3.9 Believe the requirement for a concept plan for the commercial site is not necessary given extensive design guidelines are already provided in current policy.	Detailed design issues would be dealt with as part of a subsequent Planning Scheme Amendment process.	No
4	Woolworths Limited	Objection	4.1 In support of NBA Group submission (submission 3). Nominated supermarket site should be relocated to the Marshalls Road and Traralgon-Maffra Road intersection.	Refer to response to Point 3.1 above.	Yes Refer to Point 3.1 above.
			4.2 Woolworths has invested significant capital in the refurbishment of its Traralgon CBD supermarket. Submits that locating a new supermarket in Traralgon North will not adversely impact upon the role and function of the Traralgon CBD.	Noted.	No
			4.3 Woolworths analysis indicates	Refer to response to	Yes Refer to

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			that there is adequate population to sustain a supermarket facility early in the development of the area.	Point 3.1 above.	Point 3.1 above.
5	Department of Transport	Support	5.1 The bus and shared path access shown on the plan links well with the needs of the broader network and potential residents.	Noted.	No
			5.2 Cross sections for roads anticipated to accommodate buses should accord with the DOT <i>Public Transport Guidelines for Land Use and Development 2008</i> .	Submission supported. Development plan should be amended to include this requirement.	Yes Development Plan text amended to include this reference.
			5.3 Paths, stops and bus shelters must be fully compliant with the <i>Disability Discrimination Act</i> .	Submission supported. Development plan should be amended to include this requirement.	Yes Development Plan text amended to include this reference.
6	B Bremner (Secretary of the Traralgon Community Development Association Inc)	Objection	6.1 Presumably the recently adopted 11 lots per hectare will replace the 15 lots standard used in the draft plan.	The Plan responds to existing/future needs for residential development in the municipality. The draft DP provides a range of lot sizes and densities. The mixture and distribution of lot sizes has been amended in the DP to reflect comments raised in the submission.	Yes Lot sizes and distribution of medium density lots have been revised in draft DP.
			6.2 The maps on page 10 and 11 show a proposed aged	The Development Plan includes a proposed Children's Centre to the	No

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			care facility and proposed child care facility in the same location which does not appear to be clarified in the document text.	north-west of the Park Lane, Marshalls Road intersection. The proposed aged care facility is located on private land to the south-east of the intersection and outside the Development Plan area.	
			6.3 The "Keith Chenhall East-West Northern Creek Crossing" could perhaps be seriously considered in conjunction with this proposal, for traffic management and sporting/educational facilities access reasons.	This appears to be a reference to a proposal to construct a bridge across Traralgon Creek at the western end of Marshalls Road. The Traralgon Structure Plan shows an indicative location for a proposed East – West connection across the Traralgon Creek. This area sits south of the Traralgon North precinct. The East – West connection needs to be considered on a broader level for the north of Traralgon. This will need to consider demand, location and costs of an East – West connection. This however, is outside the scope of the DP.	No
			6.4 Developer would favour construction of a supermarket at the north-east corner of Marshalls and Traralgon-Maffra Road. Location could also have some positives in terms of traffic management.	Noted. Refer to response to Point 3.1 above.	Yes Refer to response to 3.1 above
			6.5 If a generating plant is constructed on the east side of Traralgon-Maffra	The proposed relocation of the supermarket site (see 3.1) to the corner of Marshalls Road and Traralgon – Maffra Road,	No

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			Road, it may also be more sensible for acoustic reasons not to have residences nearby.	<p>Traralgon would further reduce any amenity impacts on residences generated from the plant.</p> <p>It is also notes that an EPA Works Approval has been granted for a gas-fired electricity generation plant within the Industrial 1 Zone to the east of the precinct.</p> <p>The decision was made in light of the existence of residential zones to the west side of Traralgon Maffra Road. The Works Approval locality plan clearly identifies that the generating plant land is in close proximity to residential zones. The Works Approval also includes conditions requiring noise modelling and the construction of an acoustic bund before the plant is constructed to accommodate full scale operations.</p>	
7	Beveridge Williams on behalf of G Conway (215 Marshalls Road, Traralgon)	Objection	7.1 Request that the area earmarked as standard density residential at 215 Marshall's Road be extended to more fully exploit the potential of the subject land. Plan submitted showing indicative 12 lot subdivision and expanded developable area.	<p>In principle it is appropriate to maximise the development potential of the precinct subject to a thorough investigation of all constraints. The concept plan supplied by the submitter was referred to West Gippsland Catchment Management Authority and Gippsland Water for comment.</p> <p>As the proposed development envelopes sit above the 1 in 100 year flood incidence level and outside the sewerage odour buffer no objection was offered to extending the land available for development.</p>	Yes Extended 'standard residential density' area in accordance with submission.

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8	M LeGassick (8 Senade Court, Traralgon)	Objection	<p>8.1 There are too many high density housing areas. They will 'bring down' the area.</p> <p>The position of high density housing on Marshalls Road will create problems with the people it will attract, traffic and parking.</p>	<p>Medium density housing has been focussed in locations most accessible to public transport.</p> <p>The DP shows a range of lot sizes in each density category to allow for variation across the precinct. This is intended to provide flexibility for developers to propose site-responsive plans.</p> <p>The DP responds to existing/future needs for residential development in the municipality.</p> <p>The DP provides a range of lot sizes and densities. The mixture and distribution of lot sizes has been amended in the DP to reflect comments raised in the submission</p>	Yes Lot sizes and distribution of medium density lots have been revised in draft DP.
			<p>8.2 Speed will become an issue if no roundabout is provided along Marshalls Road.</p>	<p>A roundabout is proposed at the intersection of Park Lane and Marshalls Road.</p> <p>A roundabout is not required at Greenfield Drive given that it will be a T-intersection, and that traffic volumes through the intersection will be within the capacity of a standard T-intersection.</p>	No
			<p>8.3 Traffic humps on Greenfield Drive are very loud. This noise will increase with additional traffic in the area. Suggest noise mitigation solutions be explored.</p>	<p>This submission relates to noise associated with existing traffic mitigation measures in Greenfield Drive. It is beyond the scope of the DP to address this issue.</p> <p>It is acknowledged, however, that there will be an increase of traffic along Greenfield Drive once Traralgon North</p>	No

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				<p>precinct in fully developed. Further monitoring of noise could be undertaken once development of the Traralgon North precinct has commenced.</p> <p>Any consideration to the changes in speed humps along Greenfield Drive will need to be undertaken in future capital works programs.</p>	
9	M & B Plant (175 Marshalls Road, Traralgon)	Objection	<p>9.1 Provide larger housing lots adjoining the river flats to make the most of available views.</p>	<p>This suggestion has merit to provide an attractive outlook adjacent to the escarpment to the north-west of the precinct and achieve an appropriate interface across the river flats.</p> <p>Depth of lots in this location is limited due to proposed road layout. Potential exists to provide wider lots in this location.</p>	Yes Updated DP to show lower density lots adjacent to the north – western escarpment.
			<p>9.2 Extend Marshalls Road past the sewerage depot to a bridge over Traralgon Creek.</p>	<p>The Traralgon Structure Plan shows an indicative location for a proposed East – West connection across the Traralgon Creek. This area sits south of the Traralgon North precinct.</p> <p>The East – West connection needs to be considered on a broader level for the north of Traralgon. This will need to consider demand, location and costs of an East – West connection. This however, is outside the scope of the DP.</p>	No
			<p>9.3 Provide a roundabout at the end of Greenfield</p>	<p>Roundabouts can provide safety and operational benefits at</p>	No

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			<p>Drive to slow down traffic on to Marshalls Road.</p>	<p>many locations, particular cross-intersections.</p> <p>The proposed development will increase the volume of traffic using the intersection of Marshalls Road and Greenfield Drive. Given that it will be a T-intersection, and that traffic volumes through the intersection will be within the capacity of a standard T-intersection, a roundabout is not required.</p>	
			<p>9.4 Provide pedestrian crossing with lights for the elderly to cross safely between proposed nursing home and shopping area.</p>	<p>Pedestrian footpaths and ramps would be incorporated into the design of the proposed roundabout at the intersection of Marshalls Road and Park Lane. The need for, and type of, any additional pedestrian facilities is dependent on the volume of pedestrians seeking to cross Marshalls Road.</p> <p>Whilst there will be an over 55's village on the south side of Marshalls Road, and an active open space reserve and community facility on the north side, the volume of pedestrians seeking to cross Marshalls Road, and the volume of traffic using Marshalls Road, is unlikely to warrant pedestrian signals or a zebra crossing with flashing lights.</p> <p>However, it may be appropriate to provide some opportunities for pedestrians to cross Marshalls Road outside the over 55's village to the west of Park Lane, and outside the active open space reserve and</p>	<p>Yes Median pedestrian refuges have been included on Marshalls Road to the east and west of the Park Lane roundabout.</p>

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Sub No.	Name / Organisation	Support / Objection	Summary of points raised	Planning Comment	Changes to Plan Required? Yes / No
				<p>community facility to the east of Park Lane, through a median pedestrian refuge and kerb outstands or similar.</p> <p>It is noted that the proposed relocation of the supermarket site (see 3.1) would also require a median pedestrian refuge and kerb outstand or similar. This would provide a safe access crossing from the south of Marshalls Road, Traralgon to join to the shared pathway which will provide access to the supermarket location.</p>	
			9.5 Provide wider streets, so that traffic can easily pass when cars are parked along the street.	<p>Roads designated under a collector road status will be provided by the developer and will be designated at the subdivision stage. All roads within the subdivision, however, are classified in accordance with the <i>Latrobe City Design Guidelines</i>. Sufficient room will be provided to allow cars to pass one another. Cross sections of Marshalls Road, Traralgon have been provided to show the road width on page 32 and 33 of the DP.</p>	No
			9.6 In future planning provide a walking track and bike path along the Traralgon Creek to the Latrobe River.	<p>This proposal is outside the scope of the DP. However, the Latrobe City Council Public Open Space Strategy 2013 recommendation 33 for Traralgon states:</p> <p><i>Undertake a Feasibility Study to investigate options for the establishment of a new open space / environmental corridor along the length of the Traralgon Creek running</i></p>	No

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Sub No.	Name / Organisation	Support / Objection	Summary of points raised	Planning Comment	Changes to Plan Required? Yes / No
				<i>north-south through the town which provides a linear link to the CBD, connections into surrounding neighbourhoods, key destinations and points of interest.</i>	
			9.7 Provide larger housing lots facing Marshalls Road.	Lots along Marshalls Road are proposed as standard density or medium density due to their proximity to existing/proposed services and facilities.	No
10	West Gippsland Catchment Management Authority	Support	10.1 WGCMA support Amendment C78. Would like it noted that the lots to the west of Marshalls Road are impacted by flooding from Traralgon Creek and development in the flood affected areas of these lots will be limited.	Lots to the west of Marshalls Road are allocated as 'limited development potential lots' given environmental and flooding constraints. Refer to Page 19 of the DP & DCP for Consultation, September 2012. It is noted that WGCMA refer to Planning Scheme Amendment C78, however the submission was intended for the DP and DCP. WGCMA made a separate submission to Planning Scheme Amendment C78.	No
11	Gippsland Water	Support	11.1 Gippsland Water is supportive of Amendment C78.	Noted. It is noted that Gippsland Water refer to Planning Scheme Amendment C78, however the submission was intended for the DP and DCP. Gippsland Water made a separate submission to Planning Scheme Amendment C78.	No
			11.2 Water servicing: There is no	Add new heading under Section 4.1 titled	Yes Minor

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Sub No.	Name / Organisation	Support / Objection	Summary of points raised	Planning Comment	Changes to Plan Required? Yes / No
			capacity in the existing pump station. There will need to be an extension to the 300mm main in Park Lane along Marshalls Road in both directions as well as internal water mains.	'authority requirements', and include relevant points raised by Gippsland Water.	addition to text made based on submission.
11.3			Sewer servicing: A new large sewerage pump station will need to be provided to the north of the development plan area. Odour will need to be considered in the design and location of the pump station. These are classified as shared assets and funding arrangements for these works will need to be approved by Gippsland Water.	Points noted on Page 7 of the Draft DP & DCP for Consultation, September 2012. Add new heading under Chapter 4 titled 'Sewerage', and include relevant points raised by Gippsland Water.	Yes Minor addition to text made based on submission.
11.4			A Regional Outfall Sewer is located to the eastern extent of the development plan area. This is a highly critical asset. Gippsland Water will require a reserve to the north side of Marshalls Road for future provision of the replacement of this asset.	The Marshalls Road section included in the Draft Development Plan provides for a 20 metre pipeline easement.	Yes Minor addition to text made based on submission.
11.5			The Traralgon Emergency Storage site (located to the west of the development plan area) has an odour buffer requirement of 300 metres. This	The buffer is shown on the existing site conditions map on page 5, as well as noted on Page 7 of the Draft DP & DCP for Consultation, September 2012. Add reference to 300	Yes Minor addition to text made based on submission.

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Sub No.	Name / Organisation	Support / Objection	Summary of points raised	Planning Comment	Changes to Plan Required? Yes / No
			will affect the western extent of the development plan.	metres as the buffer distance.	
12a 12b	Mr A Witchell Ms L Witchell (205 Marshalls Road, Traralgon)	Objection	12a.1 Development Plan should form part of an overall strategy for Traralgon. No overriding vision for Traralgon or the Latrobe Valley concerning population growth and infrastructure requirements.	<p>Comment noted.</p> <p>The draft Traralgon Growth Areas Review provides an overriding vision for Traralgon concerning population growth.</p> <p>The draft Gippsland Regional Growth Plan being prepared by the DTPLI also provides an overriding vision for the Gippsland Region concerning population growth and some infrastructure requirements.</p>	No
			12a.2 More variation in lot sizes across the subdivision should be considered. e.g. small lots shouldn't be focused into the one area, but spread throughout.	<p>Medium density housing has been focussed in locations most accessible to public transport.</p> <p>The DP shows a range of lot sizes in each density category to allow for variation across the precinct. This is intended to provide flexibility for developers to propose site-responsive plans.</p> <p>The DP responds to existing/future needs for residential development in the municipality.</p> <p>The DP provides a range of lot sizes and densities. The mixture and distribution of lot sizes has been amended in the DP to reflect comments raised in the submission</p>	Yes Lot sizes and distribution of medium density lots have been revised in DP.
			12a.3 The Park Lane extension should be closed at Glengarry Road. This would improve	It is considered unlikely that the proposed collector road would act as a significant 'rat run' for drivers wishing to	No

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Sub No.	Name / Organisation	Support / Objection	Summary of points raised	Planning Comment	Changes to Plan Required? Yes / No
			<p>the amenity of the area for residents and avoid the locality becoming a throughfare for people avoiding the traffic lights at the Marshalls Road / Traralgon Maffra Road intersection.</p>	<p>avoid the proposed traffic signals at the intersection of Traralgon-Maffra Road and Marshalls Road as travel along the collector road will be slower than travel along Marshalls Road due to the proposed three roundabouts and the residential nature of the area.</p> <p>It is also possible that this road would have a 50km/h speed limit whilst Marshalls Road may have a 60km/h speed limit. In order to provide further disincentive for motorists to 'rat run', additional traffic management such as speed cushions could be considered, provided that such treatments were compatible with use of the road by buses.</p> <p>It is considered necessary to provide a second connection from the subject area to Traralgon-Maffra Road to reduce the traffic load on Marshalls Road and better spread traffic throughout the road network. It is also necessary to provide this connection to accommodate a potential future bus route.</p>	
			<p>12a.4 Access from the subdivision at the crest of the hill on Traralgon Maffra Road will create safety issues.</p>	<p>VicRoads is likely to require auxiliary left turn and right turn lanes at the proposed intersection on Traralgon-Maffra Road.</p> <p>Sight distance at the proposed intersection location is considered to be adequate, noting that the exact intersection location will be determined in the future,</p>	No

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Sub No.	Name / Organisation	Support / Objection	Summary of points raised	Planning Comment	Changes to Plan Required? Yes / No
				taking into account the sight distance, and that the speed limit along this section of Traralgon-Maffra Road is likely to reduce to 80km/h when the subject site is developed and the intersection with Marshalls Road is signalised.	
			12a.5 Marshalls Road should be widened so as to emphasise its usage as a main feeder road to Park Lane. A walking track should be provided along Marshalls Road.	The Development Plan outlines the proposed upgrade of Marshalls Road, including road widening and a shared path along the northern side. Cross sections of Marshalls Road, Traralgon have been provided to show the road width on page 32 and 33 of the draft DP.	No
			12a.6 Marshalls Road will require pedestrian crossings and wide paths for elderly citizens driving their buggies across to new facilities in the north.	Refer to response to Point 9.4 above.	Yes Refer to Point 9.4 above.
			12a.7 Traffic pressure on the CBD and adjacent primary schools will increase due to development of the site and nearby industrial and residential developments. State and Federal funding for road works must be available. Previous plans for the continuance of Victory Park through to the Latrobe River need	Comments Noted. Traffic assessments within the Traralgon CBD are outside the scope of the DP.	No

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			to be reinstated.		
			<p>12a.8 Development contributions need to be fairly apportioned between the three development sites in the local area namely Hazelwood North, Howletts land and The Strand. It appears that the Traralgon North development will be carrying the can for other developments.</p>	<p>The Development Contributions Plan takes into account the contributions and development conditions of other developments where relevant.</p> <p>Infrastructure items, scope and costs included in the Traralgon North DCP were identified only to support development within the Development Plan area.</p> <p>The DCP uses the Department of Planning and Community Development, <i>Development Contribution Guidelines 2003</i> and also takes into account the nexus between the proposed development and infrastructure items to ensure that land owners do not contribute disproportionately to these works.</p> <p>Future developments will be required to undertake comparable works for their sites.</p> <p>The Traralgon North DCP does include provision of kerb and channel along the southern side of Marshalls Road to the west of Park Lane. The cost per metre for improvements to Marshalls Road would only be marginally lower if this were excluded.</p>	No
			12a.9 Request Council consider a	Comment noted. Council's rates	No

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			mechanism for rate relief for the larger land holders.	<p>department has met with landowners to discuss their concerns.</p> <p>Latrobe City Council is also currently undertaking a Rating Strategy Review.</p> <p>This is a separate issue from the Development Plan.</p>	
			12b.1 Suggest northern blocks overlooking river flats should be a minimum of 1000m ² (map shows also shows larger lots along the entire northern boundary).	<p>This suggestion has merit to provide an attractive outlook adjacent to the escarpment to the north-west of the precinct and achieve an appropriate interface across the river flats.</p> <p>Depth of lots in this location is limited due to proposed road layout. Potential exists to provide wider lots in this location.</p> <p>Creating larger lots along the entire northern edge of the precinct would not create the same benefits and is not supported.</p>	Yes Reviewed road layout adjacent to the north-western escarpment to provide for larger lots.
			12b.2 The proposed connector road should not cross the proposed green belt (note: this would close the potential direct route between Traralgon Maffra Road and Park Lane.	Refer to response to 12.3 above.	No
			12b.3 Provide lower density residential lots (850m ² +) immediately to the low density lots suggested adjacent to the northern boundary.	The Development Plan shows a range of lot sizes in each density category to allow for variation across the precinct. This is intended to provide flexibility for developers to propose site-responsive plans.	Yes Lot sizes and distribution of lower density lots have been revised in draft DP.

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Sub No.	Name / Organisation	Support / Objection	Summary of points raised	Planning Comment	Changes to Plan Required? Yes / No
				<p>The Plan responds to existing/future needs for residential development in the municipality.</p> <p>The draft DP provides a range of lot sizes and densities. The mixture and distribution of lot sizes has been amended in the DP to reflect comments raised in the submission</p>	
			12b.4 An extension of Marshalls Road and bridge over Traralgon creek should be provided for in future.	<p>The Traralgon Structure Plan shows an indicative location for a proposed East – West connection across the Traralgon Creek. This area sits south of the Traralgon North precinct.</p> <p>The East – West connection needs to be considered on a broader level for the north of Traralgon. This will need to consider demand, location and costs of an East – West connection. This however, is outside the scope of the DP.</p>	No.
			12b.5 Provide a green belt alongside both side of the Traralgon Creek as part of future planning.	<p>This proposal is outside the scope of the draft DP.</p> <p>However, the draft Public Open Space Strategy recommendation 33 for Traralgon states:</p> <p><i>Undertake a Feasibility Study to investigate options for the establishment of a new open space / environmental corridor along the length of the Traralgon Creek running north-south through the town which provides a linear link to the CBD, connections into surrounding</i></p>	No.

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				<i>neighbourhoods, key destinations and points of interest.</i>	
13	SMEC Urban on behalf of Lenny and Debbie Marshall (60 Marshalls Road, Traralgon)	Objection	13.1 Application of DPO7 is inconsistent with the VPPs and a DCPO should be applied to the land in its place.	<p>Amendment C78 seeks to introduce DPO7 into the <i>Latrobe Planning Scheme</i>.</p> <p>The amendment was the subject of a separate public exhibition process. Notice of the amendment was sent to all affected property owners, who were also made aware of the amendment as part of consultation concerning the Development Plan.</p> <p>Only one submission (from a different party) was formally lodged in direct response to Amendment C78. These issues of concern have since been resolved through further discussions and a Council Report was presented on 19 August 2013.</p> <p>The mechanism for seeking development contributions contained in Amendment C78 already applies as part of DPO1 and DPO6. Furthermore, the approach was authorised by the Minister for Planning prior to exhibition.</p> <p>This issue has been addressed as part of Council's consideration of Amendment C78.</p>	No
			13.2 Open space contribution is excessive. A 5% open space contribution should apply, consistent with current	<p>Proposed DPO7 provides for a contribution of greater than 5% subject to the approval of a Development Plan.</p> <p><i>The Latrobe City Council</i></p>	Yes Area of unencumbered open space reduced to less than 5%.

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			legislative and planning scheme requirements.	<i>Public Open Space Strategy 2013</i> also requires 10% of open space with a minimum of 5% unencumbered. The DP is consistent with this strategy.	
13.3			<p>More equitable distribution of open space across the precinct is required. Subject site is currently allocated 13.97%. It appears that the southern half of the development is over serviced with open space, whilst the north is underserved.</p> <p>Suggests relocating passive open space area across the property boundary to the west.</p>	<p>The Development Plan seeks to locate open space areas so that they are accessible to future residents, link with existing open spaces and shared paths, support drainage and environmental requirements and provide sufficient space for active recreation (where relevant).</p> <p>Due to the irregular subdivision pattern of the existing lots proposed open spaces cannot be distributed evenly between them.</p> <p>The Development Contributions Plan seeks to equalise cost of providing open space between land owners.</p> <p>Nevertheless it is noted that 60 Marshalls Road includes two separate open space areas. The extent of open space within this parcel has been reviewed.</p>	<p>Yes</p> <p>Updated the extent of open space contained on 60 Marshalls Road, Traralgon.</p>
13.4			<p>Better use of encumbered land is required to make the most efficient use of developable land within Traralgon.</p> <p>Suggests relocating the northern access road to within the adjoining pipeline easement to enhance</p>	<p>The proposed plan utilises encumbered land to provide opportunities for open space and shared path connections. This is considered to be an efficient use of this land.</p> <p>Land encumbered by the gas pipeline Design and Development Overlay to the north of the precinct is outside the Development Plan area.</p>	<p>Yes</p> <p>Relocated the proposed road abutting northern boundary of DP area to the other side of boundary (i.e. within DDO area). Extended</p>

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			development potential within the precinct and provide access to farmlands to the north.	<p>The provision of open space in this area is outside the scope of the overlay and would reduce the accessibility and connectivity of proposed open spaces.</p> <p>The suggestion to relocate the northern road to within the area affected by the DDO immediately to the north of the DP area has been referred to ESSO, which offered no objection to the proposal (see separate comments 15 below).</p> <p>Relocating the northern road to within the DDO area would resolve the issue of long-term access to the northern portions of properties that are outside the DP area.</p>	proposed northern road west to the escarpment.
			13.5 Retail development located centrally within the DP area is strongly supported.	<p>Noted. However, the proposed relocation of the supermarket site (see 3.1) would be contrary to the points raised in this submission.</p>	No
			13.6 Layout needs to ensure retention of existing dwellings. Existing dwelling is located with the area allocated as open space.	<p>The Draft Development Plan seeks to provide a design that equitably balances the quality of the proposed precinct with the immediate aspirations of the existing land owners.</p> <p>The retention of all existing houses may compromise the functioning of the precinct and, due to the age of some of the houses, is not sought by all landowners.</p> <p>The existing dwelling at 60 Marshalls Road is substantial and in excellent condition. It can</p>	Yes Updated the DP to remove the open space and include a road to ensure the retention of the existing dwelling.

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				be readily integrated into a new subdivision. This will require a modification to the boundary of the proposed open space area that extends along the eastern property boundary.	
13.7			Greater emphasis is required to address staging of surface water management. Development Plan should ensure no adverse impacts are incurred downstream or on adjoining properties.	<p>The Development Plan addresses overall stormwater management for the entire study area. Detailed design will need to be undertaken by individual developers as staged subdivisions are prepared.</p> <p>The plan has been designed to cater for external overland stormwater flows via Glendale Road and Park Lane which fall to the north from Marshalls Road.</p> <p>The proposed water strategy for the development at the south-west corner of Park Lane and Marshalls Road has been reviewed and will not impact on the development plan.</p>	Yes Development Plan modified to require developers to avoid adverse impacts associated with staging of stormwater works.
13.8			Further assessment is required to determine conservation value of Plains Grassy Woodland. Considered unlikely that the Plains Grassy Woodland would receive a habitat hectare score that warrants conservation. The area defined as plains grassy woodland should be identified as 'standard residential subject to further	<p>The area affected by the Plains Grassy Woodland also serves as a buffer from the sewerage pumping station on the opposite side of Marshalls Road. It is therefore appropriate that this area be identified as future open space.</p> <p>A detailed assessment of the habitat hectare value of the site should be submitted with any future planning application for subdivision.</p> <p>This will enable the boundary of the open space area to be precisely defined.</p>	Yes Development plan modified to confirm that further assessment required.

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			assessment'.		
			<p>13.9 The Draft DP is generally consistent with the strategic planning policies and relevant provisions of the Planning Scheme.</p> <p>Subject to some minor modifications, the draft DP generally makes efficient use of R1Z land within Traralgon and provides for an integrated urban form.</p>	Comments noted.	No
14	Coomes Planning on behalf of Elaine Swan (110 Marshalls Road, Traralgon)	Support	<p>14.1 While minor adjustments may be required, changes to the plan should be kept to a minimum to protect its integrity.</p>	Comments Noted.	No
			<p>14.2 Areas of open space should be retained in the current locations</p>	<p>Comments Noted.</p> <p>However, the proposed adjustment of open space in submission 13.3 would now be contrary to the points raised in this submission.</p>	No
			<p>14.3 Supports proposed location for the neighbourhood activity centre. Appropriate to the central catchment of the development area. Strongly oppose the alternate location for a supermarket at the intersection of Marshalls and Traralgon-Maffra Roads.</p>	<p>Comments Noted.</p> <p>However, the supermarket location has been removed from the central area. An indicative location for a supermarket is shown on the corner of Marshalls Road and Traralgon Maffra Road intersection. This location is subject to a Planning Scheme Amendment request.</p>	No
			<p>14.4 Activity centre development</p>	Comments Noted.	No

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			outside the town centre should be restricted so that the viability of the Traralgon activity centre is not prejudiced. The Development Plan shows an appropriate scaled centre.	The relocation of the supermarket site would still require further work to be undertaken at the rezoning stage to ensure the viability and timing of the development.	
			14.5 Co-location of the proposed activity centre, adjoining medium density development and open space area is a critical element of the plan.	Comments Noted. The relocation of the supermarket from Park Lane to Traralgon - Maffra Road would not necessitate the relocation of the proposed community hub and multi-purpose open space area shown in the Draft DP. These facilities would serve a neighbourhood or sub-district function which would benefit from the proposed central location. Physical connections to the proposed Traralgon - Maffra Road supermarket site would be available via the proposed Marshalls Road shared path and the proposed bus route.	No.
			14.6 Concerns regarding the alignment of proposed open space areas. Should more accurately line up with existing property boundaries to provide more efficient development over time.	Comments Noted. Revised plan will more accurately align proposed open space areas with property boundaries.	Yes DP revised to make minor adjustments that better align land uses with existing property boundaries.
			14.7 The staged development of the commercial/retail	Refer to discussion in response to Point 3.1 above.	No

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			area as anticipated by the plan is considered highly unlikely. It is likely that the centre will remain undeveloped until the development of the supermarket can be justified.		
15	Mike Walker, ESSO Comments made at meeting with Council Officers on 5/2/13.		<p>15.1 The following suggested changes to the draft report were identified:</p> <ul style="list-style-type: none"> • Mark the pipeline easement on all maps within the Development Plan. • Any development within the vicinity of the pipeline would require a Safety Management Study to be completed, this would need to be completed at subdivision stage. • There is a preference that any works north of the development should go under the pipeline and to at least a metre. • On page 31 it refers to APA Group being contacted prior to works being started. This should refer to ESSO. 	The suggested changes to the draft report will enhance the clarity of the document.	Yes Modified DP text in accordance with suggestions.

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			<ul style="list-style-type: none"> • On page 31 the reference to Essential Services Victoria should read Energy Safe Victoria. • Page 35 and 40 - access to the remaining rural lots would not be permitted on the pipeline easement, however would be permitted within the Design and Development Overlay. There are no issues with aligning the road network within the DDO. 		

In Summary, there are four key issues raised in the submissions received to the Traralgon North Development Plan and Development Contribution Plan. The issues relate to:

- Location and amount of public open space;
- Supermarket Location;
- Traffic Management; and
- Housing Density.

The responses received to the Traralgon North Development Plan were positive and several changes to the plan were made in response to submissions. The key changes made to the Traralgon North Development Plan and Development Contributions Plan are:

- A review of volume and location of medium density housing lots.
- A review of volume and location of public open space, in accordance with the requirements of the Latrobe Public Open Space Strategy.
- Change to the preferred location for a supermarket site. A Planning Scheme Amendment is required before the location can be confirmed.
- Relocation of lower density lots on the escarpment to capture views to the north.

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- Creation of a road just outside the Development Plan boundary which will provide access to the back lots.
- Minor road layout adjustments to ensure that each block can be developed independently.

All submissions received have enhanced the final Traralgon North Development Plan and Development Contribution Plan. An updated version of the Traralgon North Development Plan and Development Contribution Plan is found at Attachment 3. The updated Traralgon North Development Plan and Development Contributions Plan represent a high quality development opportunity for Traralgon.

The priorities for the Traralgon North draft Development Plan are to:

- Create an environmentally sustainable and resilient place
- Create a sense of place and community
- Provide greater housing choice, density and affordability
- Support local employment and business activity.

Development Contribution Plan

The Traralgon North Development Plan Development Contributions Input Report (see Attachment 4) has been updated to reflect the changes made to the Development Plan. The changes include:

- Upgrade in costs associated with DI_RO_4 (Intersection upgrade Traralgon Maffra Road) as it was originally under costed.
- Removal of DI_RO_5 (Intersection on Marshalls Road) as it is no longer required.
- Minor adjustments in open space requirements due to change in open space size.
- Upgrade in amount required for land acquisition to accommodate retarding basins for drainage.

The above changes have led to a slight increase from \$17,165,409 to \$17,404,100 in the amount of Development Contributions required for the overall precinct. The Development Contributions will be required at the planning permit stage, prior to the issue of statement of compliance.

An external contribution of \$4,768,363 is also required by Latrobe City Council for the development of Traralgon North.

Planning Scheme Amendment C78 (Traralgon North Development Plan Overlay Schedule 7)

Planning Scheme Amendment C78 once gazetted will introduce DPO7 which includes the requirement for landowners to enter into a section 173 Agreement with Council for the payment of the Development Contributions. Therefore it is recommended that the Traralgon North Development Plan and Development Contribution Plan should be endorsed by Council (if appropriate) subject to approval and gazettal of Amendment C78. If it was endorsed prior to Amendment C78 being

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gazetted there will be no requirement for developers of land to enter into a Section 173 Agreement to pay the Development Contributions required for their land.

FINANCIAL, RISK AND RESOURCES IMPLICATIONS

Risk has been considered as part of this report and it is considered to be consistent with the Risk Management Plan 2011-2014. This proposal assists in addressing the risks relating to land use planning and the need to supply residential land to meet residential growth.

Funds have been allocated in the 2013 / 2014 budget year to enable the Traralgon North Development Plan and Development Contributions Plan to proceed.

The external contribution of \$4,768,363 required by Latrobe City Council for the development of Traralgon North precinct will need to be factored into long term financial planning.

INTERNAL/EXTERNAL CONSULTATION

All engagement activities have been undertaken in accordance with Latrobe City Council's Community Engagement Plan 2010 – 2014. Attachment 5 provides a summary of all engagement activities undertaken to date and the level of engagement on the IAP2 spectrum.

The following internal / external engagement was undertaken for each stage of the project.

Background Reports

Stakeholder engagement was undertaken through the development of the background reports. The following activities were undertaken at the stage of stakeholder engagement:

- Mail out to landowners and agencies and authorities to introduce the project and invite them to engagement sessions.
- Community Bulletin 1 February 2012 was sent to landowners, agencies and authorities which provided an introduction to the project. Community Bulletin 1 was also placed on Latrobe City Council's website.
- 13 Landowner one – on – one sessions with the land broker to identify issues, opportunities and constraints in February 2012.
- Issues, Opportunities and Constraints workshop held with agencies and authorities in February 2012. There were 25 agency and authority representatives in attendance at this session.
- Issues, Opportunities and Constraints workshop held with Councillors in February 2012.

Development of the Draft Development Plan and Development Contributions Plan

Stakeholder engagement was undertaken through the development of the draft Development Plan and Development Contributions Plan. The

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following activities were undertaken at the stage of stakeholder engagement:

- Mail out to landowners and agencies and authorities to invite them to engagement sessions.
- Community Bulletin 2 May 2012 was sent to landowners providing an update on the status of the project. The Community Bulletin was also placed on Latrobe City Council's website.
- An information session was held in May 2012 for landowners. In attendance were 14 landowners representing 9 out of the 13 sites within the Traralgon North precinct.
- A design workshop was held with agencies and authorities in June 2012. In attendance were 15 representatives from agencies and authorities.
- A design workshop was held with Councillors in June 2012.

Public Exhibition of the Draft Development Plan and Development Contributions Plan

The draft Traralgon North Development Plan and Development Contributions Plan was placed on public exhibition from 5 November 2012 to 17 December 2012. The following activities were undertaken at the public exhibition period:

- One – on – one meetings were held with landowners regarding the Development Plan and Development Contributions Plan on 29 and 30 October 2012. Council officers and the consultants met with 9 out of the 13 landowners during the one – on – one sessions. Those landowners who did not want to attend a one – on – one session were sent a hardcopy of the Traralgon North Development Plan and Development Contribution Plan for their information.
- Mail out (including community bulletin 3) to landowners, agencies / authorities, surrounding landowners and community groups regarding the public exhibition and inviting submissions on the Traralgon North Development Plan and Development Contribution Plan was sent on 5 November 2012.
- Latrobe City Council's website was updated with public exhibition dates, invitation for submissions, the draft Development Plan and Development Contribution Plan and community bulletin 3.
- A copy of the draft Traralgon North Development Plan and Development Contribution Plan was also made available at Latrobe City Council's service centres.
- Advertisements were placed on Latrobe City Council's noticeboard in the Latrobe Valley Express on 5 and 15 November 2012 calling for submissions and inviting the general community to attend an information session on the 22 November 2012.
- An information session was held on 22 November 2012 approximately 14 community members attended this session.

**ORDINARY COUNCIL MEETING MINUTES
07 OCTOBER 2013 (CM421)**

A total of 15 submissions were received to the Traralgon North Development Plan and Development Contributions Plan. The submissions are discussed in the issues section of the report. In general most submissions supported the Traralgon North Development Plan and Development Contributions Plan but requested a few minor changes be made to the plan.

As part of the Traralgon North Development Plan and Development Contribution Plan project a land broker was appointed to assist in the engagement with landowners and other stakeholders who have an interest in the precinct. In addition to pre - planned engagement activities, the land broker has had several telephone discussions and meetings with landowners during the life of the project.

Following the receipt of submissions, changes were proposed to the draft Traralgon North Development Plan and Development Contribution Plan in response to the submissions received. One – on – one information sessions were held with landowners on the 25 and 26 June 2013 to discuss the changes. 9 out of the 13 landowners requested a one – on – one session which was held with council officers, project land broker and the consultant.

OPTIONS

1. Endorse the Traralgon North Development Plan and Development Contribution plan subject to Planning Scheme Amendment C78 being approved and gazetted into the Latrobe Planning Scheme by the Minister for Planning.
2. Not endorse the Traralgon North Development Plan and Development Contribution plan and request further information be provided in relation to the project.

CONCLUSION

The Traralgon North project comprises the preparation of a Development Plan which will identify where future residential areas, road, pathways, parks, wetlands, physical infrastructure etc. should be located; and a Development Contributions Plan which sets out the works, services and facilities to be funded through a development infrastructure levy.

The draft Traralgon North Development Plan and Development Contributions Plan was placed on public exhibition from 5 November 2012 to 17 December 2012. A total of 15 submissions were received. In general, the submissions supported the Development Plan and Development Contribution Plan but requested a few changes be made.

There are four key issues raised in the submissions received to the Traralgon North Development Plan and Development Contribution Plan. These issues related to:

- Location and amount of public open space;
- Supermarket Location;

ORDINARY COUNCIL MEETING MINUTES 07 OCTOBER 2013 (CM421)

- Traffic Management; and
- Housing Density.

An updated Traralgon North Development Plan and Development Contributions Plan has been prepared in response to the issues raised in the submissions. This includes an updated Development Plan Development Contribution Input Report which outlines the amount of contributions required by each landowner for the precinct.

Due to minor changes required as part of the response to the submissions, the Development Contributions required by the developers within the Traralgon North precinct has increased from \$17,165,409 to \$17,404,100.

Following Council's adoption of Planning Scheme Amendment C78, it was submitted to the Department of Transport, Planning and Local Infrastructure (DTPLI) for the Minister for Planning's approval. Under Ministerial Direction 15, the Minister for Planning has 40 business days from the 28 August 2013 to make a decision on a Planning Scheme Amendment.

Planning Scheme Amendment C78 once gazetted will introduce DPO7 which includes the requirement for landowners to enter into a section 173 Agreement with Council for the payment of the Development Contributions. Therefore the Traralgon North Development Plan and Development Contribution Plan should be endorsed by Council subject to approval and gazettal of Amendment C78. If it was endorsed prior to Amendment C78 being gazetted there will be no requirement for developers of land to enter into a Section 173 Agreement to pay the Development Contributions required for their land.

Attachments

1. Traralgon North Precinct Map
2. Submissions
3. Traralgon North Development Plan and Development Contributions Plan Report
4. Traralgon North Development Plan - Development Contributions Input Report
5. Communication Plan Traralgon North Development

RECOMMENDATION

1. That Council endorse the Traralgon North Development Plan and Development Contribution Plan subject to Planning Scheme Amendment C78 being approved and gazetted by the Minister for Planning into the Latrobe Planning Scheme.
2. That all submitters to and landowners within the Traralgon North Development Plan and Development Contributions Plan be notified of Council's decision and thanked for their participation in the project.

**ORDINARY COUNCIL MEETING MINUTES
07 OCTOBER 2013 (CM421)**

Cr Harriman left the Council Chamber at 8.33 pm due to an indirect interest under Section 78C of the *Local Government Act 1989*.

Moved: Cr Rossiter

Seconded: Cr Gibson

That the Recommendation be adopted.

CARRIED UNANIMOUSLY

Cr Harriman returned to the Council Chamber at 8.36 pm

16.6

CONSIDERATION OF SUBMISSIONS TO AND ADOPTION OF THE TRARALGON NORTH DEVELOPMENT PLAN AND DEVELOPMENT CONTRIBUTION PLAN

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Submission 1a

Lorrae Dukes

Senior Strategic Planner

Latrobe City Council

PO Box 264

Morwell 3844

23.9.2012

Dear Lorrae Dukes,

Traralgon North Development Plan and Development Contribution Plan.

I write to object to the proposed Development Plan for the following reasons.

1. Lack of information provided to land owner EG; letter sent 12.9.2012 did not receive this till after the Council Meeting, so we did not have the opportunity to attend the Council Meeting.
2. Not informed of land owner information session.
3. Planning Permit No 2007/193 date 30/7/2007 was issued to construct a brick veneer dwelling on 50 Glendale Road Traralgon.
4. July 2008, 8 weeks after completion received letter from Latrobe City Council informing that the land will be rezoned, from farming to residential.
5. WHY was this Planning / Building Permit issued, if Council knew about the rezoning of the land?
6. As discussed with relevant parties we were informed that ALL existing dwellings would remain in the Development Plan. I see that our house is in the middle of Multi Purpose Facility. WHY
7. All land owners have been informed that they will NOT be land locked, with the proposed Development plan, we are land locked , to access the land remaining North of the pipe line.
8. The only way we can access this land is by the extension of Glendale Road, Mr Conway has made his intentions clear his is not interested in moving. Mr Conway's land is required to extend Glendale Road.

A hard copy of this letter will be sent.

Yours sincerely

Dennis & Helen Brady

Submission 1b

LATROBE CITY COUNCIL INFORMATION MANAGEMENT	
RECEIVED	
05 NOV 2012	
R/O	Doc No.
Comments/Queries/Comments to:	
<input type="checkbox"/> Copy to go to the Council	<input type="checkbox"/> Issue for the Council

D & H Brady



Dear Ms Dukes,

Re-Traralgon north draft development plan.

As a result of our meeting on 29th of October 2012, we wish to again register our objection to the draft Traralgon north develop plan.

The draft plan shows an area at the front of our block deemed "active open space" which means an area of 2.08 hectares which includes our house will be subject to compulsory acquisition. This house was built less than five years ago, so its demolition will result in a significant financial loss to us. Without the house continuing to live on the property will no longer be an option.

When we were first informed about the proposed development in 2008, we asked the question as to why we had been issued a permit to build on this land less than 12 months beforehand. We were then assured that all existing dwellings would be incorporated into the new development.

After consultation with several people we also believe that the valuation of this land detailed in the documentation we received at our meeting is considerably below the present market value of residential land in this area.

We will be seeking legal advice as to our entitlements should this draft plan be adopted.

Yours sincerely,

Dennis and Helen Brady.

Submission 2



Contact: Nicole Harris
+61 8000 8824
nharris@kligers.com.au
Principal Lawyer: Nicole Harris
Matter #: NL118NL11-123166-nh

11 December 2012

Ms Lorraine Dukes
Senior Strategic Planner
Latrobe City Council
PO Box 264
MORWELL VIC 3840

Email:
lorrae.dukes@latrobe.vic.gov.au

Dear Ms Dukes

My clients: Helen and Dennis Brady
Property: 50 Glendale Road, Traralgon
Re: Proposed Traralgon North Development Plan

I refer to the proposed Traralgon North Development Plan which affects the Property referred to above and confirm that I act for the owners of 50 Glendale Road, Traralgon, Helen and Dennis Brady.

Notwithstanding that my clients have previously lodged submissions to you, I am instructed to raise the following objections to the proposed Traralgon North Development Plan:

1. A large proportion of my client's land is unfairly and disproportionately proposed to be allocated as open space. On page 14 of the draft Development Plan, a stated aim is to "ensure open space is equalised fairly across the various land owners in the study area". I contend that the draft Development Plan does not meet this stated aim.
2. My client's primary residence is located in the area proposed by the Development Plan to be open space. There is adequate vacant land in the proposed development area that does not include existing residential premises which would be as suitable for the location of active open space as my client's Property.
3. The cost of acquiring that part of my client's Property to be used as open space will exceed the amount set out as the proposed cost in the draft Development Plan and Development Contributions Plan. The market value of the land itself is greater than the cost stated in the Plan and further does not take into account the amount which will be required to be paid to my clients as fair compensation for the relocation of their residence pursuant to the *Land Acquisition and Compensation Act 1986*.
4. The Council must ensure that appropriate access is provided to such part of my client's Property that will not be subject to acquisition by the Relevant Authority. I note that Council have indicated to my clients that appropriate access will be provided.

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Professional Standards Legislation

K123186_006

11 December 2012

Accordingly, my clients require that their concerns and objections are resolved to their satisfaction prior to the approval of the proposed Traralgon North Development Plan by the LaTrobe City Council.

Please contact me if you wish to discuss any of these matters.

Yours faithfully



Nicole Harris
KLIGER PARTNERS

*This office will close for the holiday period at 1:00 pm on Friday, 21 December 2012
and will reopen on Monday, 07 January 2013*

Submission 3



5 December 2012

Ms Lorrae Dukes
Senior Strategic Planner
Latrobe City Council
PO Box 264
MORWELL VIC 3644

Dear Lorrae

TRARALGON NORTH DEVELOPMENT PLAN AND DEVELOPMENT CONTRIBUTIONS PLAN

We refer to the above mentioned draft Traralgon North Development Plan (TNDP) and are pleased to provide the following submission on behalf of Marshall's Road Pty Ltd, the land owners of the property at 145 Traralgon - Maffra Road, Traralgon.

As you are aware, the NBA Group Pty Ltd have been advising the land owners for some time and have been kept up to date with the ongoing transition of the Traralgon North precinct into an urban expansion of Traralgon. We trust that our preliminary design work and due diligence reporting has been of some benefit to Council and its team of consultants engaged to essentially complete that process as a Council facilitated Development Plan.

Firstly, we commend the work undertaken by Latrobe City Council in partnership with Planisphere, as the draft development plan is generally a robust and high quality Plan. There are, however, a number of matters we wish to raise for both clarification and amendment in subsequent drafts of the development plan which we anticipate will follow the public exhibition stage of the project.

1. Supermarket Site

The central location for the commercial core of the precinct, whilst potentially suitable for a small neighbourhood centre, is not an ideal site for a supermarket.

A more appropriately located facility for the primary purpose of a supermarket will service a much broader catchment than simply the Traralgon North Development Plan area, and prominent visibility to and from an arterial road, with access to that arterial road is certainly a preferred location for a facility of this nature.

This is reinforced in the Activity Centre Design Guidelines, published by the Victorian Government, which confirm that new activity centres should be located adjacent to or in close proximity to arterial roads and key public transport routes. This is to ensure that these facilities are accessible to a broader catchment, not simply a specific neighbourhood.



Given that our nominated site will service a much broader catchment than simply the Traralgon North area, which includes a large number of travellers heading to local tourist destinations such as Lake Glenmaggie and beyond with caravans and trailers, the location on a key arterial route is ideal for these types of passing motorists.

This proven model is replicated in metropolitan growth areas where such commercial facilities are located adjacent to arterial roads, including Heritage Springs shopping plaza (located on McGregor Road and Livingstone Boulevard in Pakenham), the Berwick Springs centre (on the corner of O'Shea and Berwick - Cranbourne Roads in Berwick), and the Sanctuary Lakes shopping centre in Point Cook (located on Point Cook Road and Jamieson Way).

The logical location for such a commercial facility with the TNDP area is adjacent to the intersection of the Marshall's and Traralgon - Maffra Roads (the 'preferred' location). The preferred location would have prominent visibility and easy access to passing tourist trade heading towards Lake Glenmaggie and beyond, as well as potentially serving residents of Glengarry, Toongabbie, Cowwaar, Tyers, Heyfield, and the large farming areas surrounding these townships. The high visibility is a significant consideration in that it would prevent motorists with trailers and caravans having to navigate local roads. Given the shortage of long bay vehicle parking within the Traralgon Central Business District, the preferred site allows motorists from having to veer too far from their chosen route. The indicative site with a central 'hub' at the junction of Marshall's Road and Park Lane does not offer this exposure and would simply service surrounding residents if and when it is ever developed.

Our client commissioned MacroPlan Dimasi Pty Ltd to undertake an assessment of the Council nominated location in the TNDP and the preferred location as nominated within this submission and other submissions we have previously put to Council supporting our position. MacroPlan Dimasi concluded that the preferred location is the most suitable location for a commercial facility once the interests of the broader community were considered, as the central location could be suitable if the TNDP area were being considered in isolation.

As part of MacroPlan Dimasi's comprehensive review (refer Attachment I), the implications of a larger supermarket facility on the performance of the Traralgon Central Business District (CBD) were investigated. MacroPlan Dimasi concluded that there would be no adverse effect on the Traralgon Activity Centre as a result of the supermarket being sited in our preferred corner location.

With the growth to be experienced in the near future to the west of Traralgon, including the release of land in the Erin Park and Cross's Road Development Plan areas, as well as the Dalkeith Heights and Sherwood Park Estates and the increased infill development, a larger supermarket (with a floor area of 3,500m² plus) at this location would not detrimentally affect the performance of the shopping centres within the Traralgon CBD.

Woolworths have recently invested over \$9 million into renovating and expanding their Seymour Street supermarket in the knowledge that they intended to set up an additional store at our preferred location if supported by Council.



An additional supermarket facility servicing the Traralgon North precinct and its surrounds also has the capacity to ease some of the traffic and parking issues currently experienced in the Traralgon CBD, as it provides an opportunity for residents to undertake their grocery shopping needs outside of the CBD, without damaging the role the CBD plays in terms of specialty retail stores.

It should also be noted that the central hub location for the commercial facility is problematic in terms of sequencing. With the future growth of Traralgon in most directions, there will be a significant increase in the population requiring grocery shopping with few options but to access the CBD. It is unlikely that the nominated hub will be developed in the foreseeable future and the appetite for the larger supermarkets simply does not appear to be for the isolated location. Woolworths have acknowledged that they are prepared to form part of Stage 1 of our clients development as they can achieve the critical mass required to justify the store if it is in our preferred location. Woolworths are not interested in Council's nominated site at all.

Given the various processes to be undertaken prior to the construction of the TNDP commercial site, including the subdivision to create the parcel which will contain the commercial site, a rezoning process to change the zone to a commercial zone, and then a development application, the significant timeframes that these processes can take reiterates the need for such a facility to be commenced early in the development of this new community. It is recognised through many policy documents that open space and public infrastructure should be constructed early in the development of new communities, and we submit that the commercial facilities are equally as important. In Woolworths own assessment, and reiterated in the MacroPlan Dimasi report, there is an adequate population which can sustain the facility early in the development of the precinct.

In addition to these matters, the siting of the commercial centre at our preferred location provides a genuine buffer from the noise associated with an arterial road and also industrial area further to the east of the precinct. Council's draft plan shows 'low density' lots as an attempt to reduce the overall number of dwellings affected by a compromised amenity from the industrial interface. Whilst the intention is admirable, it cannot be considered that the creation of 850m² parcels will achieve such a result. It can hardly be argued that these lots are a legitimate 'low density' size, despite being the largest within this precinct, as many recent subdivisions across the Latrobe Valley have far exceeded this lot size. Whilst it is proven that residential estates can quite successfully directly interface with adjoining residential estates, it would be a far more desirable outcome to have a commercial use in this industrial interface as this will not be compromised by any industrial operations. The siting of the commercial facility at this site will solve many of the potential future interface issues.

The current suggested layout at this intersection also provides a less than ideal outcome for a key entrance to the estate. Currently, the low density lots in the south eastern corner of the precinct are oriented away from Marshall's Road and Traralgon - Maffra Road. This creates an outcome which is discouraged in current policy, by providing a lot design which discourages active frontages and passive surveillance of open spaces.



There is potential for future owners of these lots to erect fencing which acts as a screen from the road and industry, and can contradict the urban design outcomes sought. As fencing of this nature would be unlikely to require planning permission, there is little Council could do to prevent this occurring. If Council were to consider a complex covenant which provided for activation, given that their primary access would be from the internal road network, there is the potential that the entrance to this new estate would overlook unsightly rear yards and sheds. The much more desirable outcome, which ensures a prominent, high quality and attractive entrance to the precinct is to site the commercial centre at this location.

The preferred location is also ideal when the commercial vehicles which will regularly service the site are considered. Access to the site for heavy vehicles will be easier to achieve from the proposed signalised intersection off Traralgon - Maffra Road, instead of through a series of roundabouts and local streets throughout the neighbourhood, which given the typical delivery hours are early in the morning and late in the evening, has the potential to disrupt residential amenity. Given that vehicles of this size have much greater requirements for road design and intersection treatments, siting the commercial centre at our preferred location will mitigate any potential conflict between the facility and the medium density housing proposed in the TNDP to surround the facility.

Where the current proposed commercial centre is in the TNDP is not ideal, particularly when considering the effect on the lot known as 90 Marshall's Road, Traralgon. Given the size and location of this lot, and that it is shown as commercial centre and road, the acquisition of this parcel to facilitate the construction of the commercial centre could be particularly challenging. As 90 Marshall's Road has limited development potential, it seems inappropriate and unlikely that this parcel would be acquired only to be turned into road and supermarket. It would make more sense if this lot were retained as residential as once Marshall's Road is widened, there is even less potential for development. Should this resident wish to remain in their dwelling, it compromises the ability to construct the commercial facility at the time it may be required. The siting of the facility at the preferred location is obstruction free and can be constructed at the appropriate time without encumbrance.

If the site were centrally located, there is the potential that both Franklin Street and Greenfield Drive could be used as 'rat runs' to access the commercial centre. Our preferred location encourages residents to utilise the arterial road network to access the commercial centre.

2. Entrance Feature Adjacent to the Traralgon - Maffra Road / Internal Connector Road Intersection

It is recognised that a prominent entrance to a residential estate can assist in creating a desirable and attractive place that residents want to live within. The proposed Traralgon - Maffra Road intersection will create an opportunity for a desirable and attractive entrance feature which assists in building a sense of arrival into the estate. Recognising that there is some remnant vegetation in this area, the land to be set aside as open space adjacent to this entrance has the potential to undermine the objectives sought.



We believe that there is a risk that by creating such a large reserve at the entrance to the estate, the area may appear 'empty', in that it has the potential to appear expansive and underutilised.



An estate in Newborough, where the open space entrance feature is expansive and underutilised, and ends up providing limited value.



A prominent entrance feature which utilises less space, which is more effectively used

We believe that a reduction in the area set aside for open space at this location will assist in preventing an undesirable outcome. We believe that an entrance feature can create a sense of arrival and transition into a residential area and achieve appropriate urban design outcomes without requiring such a large area to be set aside as open space.



We therefore consider that the area set aside for public open space at this entrance to the estate be reconsidered and reduced.

We consider that the areas set aside for public open space within our site are excessive and can be transitioned into standard or medium density housing, which can be well designed to enhance the entrance to the estate and views along open space corridors.

We have enclosed an indication of how these areas could be improved as per our comments in this section (refer Appendix 2).

3. Reserve along the Western Boundary of 145 Traralgon - Maffra Road

With the relocation of the commercial centre to the intersection of Marshall's Road and Traralgon - Maffra Road, we understand that there may be some reconfiguration of the current proposed urban layout. At the time that this review commences, we request that the reserve along the western boundary of our site be reconsidered.

We believe that there is scope to create additional residential development along the current eastern section of this reserve, which would result in a reduction of the area set aside for the drainage reserve. With the advances in current best practice water sensitive urban design, the area of land set aside could be reduced whilst still enhancing the landscaped amenity of the area, without creating vast spaces to be maintained by Council.

Whilst we agree with the need for high quality open space areas, the open space facilities to be provided within the Strand development are likely to be regularly used by future residents of Traralgon North, which indicates that such an expansive area is unlikely to be required. If the land within the precinct is predominantly encumbered for drainage and Plains Grassy Wetland habitat, it may provide little appeal for residents to utilise these areas and instead use the unencumbered spaces in the Strand. As such, it is considered that there is opportunity to increase the residential yield in this area by reducing the open space in the south western corner of our site to residential.

It should also be noted within the Development Plan that there may be the need to remove some of the Plains Grassy Wetland vegetation / habitat in order to construct the drainage system and open space areas, and acknowledged within the TNDP that appropriate offsets can easily be accommodated within the reserves throughout the TNDP.

The sequencing of development along this boundary should be considered as constructing assets such as drainage infrastructure and public open space across title boundaries can be problematic when land is not in common ownership. We understand that in the Morwell North West Development Plan area, the sequencing of development has resulted in some challenges as to when key infrastructure is able to be constructed. There are challenges in constructing required infrastructure (such as retardation basins) across shared boundaries as it can be difficult to negotiate arrangements between land owners if adjoining properties are not developed simultaneously. We request that this be considered in the final plan.



4. Clarification on Lot Density

We recognise Council's decision to provide an overall density of 12.5 dwellings per hectare across the precinct. We do however request that there be some flexibility included within the TNDP to provide for subdivisions to vary the lot configuration whilst still achieving this density. For example, if a subsequent land owner wishes to provide larger lots in an area, there should be some flexibility to offset this by providing an additional medium density precinct. This flexibility will be dependent on market needs at the relevant time, however we request that a mechanism for this be incorporated into the TNDP without needing to amend and vary the entire TNDP.

5. Development Contributions Plan

We are generally satisfied with the Development Contributions Plan and our clients support the content at this time.

6. Sequencing

As noted within Council's draft plan, we commend Council on their decision to sequence development from the east. Our clients are ready to commence development and detailed discussions with the relevant authorities have already commenced. We anticipate lodgement of a subdivision application for the site immediately upon Council's endorsement of the Development Plan.

7. Development of the Commercial Centre

Section 5.5 of the draft TNDP notes that Council should consider implementing a schedule to restrict the floor space of the proposed supermarket. We submit that this is not reasonably required. Woolworths have prepared their own feasibility assessment which demonstrates that with the future projected population growth in the area, a 3500m² (floor space) supermarket is indeed viable for the site. Whilst we appreciate this restriction forms part of Council's view that a larger facility is not required in the short term, by the time a planning scheme amendment, subdivision and development application are prepared and approved for the facility, there is a high likelihood that the population will have grown to a size which is capable of sustaining a larger supermarket facility.

It is therefore considered that this restriction is unnecessary and will only stifle the future development of the area through an additional complication at the time the larger facility is required. The Woolworths submission should give Council comfort that the restriction is unnecessary.

This section of the draft TNDP also notes that a concept plan should be prepared for the commercial site. The purpose that the concept plan would serve is presently unclear. There are design guidelines specified both within the TNDP, combined with the *Guidelines for Development of Activity Centres*, the *Interim Design Guidelines for Large Format Retail Premises*, the *Precinct Structure Planning Guidelines* and the general urban design strategies within the *Latrobe Planning Scheme* to ensure that any design proposed for the site will be of the highest quality.



The preparation of a concept plan is seen to provide little value in the scheme of things. Woolworths are committed to working collaboratively with Council to ensure that any subsequent facility proposed for the Marshall's Road / Traralgon - Maffra Road intersection is a high quality venue which meets the needs of users, relevant authorities and Council's intent for the site.

Given that Woolworths intend to lodge a rezoning for the Traralgon - Maffra road site in the near future, with a development application following shortly thereafter, the preparation of concept plans is an unnecessary step which will utilise Council resources that could be better used elsewhere.

We trust that these comments will assist Council in completing a final version of the draft TNDP. We reiterate that there is significant reasoning outlined within this submission that the commercial centre is much better sited in our preferred location.

We wish Council and its consultants well with progressing with this challenging project and are available to provide additional input as required if it is considered that such input will enhance the outcomes of the project.

Should you wish to discuss any of these matters in further detail, please do not hesitate to contact the undersigned.

Yours sincerely

A handwritten signature in black ink, appearing to read 'N Anderson', with a small flourish at the end.

Nick Anderson
Managing Director



Marshalls Road Neighbourhood Centre, Traralgon

Economic Impact Assessment

16 November, 2012

FINAL REPORT



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Prepared for: Marshalls Road Development Group**MacroPlan Dimasi staff responsible for this report:**

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Paul Beatty, Manager Planning (VIC)

Irena Zaguri, Consultant

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Introduction

This report presents an independent assessment of the demand and market scope for a neighbourhood shopping centre to be located on the corner of Marshall's Road and Traralgon-Maffra Road in Traralgon North. The report also considers the various impacts, both positive and negative, that would result from the development of a shopping centre at this site.

The report is presented in four sections as follows:

- **Section 1** outlines the regional and local context of the site; reviews the relevant planning framework; and details the proposed composition of the centre.
- **Section 2** examines the trade area which is relevant to the proposal, including current and projected population and retail spending levels within the trade area.
- **Section 3** reviews the retail framework within the surrounding region, including existing and proposed retail facilities.
- **Section 4** outlines our assessment of the sales potential for a future neighbourhood shopping centre at Traralgon North and presents an economic impact assessment for the proposal. The likely trading impacts on other centres throughout the surrounding region are considered, as are the employment and other economic effects of the proposed development.

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Section 1: Site location & context

This section of the report details the location and regional context of the site as well as reviewing the relevant planning background and proposed composition of the centre.

1.1 Regional and local context

The Marshalls Road Neighbourhood Centre will be located on the northern fringe of the Traralgon urban area. Traralgon is the largest town in the Latrobe Valley, situated approximately 160 km east of Melbourne on the Princes Highway, which is the major east-west arterial route in eastern Victoria. Other major towns in the region include Moe and Morwell to the west and Sale to the east (refer Map 1.1).

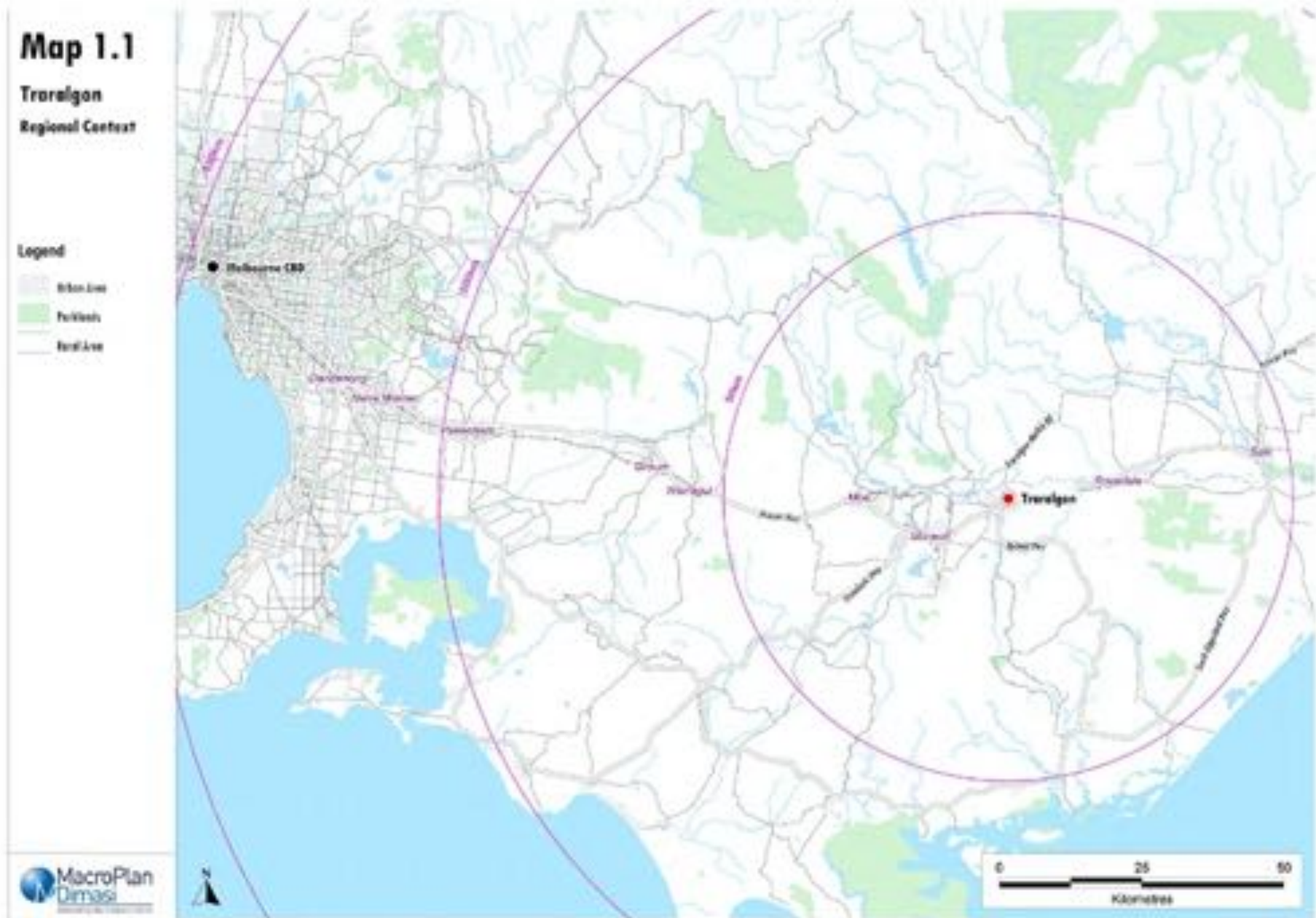
The site for the proposed Marshalls Road development is located on the north-western corner of Traralgon-Maffra Road and Marshalls Road, as illustrated on the following Map 1.2. Traralgon-Maffra Road is a main north-south thoroughfare, linking to the Princes Highway in the south and running through the towns of Glengarry and Toongabbie to the north; while Marshalls Road provides convenient access to the site for residents from the west. As such, the proposed location for this centre will provide the optimum location for both local residents (new and existing), and residents from the broader region, particularly from the outlying towns north of Traralgon.

Traralgon is a significant town within the Gippsland region, providing a major focal point for retail, commercial, administrative and civic activities in the City of Latrobe. The Traralgon City Centre, which is located approximately 3.5 km south-west of the proposed site, provides the major non-food retail facilities in the region, as well as supermarkets and a range of specialty shops.

Traralgon has experienced solid population growth over the past decade through greenfield development, mainly at the northern fringe of the township. Map 1.2 shows the areas of recent and future residential growth. As shown, the immediate area surrounding the Marshalls Road subject site is planned to be developed for

Section 1: Site location & context

residential uses, which is expected to sustain ongoing development over the medium to long term.





Section 1: Site location & context

1.2 Planning background

The *Traralgon North Development Plan (DP)* was prepared for the Latrobe City Council by Planisphere in September 2012, and commenced a public exhibition process in November, 2012.

The DP examines the future development land in Traralgon North; specifically the area bounded by Traralgon-Maffra Road to the east and Marshalls Road to the south (refer Figure 1.1). The main objectives of this plan are to:

- *Create an environmentally sustainable and resilient place;*
- *Create a sense of place and community;*
- *Provide greater housing choices, density and affordability; and*
- *Support local employment and business activity.*

The majority of the Traralgon North DP area is designated for future residential development, with a range of housing densities to be provided. The potential yield of the area is estimated at 1,338 residential lots in total.

1.3 Proposed Centre Location

The DP recognises the requirement for a neighbourhood shopping centre to be developed in the area to serve the retail needs of the growing population. The DP proposes to locate the future neighbourhood centre on the north-eastern corner of Park Lane and Marshalls Road (as indicated on Figure 1.1).

Whilst this location will be central to the new residential precinct at full development, the proposed location under the DP is likely to result in the delivery of this centre being significantly delayed when compared to the location that is the subject of this report.

The proposed site for the Marshalls Road neighbourhood centre which is the subject of this report, on the north-western corner of Traralgon-Maffra Road and Marshalls Road, has a number of key attributes which make it a suitable retail

Section 1: Site location & context

location. In particular, its main road frontage (i.e. to Traralgon-Maffra Road) increases its exposure and accessibility to passing traffic; making it a convenient location for local Traralgon North residents, as well as for residents of the broader region including the towns of Glengarry and Toongabbie to the north, and the significant passing traffic generated by local tourism.

This ability to attract passing trade will support the early delivery of the centre in comparison to an "inboard" location, as is currently proposed under the DP. This would require a higher number of new dwellings to be constructed and the resultant new local resident population before an anchor supermarket would become viable.

In addition, the proposed location will allow for an improved interface with the existing industrial land uses south of Marshall's Road, and east of Traralgon-Maffra Road to be created. The alternative scenario of residential development to the corner of Marshall's Road and Traralgon-Maffra Road would result in the need to provide a buffer to the industrial zoned land from the new residential development. Further to this, the proposed "inboard" location would require the use of residential roads by large delivery vehicles (semi-trailers) to access the site, however at the subject site direct access would be available from Traralgon-Maffra Road.



Figure 1.1

Section 1: Site location & context

1.3 Proposed centre composition

Table 1.1 details the proposed composition of the Marshall Road neighbourhood centre development. The centre is proposed to total some 3,700 sq.m of retail floorspace, including a 3,200 sq.m supermarket as the anchor tenant and 500 sq.m of retail specialty floorspace.

The retail floorspace is expected to be developed in the northern part of the site, with customer carparking provided at grade in the southern part. The carpark will therefore be easily accessible from Marshall's Road, and will provide direct and convenient access to the supermarket and other retail facilities.

Category	Floorspace (GLA)	
	(sq m)	(% of retail)
Supermarket	3,200	86.5%
Retail specialties	500	13.5%
Total centre - retail	3,700	100.0%

Source: N&A Group, MacroPlan Direct

Section 2: Trade area analysis

This section of the report details the trade area likely to be served by the proposed Marshalls Road Neighbourhood Centre, including the available population and retail spending levels and the socio-demographic profile of trade area residents.

2.1 Trade area definition

The extent of the trade area or catchment for any shopping centre is shaped by a number of key factors, as follows:

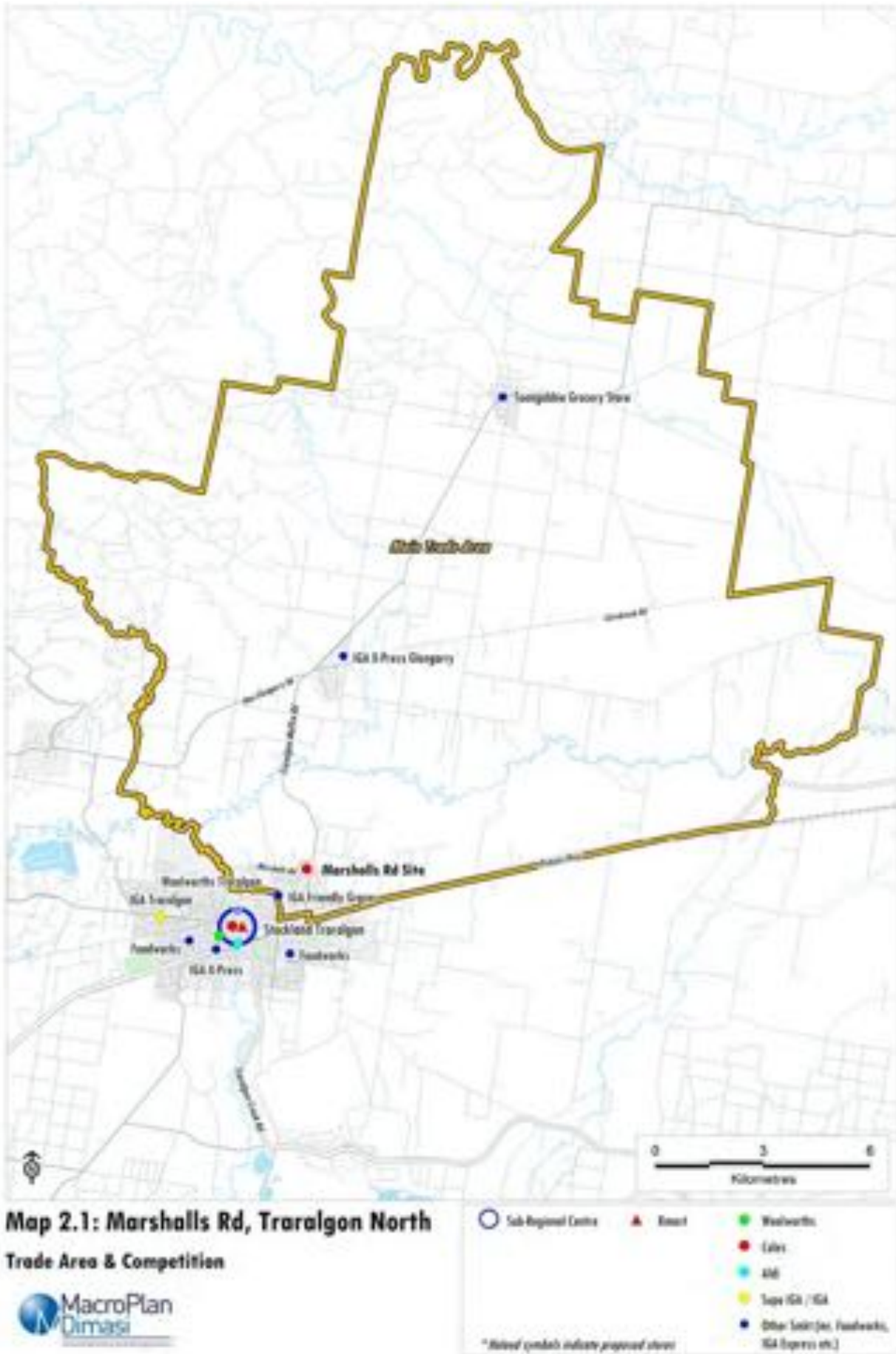
- The most important factor that serves to determine the trade area of any particular centre is the scale and composition of the centre, and particularly the major trader (or traders) that are included within it. The layout and ambience/atmosphere of the centre, as well as the amount and quality of carparking, also determine the strength and attraction of a particular retail facility.
- The available road network and public transport system are also important factors impacting on the relative attractiveness of any retail facility, as they affect the ease of access to the centre.
- The proximity and attraction of competitive retail facilities also have an influence on a particular centre's trade area. The locations, compositions, quality and scale of competitive centres in the region therefore impact on the extent of the trade area which a shopping centre is effectively able to serve.
- Significant physical barriers (e.g. freeways, rivers and railways) which are difficult to negotiate or which take considerable time to cross can often act to delineate the boundaries of the trade areas that are able to be served by specific centres.

Section 2: Trade area analysis

Taking all of the above into account, the potential trade area for a neighbourhood centre on Marshalls Road in Traralgon North is influenced in particular by the following:

- The location of the site at the intersection of Traralgon-Maffra Road and Marshalls Road. Traralgon-Maffra Road is a main north-south traffic route in the region providing convenient access to the site, as well as excellent exposure to passing traffic.
- The location of existing and proposed retail facilities throughout the surrounding region, particularly in the Traralgon City Centre to the south-west.
- The pattern of urban development in the region, including the substantial amount of future residential land surrounding the Marshalls Road site.

Given these factors, the trade area for the proposed Marshalls Road neighbourhood centre has been defined as a **main trade area**, which includes the surrounding Traralgon North growth area, as well as the townships of Glengarry and Toongabbie to the north.



Section 2: Trade area analysis

2.2 Trade area population

Table 2.1 details the existing and projected population levels within the Marshalls Road Neighbourhood Centre trade area. Population forecasts are based on a number of sources, including the following:

- The 2011 Census of Population and Housing prepared by the Australian Bureau of Statistics (ABS);
- Recent dwelling approvals data released by the ABS;
- *Victoria In Future 2012 Population Projections* prepared by the Department of Planning and Community Development and released in April 2012;
- Forecast.id population projections prepared for the Latrobe City Council which were last reviewed in March 2012;
- Traralgon North Development Plan (DP) & Development Contributions Plan (DCP), Draft for Consultation, September 2012;
- Investigations of residential developments within the surrounding region.

The trade area population is estimated at 5,250 people in 2012, and is projected to increase strongly over the forecast period to reach 8,010 people by 2026, reflecting an average increase of 3.1% per annum.

The majority of population growth within the trade area will be driven by residential development at the greenfield site surrounding the proposed retail development. The area covers 119 hectares, and according to the *Traralgon North DP & DCP*, this area has the potential to yield 1,338 residential lots, reflecting an average density of 12.5 lots per hectare.

Another source of population growth is the parcel of residential land located directly south of the Traralgon North development area, on the south-western corner of Marshalls Road and Park Lane. This area totals some 24 hectares and, by applying the similar residential densities to that in surrounding developments will yield in excess of 300 residential lots upon completion over the longer term.

Section 2: Trade area analysis

Residential development is also expected to occur in the smaller towns of Glengarry and Toongabbie to the north, though not at the same scale. In combination these towns are expected to accommodate an additional 100 lots over the next 20 years.

Trade area	Estimated population			Forecast population		
	2006	2011	2012	2016	2021	2026
Main trade area	4,519	5,120	5,250	5,610	6,610	8,010
Average annual growth (no.)						
Trade area		2006-11	2011-12	2012-16	2016-21	2021-26
Main trade area		112	120	140	200	240
Average annual growth (%)						
Trade area		2006-11	2011-12	2012-16	2016-21	2021-26
Main trade area		2.3%	2.3%	2.6%	3.2%	3.3%

*As of June
Source: ABS Census 2011; VIC Department of Planning and Community Development, April 2012; MacroPlan Dimasi

Section 2: Trade area analysis

2.3 Socio-demographic profile

Table 2.2 and Chart 2.1 following detail the socio-demographic profile of the trade area population based on the results of the 2011 ABS Census of Population and Housing. The key features of the trade area population are as follows:

- The main trade area population has a younger age profile as compared with benchmarks for non-metropolitan Victoria and Australia, with a higher than average proportion of children aged 14 years and younger, and a significantly below average proportion of older residents aged over 60.
- The average income levels earned by trade area residents are above the respective averages for non-metropolitan Victoria and Australia, on both a per capita and per household basis.
- The home ownership levels within the trade area are well above average at 80.7%, compared with the average for non-metropolitan Victoria of 74%.
- The trade area population is predominantly Australian born, at 89.7%.
- The trade area consists of a much higher than average proportion of households comprising couples with dependent children, reflecting the popularity of the area with young families. Such families typically associate strongly with their local shopping facilities.

Section 2: Trade area analysis

Table 2.2

Marshall's Road main trade area - socio-demographic profile, 2011

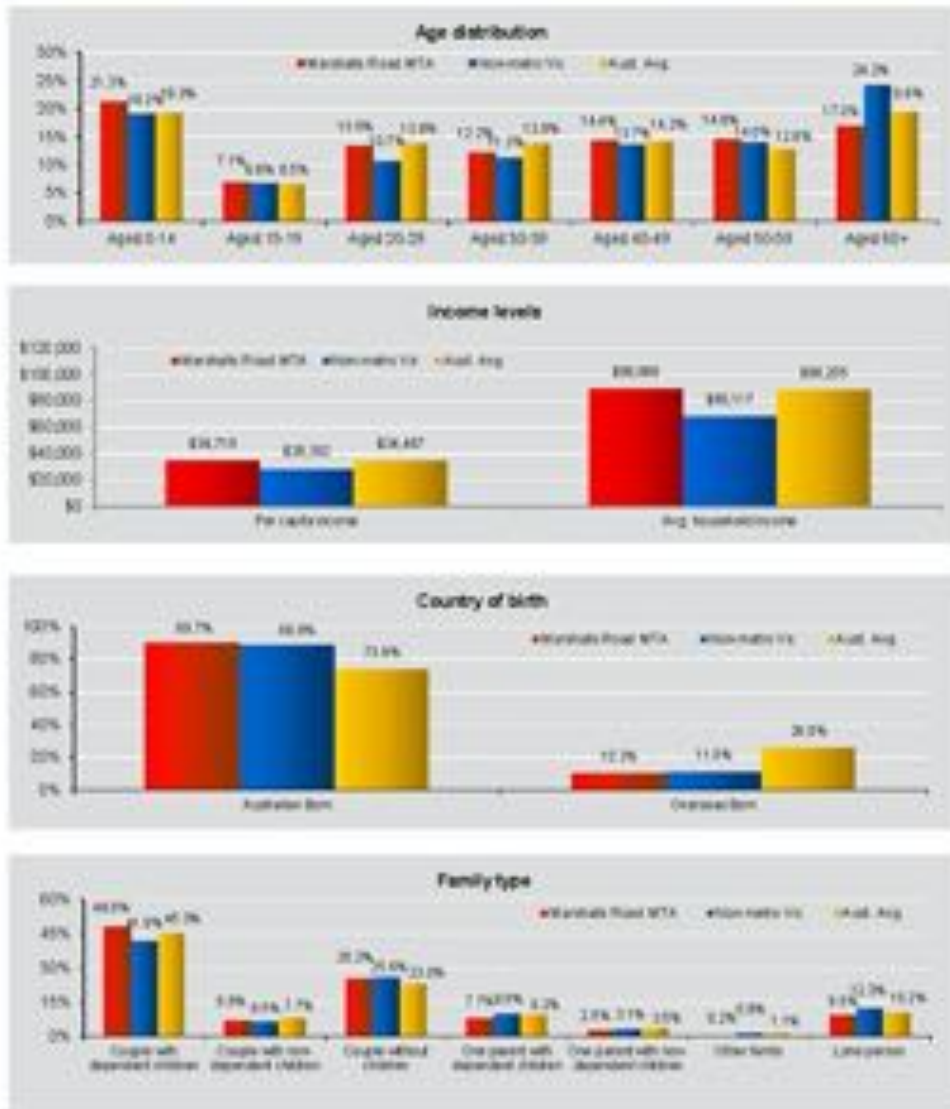
Census Item	Marshall's Road MTA	Non-metro Vic avg.	Aust. avg.
Per capita income	\$34,710	\$28,382	\$34,457
Var. from Non-metro Vic benchmark	22.3%		
Avg. household income	\$98,888	\$98,117	\$98,205
Var. from Non-metro Vic benchmark	30.9%		
Avg. household size	2.8	2.4	2.6
<u>Age distribution (% of population)</u>			
Aged 0-14	21.3%	19.2%	19.3%
Aged 15-19	7.1%	6.6%	6.5%
Aged 20-29	13.5%	10.7%	12.8%
Aged 30-39	12.2%	11.3%	12.6%
Aged 40-49	14.4%	13.7%	14.2%
Aged 50-59	14.6%	14.0%	12.8%
Aged 60+	17.0%	24.2%	19.6%
Average age	36.4	40.1	37.9
<u>Housing status (% of households)</u>			
Owner/purchaser	80.7%	74.0%	68.7%
Renter	18.3%	25.2%	30.4%
Other	0.4%	0.6%	0.9%
<u>Ethnicity (% of population)</u>			
Australian born	89.7%	88.3%	73.0%
Overseas born	10.3%	11.0%	26.0%
• Asia	1.8%	1.6%	8.8%
• Europe	6.2%	7.1%	10.5%
• Other	2.2%	2.1%	7.6%
<u>Family type (% of households)</u>			
Couple with dep't children	49.0%	41.9%	45.3%
Couple with non-dept child	6.6%	6.5%	7.7%
Couple without children	25.2%	25.6%	23.0%
One parent with dep't child	7.7%	9.0%	9.2%
One parent w non-dept child	2.5%	3.1%	3.5%
Other family	0.2%	0.6%	1.1%
Lone person	9.5%	12.3%	10.2%

Source: ABS Census of Population & Housing, 2011; MacroPlan Dimasi

Section 2: Trade area analysis

Chart 2.1

Marshall's Road main trade area - socio-demographic profile, 2011



Source: ABS Census of Population & Housing, 2011, MacroPlan Dimasi

Section 2: Trade area analysis

2.4 Trade area retail spending

The estimated retail expenditure capacity of the Marshalls Road main trade area population is sourced from MarketInfo, which is developed by Market Data Systems (MDS). MarketInfo utilises a detailed micro-simulation model of household expenditure behaviour for all residents of Australia. The model takes into account information from a wide variety of sources including the regular ABS Household Expenditure Surveys, national accounts data, Census data and other information. The MarketInfo estimates for spending behaviour prepared independently by MDS are commonly used by all parties in Economic Impact Assessments.

Chart 2.2 presents a comparison of the retail spending behaviour of main trade area residents with the averages for non-metropolitan Victoria and Australia. The estimated level of retail spending per person across the main trade area in 2012 is \$12,600, which is 6.8% above the non-metropolitan Victoria average of \$11,869. All spending estimates detailed in this report include GST.

Table 2.3 presents the total level of estimated retail expenditure generated by the Marshalls Road trade area population in 2011/12, and also presents forecasts of the likely growth in spending over the period to 2025/26. Spending forecasts are expressed in constant 2011/12 dollars (i.e. excluding inflation).

As shown, the total retail expenditure of the trade area population is currently estimated at \$65.8 million, and is forecast to increase to \$110.6 million by 2025/26, reflecting average annual growth of 3.8%.

Table 2.4 provides further detail of the main trade area expenditure by retail category, as well as the category definitions.

Section 2: Trade area analysis



Section 2: Trade area analysis

Table 2.3

Marshall's Road main trade area - retail expenditure (\$M), 2012-2026*

Year ending June	Main TA
2012	65.8
2013	67.9
2014	70.3
2015	72.8
2016	74.9
2017	77.5
2018	80.3
2019	83.3
2020	86.6
2021	90.4
2022	94.4
2023	98.5
2024	102.5
2025	106.5
2026	110.8
<u>Average annual growth (\$M)</u> 2012-2026	3.2
<u>Average annual growth (%)</u> 2012-2026	3.8%

*Constant 2010/12 dollars & including GST
Source: Marshall's; MacroPlan Dimasi

Section 2: Trade area analysis

Table 2.4

Marshall's Road main trade area - retail expenditure by product group (\$M), 2012-2026*

Year ending June	FLG	Food catering	Apparel	Household goods	Leisure	General retail	Retail services
2012	30.5	5.0	7.4	13.1	3.7	4.7	1.4
2013	31.5	5.2	7.6	13.5	3.8	4.8	1.5
2014	32.6	5.4	7.9	13.9	3.9	5.0	1.5
2015	33.7	5.6	8.1	14.4	4.0	5.2	1.6
2016	34.8	5.8	8.4	14.8	4.1	5.4	1.6
2017	36.0	6.0	8.6	15.3	4.3	5.6	1.7
2018	37.4	6.2	8.9	15.8	4.4	5.8	1.7
2019	38.8	6.5	9.3	16.4	4.6	6.0	1.8
2020	40.3	6.7	9.6	17.0	4.8	6.3	1.9
2021	42.1	7.1	10.0	17.8	5.0	6.6	1.9
2022	44.0	7.4	10.4	18.5	5.2	6.9	2.0
2023	45.9	7.7	10.9	19.3	5.4	7.2	2.1
2024	47.8	8.1	11.3	20.0	5.6	7.5	2.2
2025	49.7	8.4	11.7	20.8	5.8	7.8	2.3
2026	51.6	8.8	12.2	21.6	6.0	8.1	2.3
<u>Average annual growth (\$M)</u>							
2012-2026	1.5	0.2	0.3	0.6	0.2	0.2	0.1
<u>Average annual growth (%)</u>							
2012-2026	3.8%	4.1%	3.6%	3.6%	3.6%	4.1%	3.6%

*Consent 2011/12 dollar \$ including GST
Source: MacroPlan Dimasi

Retail expenditure category definitions:

- FLG: take-home food and groceries, as well as packaged liquor.
- Food catering: expenditure at cafes, take-away food outlets and restaurants.
- Apparel: clothing, footwear, fashion accessories and jewellery.
- Household goods: giftware, electrical, computers, furniture, homewares and hardware goods.
- Leisure: sporting goods, music, DVDs, computer games, books, newspapers & magazines, stationery and photography equipment.
- General retail: pharmaceutical goods, cosmetics, toys, florists, mobile phones and pets.
- Retail services: hair & beauty, optical goods, dry cleaning, key cutting and shoe repairs.

Section 3: Competition

This section of the report reviews the existing provision of retail facilities within the surrounding region. Table 3.1 below summarises the competitive context of the area, while the previous Map 2.1 shows the locations of the main competitive retail facilities.

Table 3.1
Marshalls Road Neighbourhood Centre schedule of competing retail facilities

Centre	Retail GLA (sqm)	Major traders	Dist. by road from Marshalls Road site (km)
Traralgon			
Traralgon CBD	22,000		3.5
- Stockland Traralgon	18,800	Kmart (8,110), Coles (4,740)	
- Balance	53,200	Harris Scarfe (2,900), Woolworths (3,840), Aldi (1,350), IGA Xpress (400)	
Other Traralgon			
- Park Lane	200	IGA Friendly Grocer (200)	1.8
- Hyland Street	700	Foodworks (500)	3.0
- Henry Street	1,000	Foodworks (750)	5.0
- Westland Supermarket	600	IGA (600)	5.4
Other			
Glengarry	500	IGA Xpress (350)	7.5
Toongabbie	300	General store (300)	15.8

Source: Property Council of Australia, MacroPlan Dimasi

Retail facilities located within the trade area are limited to three small grocery stores on Park Lane in Traralgon, as well as at Glengarry and Toongabbie. These stores would not compete directly with the proposed Marshalls Road Neighbourhood Centre, as their primary purpose is to serve the top-up food and grocery needs of their respective local catchments.

Section 3: Competition

The main retail facilities in Traralgon are concentrated in the Traralgon City Centre, including an estimated 72,000 sq.m of retail floorspace. The City Centre includes Stockland Traralgon, which is the only fully enclosed centre in Traralgon totalling some 18,800 sq.m of retail floorspace, anchored by a Kmart discount department store and a Coles supermarket. Other major retailers in the City Centre include a Woolworths supermarket on Seymour Street and an Aldi store on Post Office Place; together with a range of retail specialty shops and services.

Other smaller grocery stores in Traralgon include Foodworks stores on Hyland Street and Henry Street, as well as Westend IGA supermarket on Grey Street. These stores generally serve small localised catchments.

In terms of proposed competition, a 3,500 sq.m supermarket has been approved as part of the Quest mixed use development, to be located on the north-eastern corner of Franklin Street and Grey Street, in the northern part of the City Centre. This proposal was approved for development in April 2011, but construction works are yet to commence and its future remains uncertain.

In summary, the Traralgon City Centre provides the main retail facilities in the region, including for the Marshalls Road trade area residents. The development of the proposed neighbourhood centre on Marshalls Road would provide existing and future trade area residents with a convenient place to undertake their food and grocery shopping in a modern centre within their local area. However, trips for non-food shopping and services would still be undertaken in the City Centre, as would a portion of their supermarket shopping.

Section 4: Sales potential and economic impacts

This section assesses the sales potential of a neighbourhood shopping centre at the Marshalls Road site, as well as the likely trading and other economic impacts that can be anticipated following the development of such a centre.

4.1 Assessment of sales potential

In order to be able to consider the question of potential economic benefits and impacts that may arise from the proposed Marshalls Road centre, the necessary first step is to quantify the level of sales which the centre can reasonably expect to achieve.

The sales performance of any particular retail facility, be it an individual store or a collection of stores provided in a shopping centre, is determined by a combination of the following factors:

- The quality of the facility, with particular regard to the major trader/traders which anchor the centre; the strength of the tenancy mix relative to the needs of the catchment which it seeks to serve; the physical layout and ease of use; the level of accessibility and ease of parking; and the atmosphere/ambience of the centre.
- The size of the available catchment which the centre serves seeks to serve. This factor sets the upper limit of the sales potential able to be achieved by the centre or store.
- The locations and strengths of competitive retail facilities and the degree to which those alternative facilities are able to effectively serve the needs of the population within the relevant trade area.

The sales potential of the proposed neighbourhood centre development at the Marshalls Road site is now assessed taking into account all of the above factors. Table 4.1 details the projected sales for the Marshalls Road centre by retail

Section 4: Sales potential and economic impacts

category in 2014/15. The specialty mix is assumed to focus on food and convenience retailing, reflecting the expected role of the centre.

Table 4.1
Marshall's Road Neighbourhood Centre - sales potential by retail category, 2014/15*

Category	GLA (sq.m)	Est. Sales potential	
		(\$'000)	(\$/sq.m)
Major tenants			
Supermarket	3,200	20,512	6,410
Total majors	3,200	20,512	6,410
Mini-major	0	0	0
Retail specialties			
Food & liquor	120	810	6,750
Food catering	180	1,125	6,250
Apparel/Household	0	0	0
Leisure/General	120	780	6,500
Retail services	80	560	4,750
Total retail spec	500	3,095	6,190
Total centre - retail	3,700	23,607	6,300

*Converted 2011/12 dollars & including GST
Source: MacroPlanDimasi

As shown, the sales potential for the centre is estimated at \$23.6 million in 2014/15, the assumed first full year of trading. This sales estimate has been prepared based on our extensive experience with shopping centre developments of this type and an understanding of the market shares and sales performance possible given the size of the available spending market and the nature of competitive retail facilities, particularly for the supermarket which is expected to capture the majority of centre sales. In arriving at the forecast sales volume for the proposed centre we have taken the following into consideration:

- The supermarket anchor will be 3,200 sq.m in size, while the retail specialty component will be comprised of 500 sq.m. Retail specialty tenants are expected to include some food operators (e.g. a bakery/cafe and 1-2 takeaway food stores), a leisure/general trader (e.g. a pharmacy, newsagent or discount variety store) and a hair/beauty salon. Such a tenancy mix is typical for a

Section 4: Sales potential and economic impacts

small neighbourhood shopping centre, with a strong focus on convenience retailing.

- The estimated sales potential of the supermarket is a key factor in determining the overall sales potential of the proposed centre. As the anchor tenant, the supermarket is expected to generate the majority of customer traffic at the centre. The estimated supermarket sales have had regard for the typical trading levels recorded by supermarkets nationally and the share of available food and grocery spending that the Marshalls Road supermarket is likely to capture from the defined main trade area.

Table 4.2 presents the market share projections for the proposed Marshalls Road neighbourhood centre in 2014/15. As shown, the centre is forecast to achieve a 29.4% share of available main trade area retail spending in that year.

In addition to the market share of residents' spending, a small amount of its total sales (approximately 9-10%) would be drawn from beyond the trade area.

Table 4.2
Marshalls Road Neighbourhood Centre – Estimated market shares, 2014/15*

Trade area	Retail spend (\$M)			Centre sales (\$M)			Market share		
	Food	Non-food	Total	Food	Non-food	Total	Food	Non-food	Total
Main TA	29.3	33.3	72.6	19.2	2.2	21.4	48.8%	6.5%	29.4%
Sales from beyond TA				2.8	0.2	3.0			
Total centre sales				21.2	2.4	23.6			

*Constant 2011/12 dollars & including GST
Source: IEMA Group; Markets; MacroPlan Dimasi

Section 4: Sales potential and economic impacts

4.2 Economic and social benefits

The proposed Marshalls Road Neighbourhood Centre development is likely to result in a range of impacts. From a trading point of view, some impacts are likely to be experienced by competitive retailers in the surrounding region. On the other side of the equation, it is clear that the development will also result in a range of important economic benefits. These key positive impacts will include the following:

1. Providing a full-line supermarket for local residents

There are currently no full-scale supermarket facilities provided in the trade area, with the closest significant major supermarkets located in the Traralgon City Centre, approximately 3.5 km to the south-west. Retail facilities within the trade area are limited to three small food stores at Park Lane in Traralgon, Glengarry and Toongabbie. However, the primary function of such stores is to serve the top-up food and grocery needs of their respective local catchments. The proposed neighbourhood centre on Marshalls Road would provide local residents with a full range of food and grocery items at a convenient location.

2. Catering to the increased population in the trade area

The trade area population is estimated to increase by more than 2,700 people over the period from 2012 to 2026. The majority of this population growth is to be accommodated in the area immediately surrounding the site. This growth further underlines the need for a neighbourhood centre within the trade area to serve the growing population base.

3. Reduced travel time for local residents

The development of a neighbourhood centre with a full provision of food and grocery products at the Marshalls Road site (i.e. a supermarket anchored centre of 3,700 sq.m of retail floorspace) would reduce the need for local residents to travel out of the area to access such facilities. The close proximity and easy access of a local shopping centre is becoming more important with the continued growth of families with two people working. Thus the

Section 4: Sales potential and economic impacts

development of a neighbourhood centre would have important social as well as economic benefits for the local community.

4. Additional employment

The development of a neighbourhood centre at Marshall's Road would create additional jobs in the region, both for the construction and related industries during the construction phase, as well as for the economy generally once the centre is completed. The additional employment is discussed further in the following sub-section.

4.3 Employment stimulus

Table 4.4 presents an estimate of the likely additional employment that would be generated by a neighbourhood centre at the Marshall's Road site. Based on the indicative nature of floorspace to be incorporated in the proposed development, we estimate that 190 ongoing jobs will be created by the addition of the proposed Marshall's Road neighbourhood centre.

It may be argued that some job losses will occur at other centres as a result of the addition of the neighbourhood centre. In estimating the net employment opportunities, we have allowed for 5% of the additional employment that is likely to be created at the Marshall's Road centre to be absorbed in job losses at other centres, resulting in projected net employment increase of 181 jobs.

Section 4: Sales potential and economic impacts

Table 4.4

Marshall's Road Neighbourhood Centre - estimated future additional employment levels

Type of use	Estimated employment @ per 1000 sq m	Marshall's Road Neighbourhood Centre	
		LA (sq m)	Employment (persons)
Supermarket	50	1,200	100
Specialty shops	60	500	22
Total centre		1,700	180
Net increase¹			181

¹Net increase includes an allowance for reduced employment levels of impacted centres, estimated at 2% of the total increase
Source: MacroPlan Dimasi

The development of the proposed Marshall's Road neighbourhood centre would also create a number of further additional jobs, both for the construction and related industries during the construction phase, and for the economy generally once the centre is completed.

Table 4.5 provides an estimation of both direct and indirect employment that would arise from the development of the centre. Based on an estimated construction cost of around \$10 million, we consider that during the construction period of the development some 43 direct jobs would be created, with a further 68 jobs resulting from supply induced multiplier effects during this period (based on the appropriate ABS input/output multipliers).

The 181 additional retail jobs at the centre will result in a further 72 jobs created indirectly in the broad community, again based on ABS input/output multipliers. Jobs created include both full time and part time positions.

Section 4: Sales potential and economic impacts

Table 4.5
Marshalls Road Neighbourhood Centre - estimated future additional employment levels¹

Original stimulus	Estimated capital costs (\$M)	Direct employment	Supplier employment multiplier effect ²	Total	
Construction of project	10	43	68	111	Job years ¹
Centre employment ²		151	72	223	
Total		223	141	364	

¹ Employment totals include both full-time and part-time work
² Indicates the estimated number of jobs over the life of the construction project, for the equivalent of one year
³ Indicates the estimated number of net additional ongoing jobs as a result of the proposed development
Source: MacroPlan Dimasi

4.4 Broad trading impacts at 2014/15

A number of factors need to be taken into account in determining the likely broad trading impacts and subsequent consequences on other retail facilities both within and beyond the trade area, arising from the development of the proposed Marshalls Road neighbourhood centre.

The following analysis presents an indicative projection of the anticipated impacts on existing retail facilities in the region. Such projections can be considered indicative only for the simple reason that it is very difficult to predict with certainty the precise impact on any one retailer or any other centre that will result from the change of retail structure serving a particular region.

The impacted centre or retailer has a number of possible actions which it may be able to take that may mitigate the extent of the impact or may eliminate it all together. Expansions and improvements may be undertaken at other centres throughout the region, and all of those factors can change the nature of the impact of the new centre being developed.

Section 4: Sales potential and economic impacts

It is much more reasonable for the purposes of impact analysis, therefore, to consider the likely broad changes in competitive circumstances, and in particular the changes in availability of retail spending for competitive centres, that can reasonably be expected to result from the development of the Marshalls Road centre.

These broad changes effectively set the market conditions within which the competitive centres will operate as a result of this development, and reasonable conclusions can then be drawn about the possible impacts of these broad changes in market conditions.

One factor which has a significant bearing on the likely extent of impact is escape expenditure. When any new retail facility is added into a region the extent to which that facility will or will not exert trading impacts on the existing retail floorspace in the region will depend greatly on:

- The levels of retail expenditure that are currently escaping from the region; and
- The extent to which the new retail facility can draw some or all of its business from such escape expenditure.

Table 4.3 details the broad trading impacts on retailers in the surrounding region that can be anticipated following the development of the Marshalls Road neighbourhood centre. In particular, it presents a summary of the growth in total expenditure available to trade area retailers, compared with projected sales for the trade area retailers. All sales are expressed in constant 2011/12 dollars and including GST.

As shown, there is a high level of escape expenditure from the Marshalls Road trade area, i.e. a large proportion of the expenditure generated by trade area residents is currently being directed to retail facilities located outside the trade area. This is mainly due to the fact that trade area retailers are limited to three small food stores, which primarily serve the top-up food and grocery needs of their respective local catchments. For this reason, residents will be directing a large proportion of their weekly food and grocery shopping to facilities located

Section 4: Sales potential and economic impacts

beyond the trade area, including in particular the Traralgon City Centre. Therefore the proposed Marshalls Road development would result in a limited impact on existing trade area retailers, estimated at an average of 10% or \$0.6 million in total in 2014/15.

Table 4.3
Marshalls Road Neighbourhood Centre - trading impact assessment, 2012-2015*

	2011/12	2014/15	Change (2012-15)	
	\$M	\$M	\$M	%
Scenario 1 (with Marshalls Road Neighbourhood Centre development)				
Trade area retail expenditure	65.8	72.8	6.8	10.3%
Less net escape expenditure	60.8	43.8	-16.8	-27.5%
Est. retail sales to TA retailers	5.4	29.0	23.4	431.6%
• Marshalls Road Neighbourhood Centre	0.0	23.8	23.8	n.a.
• Other trade area retailers	5.4	5.2	-0.2	-3.7%
Scenario 2 (without Marshalls Road Neighbourhood Centre development)				
Trade area retail expenditure	65.8	72.8	6.8	10.3%
Less net escape expenditure	60.8	66.8	6.4	10.5%
Est. retail sales to TA retailers	5.4	6.0	0.4	7.1%
• Marshalls Road Neighbourhood Centre	0.0	0.0	0.0	n.a.
• Other trade area retailers	5.4	5.8	0.4	7.1%
Est. sales impact from Marshalls Road Neighbourhood Centre development, 2014/15				
• Other trade area retailers			-0.6	-10.1%
• Retailers beyond trade area			23.0	
Total			22.6	

*Constant 2011/12 prices & including GST
Source: MacroPlan Dimasi

On this basis, the majority of the projected sales for the Marshalls Road centre in 2014/15 would result from a redirection of spending to the new centre from other facilities located outside the trade area. Existing retail facilities beyond the Marshalls Road trade area are therefore likely to experience some trading impacts from the proposed development, particularly the Traralgon City Centre to the south-west.

Section 4: Sales potential and economic impacts

Table 4.4 following presents a summary of the projected sales for the retail facilities located beyond the trade area, both with and without the proposed Marshalls Road development, highlighting the likely order of impacts. All figures are expressed in constant 2011/12 dollars and include GST.

The following observations and conclusions can be drawn from this analysis:

- Following the development of the proposed neighbourhood centre at Marshalls Road in 2014/15, the average trading impact on retailers in the Traralgon City Centre is estimated at 5.4%, including a 7.4% impact on Stockland Traralgon and 4.5% on the balance of the City Centre.
- The only other retailers in Traralgon likely to experience an impact are those located on Hyland Street to the south. This impact is expected to be minor, at 2.1% on average or an estimated \$0.3 million in total.
- A large proportion of the projected impacts would be on supermarket sales at the centres in question; while non-food sales are likely to experience marginal impacts, reflecting the nature of the proposed Marshalls Road development which will mainly provide food and convenience retailing.
- The assessed impacts are considered to be reasonable and would not have any major implications for any existing retailers in Traralgon. In particular, allowing for the development of the Marshalls Road centre, retail facilities located beyond the trade area are still expected to increase their sales by 1.2% over the 3 year period to 2014/15.

Section 4: Sales potential and economic impacts

Table 4.4
Marshall's Road Neighbourhood Centre - beyond trade area impact assessment, 2012-05-15*

	Estimated 2011/12	Projected 2014/15		Change (2012-15)	
		No devt	With devt	\$M	%
Traralgon City Centre	287.1	434.3	401.5	-22.7	-5.6%
- Stockland Traralgon	115.0	122.9	113.9	-9.1	-7.8%
- Balance	282.0	301.3	287.6	-13.7	-4.5%
Other Traralgon**	12.4	13.3	13.0	-0.3	-2.1%
Total	409.5	437.6	414.6	-23.0	-5.3%

*Constant 2011/12 prices & including GST
**Other Traralgon includes foodstores and supporting specialty at Hybrid Street, Mary Street and Westend Supermarket
Source: MacroPlan Dimasi

4.5 Net community benefit

The analysis in this report has demonstrated that a range of economic and social benefits are likely to arise from the development of a neighbourhood centre at the subject site. These benefits can be summarised as follows:

- The early provision of a local destination for food and convenience shopping;
- Additional retail facilities to serve the growing population;
- Additional local employment opportunities;
- Increased revenue base for Council.

The early provision of a full line supermarket within a new or expanding residential community will provide additional benefits, such as the creation of a town centre, or meeting place for new residents. Neighbourhood centres such as that proposed can also accommodate a range of local community and civic facilities.

Against these benefits, a minor level of impact is projected on centres both within and beyond the trade area. These impacts are unlikely to threaten the ongoing viability of any existing retailers. Thus, it can be concluded that, in our view, a significant net community benefit will result from the development of a

Section 4: Sales potential and economic impacts

neighbourhood centre at the subject site in North Traralgon, as currently proposed.



Submission 4

WOOLWORTHS LIMITED

A.B.N. 90 00 04 01 07

13 December 2012

Ms Lorraine Dukes
Senior Strategic Planner
Latrobe City Council
PO Box 264
Morwell VIC 3844

LATROBE CITY COUNCIL INFORMATION MANAGEMENT	
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Dear Lorraine,

Re: Traralgon North Development Plan

We provide the following submission regarding the exhibition of the Draft Traralgon North Development Plan (TNDP) and in support of the submission and attached reports presented by the NBA group on behalf of Marshall's Road Pty Ltd dated 5 December 2012.

The key items we seek to reinforce from the NBA Group submission include the location of the proposed Supermarket facility; the proposed location will not adversely impact on the operation and function of the existing Traralgon CBD; and the proposed timing of retail development.

1. Proposed Location of the Supermarket

When Woolworths commenced extensive due diligence investigations into the Traralgon Growth Area Review (TGAR), it was the opinion of Woolworths that the north-western corner of Maffra Rd & Marshalls Rd would be the preferred location for a convenience based Neighbourhood Shopping facility. This was primarily due to the requirements that ensure the success of these types of facilities. Key requirements include prime location on a main road or main road intersection/junction, great visibility, easy access and most importantly connectivity with existing and future residential catchments. Woolworths believes that this site achieves all these key objectives in selecting and producing a quality retail offer that will service the community not just in the immediate term, but also for the long term.

The strength of the preferred location also allows the facility to service beyond the immediate Traralgon North precinct including the outer lying Latrobe townships of Tyers, Glengary, Toongabbie and commuters travelling past the site to surrounding towns of Heyfield, Maffra, Stratford and Bairnsdale.



PROPERTY DEPARTMENT - VIC/TAS
522 Wellington Road Mulgrave North Vic 3170 Private Bag 10 Mulgrave North Vic 3170
Telephone (051) 9263 2476 Facsimile (051) 9263 2199

2. Traralgon CBD

As you are likely aware, Woolworths recently invested significant capital in an extensive refurbishment, expansion and car park upgrade at our freestanding Supermarket located on Seymour Street in the Traralgon CBD. This project was approved and funded by Woolworths with the understanding of a future opportunity for an additional store in Traralgon North. It is Woolworths view, and supported by Macroplan Dimasi report attached to the NBA Group submission, that locating a convenience based retail facility in the preferred location within the Traralgon North corridor, will not adversely impact on the role and function of the Traralgon CBD. Due to the nature of the proposed Traralgon North retail facility, the offering will be convenience based and driven by food and grocery products, not specialty retail traders as found in the CBD. Woolworths expects that the impacts experienced by the Supermarket operators (including our own store in the CBD) will not be significant as a result of the location of this centre and current and anticipated residential growth within the catchment.

3. Proposed Timing

Woolworths analysis indicates, and again reiterated in the Macroplan Dimasi report attached to the NBA Group submission, that there is adequate population which will sustain the facility early in the development of the precinct given the existing and anticipated development within the immediate catchment.

Based on the above key points, Woolworths considers the land to the north-west corner of Maffra and Marshalls Roads as the best site for a Neighbourhood Activity Centre within the TNDP. We support the submission lodged by the NBA Group on behalf of Marshall's Road Pty Ltd and reasoning used to promote the preferred location.

Should you wish to discuss any of the points raised in further detail, please do not hesitate to contact the undersigned.

Yours sincerely,



Chris Keen
Property Manager
On behalf of Woolworths Limited



Department of Transport

Submission 5

PO Box 1894
Traralgon, Victoria 3844
Telephone: (03) 5172 2319
www.transport.vic.gov.au
DX 210293

17 October 2012

Lorae Dukes
Senior Strategic Planner
Latrobe City Council
PO Box 264
MORWELL 3840

File:Transport Planning

Ref: DOC/12/280884

Dear Ms Dukes

TRARALGON NORTH DEVELOPMENT PLAN AND DEVELOPMENT CONTRIBUTION PLAN

Thank you for your correspondence dated 5 November 2012 regarding the above draft development plan.

The Department provides the following comments:

- The bus and shared path access shown on the plan links well with the needs of the broader network and potential residents.
- Cross sections for roads anticipated to accommodate buses should accord with the DOT *Public Transport Guidelines for Land Use and Development 2008*.
- Paths, stops and bus shelters must be fully DDA compliant.

I would be pleased to assist further as the development progresses. If you require further information please contact me on telephone 5172 2319.

Yours sincerely


HARVEY DINELLI
Transport Coordination Manager
Gippsland Region

10/12/2012



Submission 6

Bruce Bremner



16 December 2012

Ms Lorraine Dukes
Senior Strategic Planner
Latrobe City Council
PO Box 264
MORWELL VIC 3840

Dear Ms Dukes,

DRAFT TRARALGON NORTH DEVELOPMENT PLAN AND DEVELOPMENT CONTRIBUTION PLAN

Although I am Secretary of the Traralgon Community Development Association Inc, the Association has not yet formed any view with regard to the proposed Marshalls Road development project.

However, I have perused the draft plan and a few queries or thoughts do come to mind:

- Presumably the recently adopted 11 lots per hectare will replace the 15 lots standard used in the draft plan;
- The maps on pages a10 and 11 seem to show a proposed aged care facility and proposed childcare facility in the same location which does not appear to be clarified in the document text;
- What I term the "Keith Cherhall East-West Northern Creek Crossing" (which I think already has council in-principle support) could perhaps be seriously considered in conjunction with this proposal for traffic management and sporting/educational facilities access reasons;
- Although I can't find it now, I seem to recall when I first looked at the document a week or so ago, that there were shops (inc a supermarket perhaps) proposed for location on the northern side of Marshalls Road opposite the end of Park Lane. Although I notice that this section of Marshalls Road (from Park Lane to the Traralgon-Maffra Rd) is to be upgraded, if I were a developer I would definitely favour construction of a supermarket on the Traralgon-Maffra Road and Marshall Road intersection, ie the north east section of the proposed Northern development, in preference to opposite the end of Park Lane. I imagine it could also have some positives in terms of traffic management.

Although I have only heard of it as a rumour, if a generating plant is constructed on the east side of the Traralgon-Maffra Road opposite the intersection with Marshalls Road, it may also be more sensible for acoustic reasons not to have residences any closer than necessary.

Yours sincerely,

A handwritten signature in black ink that reads "B Bremner".

(Bruce Bremner)

Beveridge Williams

OUR REFERENCE: 1201211

RETURN OFFICE: SALE

December 17th, 2012Lorrae Dukes
Latrobe City Council
PO Box 264
Morwell VIC 3840

Dear Lorrae,

**RE: RESPONSE TO TRARALGON NORTH DEVELOPMENT PLAN
215 MARSHALLS ROAD, TRARALGON**

I refer to the above matter and advise that Beveridge Williams & Co. Pty. Ltd. acts on behalf of Gerald Conway, who is the owner of the above land.

First, we thank you for the opportunity to comment on the plan and congratulate all involved in its inception and management to this point.

In relation to the plan we have only one point that we wish to raise.

It is our understanding that the extent of "standard density residential development (450m²-650m²) envisaged for the site has been limited to a strip fronting Marshalls Road and that this approach is being taken in response to recognized constraints relating to:

- inundation of the land in the event of a 1 in 100 year rainfall event, which was raised by the West Gippsland Catchment Management Authority; and,
- The need to preserve a minimum 300 metre buffer from Gippsland Water's sewerage treatment overflow facility, which is located to the south in order to mitigate potential odour impacts.

It is our contention that the nature of both these environmental constraints should not limit development on the subject land to the extent shown on the plan and in fact are excessive.

To demonstrate the basis for our position we have prepared the enclosed concept plan of the subject site, which shows:

- site level contours;
- the extent of the 1 in 100 year flood level and the Land Subject to Inundation Overlay, as recognized by WGCMA;
- the 300 metre setback arc from Gippsland Water's sewerage overflow facility;
- an indicative subdivisional concept layout.

As is demonstrated by the enclosed plan, once these constraints are mapped onto the site, there remains a substantial portion of developable land through the centre of the site. Moreover, if the Land Subject to Inundation Overlay, which has been nominated by the West Gippsland Catchment Management Authority rather than 1 in 100 year flood level is used as a "solid edge" for development, then the extent of development could extend even further southwest than shown.

www.beveridgewilliams.com.au

Submission 7



Beveridge Williams
& Co Pty Ltd

ACT 106 197 288
AUS 08 006 107 229

surveying
urban design
town planning
water resources
civil engineering
project management
landscape architecture
environmental consulting
contaminated soil assessment

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Sunshine Vic 3025
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ph: 03 1 52 4708

Bellarine

40 Main Road
Bellarine Vic 3200
PO Box 1001
Bellarine Hill Vic 3204
ph: 61 3527 2900

Cooking

52 Stoughton St
Cooking Vic 3225
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Leongatha

45A Bar St
PO Box 181
Leongatha Vic 3963
ph: 00 5962 2630

Sale

45 Black Horse St
Sale Vic 3853
ph: 01 11 44 8817

Traralgon

18 Norman St
PO Box 564
Traralgon Vic 3844
ph: 61 3176 0174

Wentzlog

134 Graham St
PO Box 128
Wentzlog Vic 3943
ph: 01 5072 1103



Cathy
613 3007
gwilliams@bw.com.au
Bellarine

Given the constraints on development that prevail around Traralgon, as recognized elsewhere in the exhibited development plan and the planning scheme generally, we submit that it is worthwhile more fully exploring the potential of the subject land.

For the reasons shown through the enclosed plans, we see that more of the land can be developed more extensively without creating an undue risk to flooding or amenity impacts due to odours from the Gippsland Water facility. It is also noted that this outcome will remain compliant with the relevant clauses of the State and Local Planning Policy Framework, insofar as they do not lead to greater risk to life, property, or amenity.


On this basis, we request that the development plan be amended to expand the area earmarked on the above land as appropriate for standard density residential development so that it accords with our enclosed plans.

This request is made cognizant of the fact that an increase in the number of lots that can be created on the subject site will alter the development contribution payable through the Development Plan.

If you wish to discuss any matters relating to our application further, please call me on 03 5144 3877.

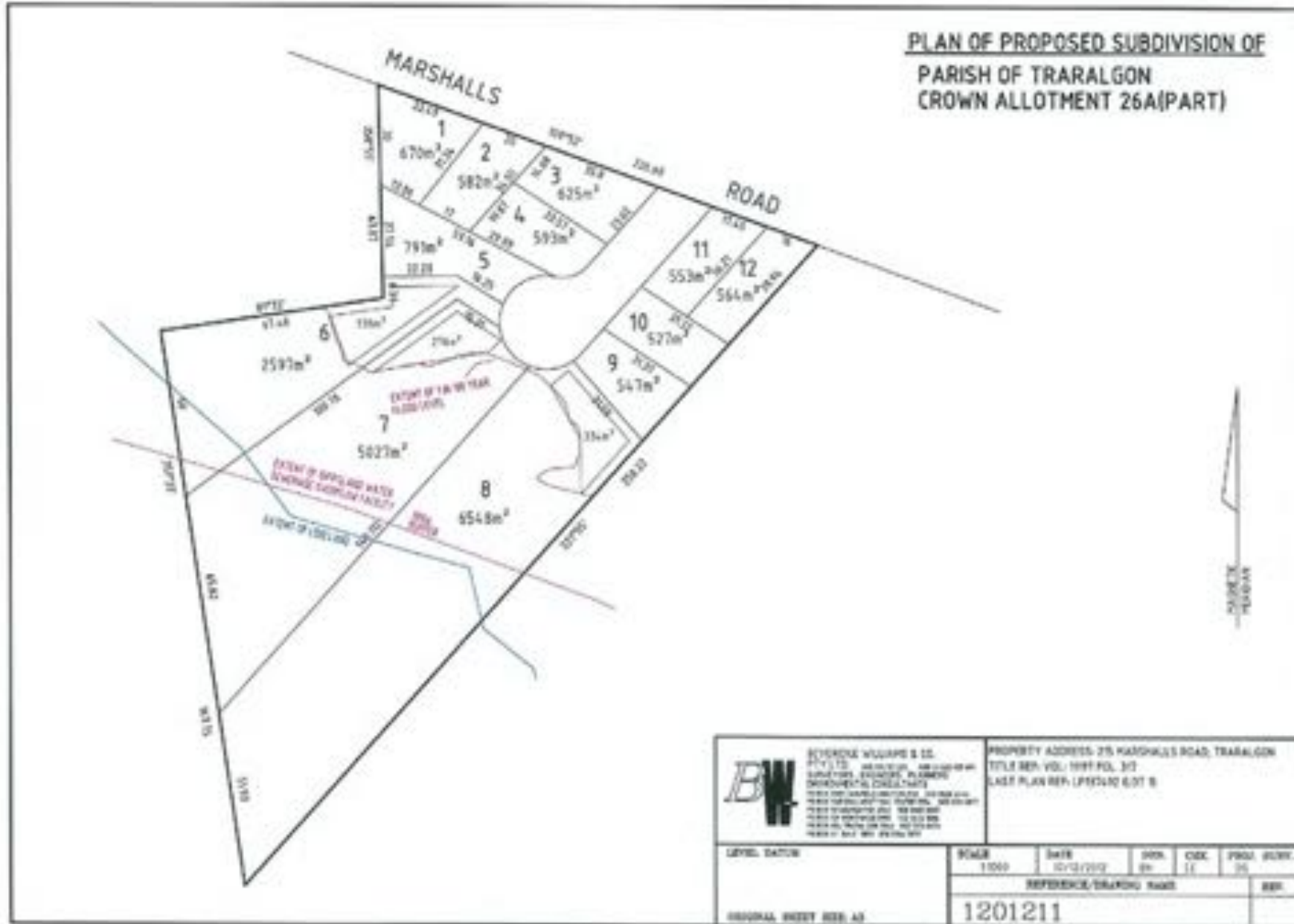
Yours faithfully,

BEVERIDGE WILLIAMS & CO. PTY. LTD.



CHRIS CURNOW
SENIOR TOWN PLANNER

Enc: Indicative Concept Development Plan



Submission 8

Michelle Kerry

From: 'Maureen LeGassick' [REDACTED]
Sent: Monday, 17 December 2012 8:47 PM
To: Lorraine Dukes
Subject: Fwd: Land Development

----- Original Message -----

Hello,

My husband and I live at 8 Senade court and our property overlooks the area that is to be developed. I would like to take this opportunity to voice some of the concerns that we have about the development plans in the hope that they may be taken into consideration.

Our main concern is regarding the high density housing areas.

- The amount of them is too many, it will bring down the area.
- + The position of these being on the main road (Marshalls Rd) will possibly create problems with
 - o the people that it attracts
 - o the amount of parking available will mean that there are bound to be cars on the main rd on a regular basis.
 - o Without having a round about on Marshalls Rd the speed could also become quite an issue as it is already.
- The traffic humps on Greenfield drive are very loud and with the increased amount of traffic could then become an issue. I agree that they need to be there but perhaps they could be covered with something to quiet them down.

We would really appreciate being informed of any future issues that may be relevant to us.

Kind Regards

MAUREEN LEGASSICK





Please consider the environment before printing this email "Totally Smokefree from 1 July 2007"

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Submission 9

16.12.2012

LORRAE DUKES
SENIOR STRATEGIC PLANNER
LATROBE CITY COUNCIL.

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**WE ARE SUBMITTING A FEW OF OUR IDEAS FOR THE
TRARALGON NORTH DEVELOPMENT PLAN**

**LARGER HOUSE BLOCKS FACING NORTH TO VIEW OVER
THE RIVER FLATS AND SURROUNDING HILLS**

**EXTEND MARSHALLS ROAD PAST SEWERAGE DEPOT TO
A BRIDGE OVER THE TRARALGON CREEK HEADING
TRAFFIC OUT OF FRANKLIN PARK AND CBD EG TO
SCHOOLS AND WORKERS TO APM.**

**ROUND-A –BOUT AT END OF GREENFIELD DRIVE TO
SLOW DOWN TRAFFIC ONTO MARSHALLS ROAD
.THERE IS QUITE A LOT OF HOON TRAFFIC AT NIGHT
TIME.**

**PEDESTERIAN CROSSING WITH LIGHTS FOR ELDERLY AT
NEW NURSING HOME TO GET TO SHOPS.**

**MAKE STREETS WIDER FOR TRAFFIC TO PASSE
WITHOUT STOPPING WHEN CARS ARE PARKED ON
STREET KERBS**

IN FUTURE PLANNING ALLOWS FOR A WALKING TRACK
BIKE PATH ALONG THE TRARALGON CREEK TO
LATROBE RIVER.

BLOCKS FACING MARSHALLS ROAD MAKE A LARGER
SIZE.

KIND REGARDS

MAX PLANT

BEV PLANT



Beverley J Plant
M J Plant

Submission 10



CMA Application No: WG-F-2011-0372-DE
Document No: 3
Council No: Amendment C78
Date: 14 December 2012

Lorae Dukes
Strategic Land Use Planning Officer
Latrobe City Council
PO Box 264
Morwell Vic 3840

Dear Lorae,

Regarding: Amendment C78 - Traralgon North Precinct Plan

Thank you for the opportunity for the West Gippsland Catchment Management Authority (WGCMA) to provide further comment on **Amendment C78 - Traralgon North Precinct**.

WGCMA has an interest in assessing Councils strategic plans to ensure that a balance between satisfactory local and regional environmental outcomes, and the right for development to occur in areas zoned for development.

The WGCMA has previously provided comment to Millar Merrigan in August 2011 and to Latrobe City in September 2012 regarding future residential development in this area. Workshops have been attended and Draft Plans have been received over the last 12 months and the Authority appreciates being kept informed at all stages of the process.

In response, the West Gippsland Catchment Management Authority supports the **Amendment C78**.

The WGCMA would like it noted that the lots to the west of Marshall's Road are impacted by flooding from Traralgon Creek and development in the flood affected areas of these lots will be limited.

Should you have any queries, please do not hesitate to contact me on 1300 094 262. To assist the CMA in handling any enquiries please quote **WG-F-2011-0372-DE** in your correspondence with us.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Adam Dunn", is written over a light blue background.

Adam Dunn
Statutory Planning Manager

ABN 89 062 514 461

Correspondence PO Box 1374, Traralgon VIC 3644

Telephone 1300 094 262 • Facsimile (03) 5175 7699 • Email westgipps@wgcm.vic.gov.au • Website www.wgcm.vic.gov.au
Traralgon Office 16 Hotham Street, Traralgon VIC 3644 • Leongatha Office Corner Young & Blair Streets, Leongatha VIC 3563

Submission 11

19 December 2012

Our reference: COR/12/56643
Your reference:

Lorrie Dukes
Senior Strategic Planner
Latrobe City Council
P.O. Box 264
MORWELL, VIC 3840



Highwood Road
PO Box 348
Traralgon Victoria 3844
Telephone (05) 5177 4800
Facsimile (05) 5174 0101
contactus@gippswater.com.au
www.gippswater.com.au

Dear Lorrie,

**RE: Traralgon North Development Plan and
Development Contribution Plan**

Gippsland Water has reviewed the documentation and does not object to the development plan.

Preliminary comments are below;

Water Servicing

To service this area, there will need to be an extension to the 300mm main in Park Lane along Marshall's Road in both directions as well as internal water mains.

The assets along Marshall's Road are classified as shared assets and the funding arrangements for these works will need to be approved by Gippsland Water in line with the Essential Services Commission (ESC) guidelines for new customer contributions.

Sewer Servicing

To service this area, there will need to be a new large sewerage pump station located to the north of the development plan, which will service the entire development plan. Odour will need to be considered in the design and/or location of the pump station.

There is no capacity in the existing pump station located along Marshall's Road.

The pump station and associated assets are classified as shared assets and the funding arrangements for these works will need to be approved by Gippsland Water in line with the Essential Services Commission (ESC) guidelines for new customer contributions.

Our reference
Your reference

Asset Protection of existing critical assets and future provision

On the south side of Marshall's Road to the eastern extent (about 450 metres) of the development plan is the Regional Outfall Sewer (ROS), which is a highly critical asset.

Gippsland Water will require a reserve to the north side of Marshall's Road for the future provision of the replacement of this asset.

Traralgon Emergency Storage Buffer

The Traralgon Emergency Storage site, which is located to the west of the development plan has an odour buffer requirement of 300 metres. The odour buffer will affect the western extent of the development plan.

If there are any matters about this response that you would like to discuss, please contact myself via either email paul.young@gippswater.com.au or phone 51 774 728.

Yours sincerely



Paul Young
Senior Planning Engineer



Headwood Road
PO Box 348
Traralgon Victoria 3844
Telephone: (03) 51 77 4950
Facsimile: (03) 51 74 8183
enquiries@gippswater.com.au
www.gippswater.com.au

Submission 12a

17th November, 2012.

Ms. Lorraine Dukes,
Senior Strategic Planner,
Latrobe City Council,
P.O. Box 264,
MORWELL, 3840.

Thank you for the opportunity to offer a submission with regard to the Traralgon North DP & DCP Project.

Introduction

The development plan with regard to Traralgon North is limited to this area, but should be part of a new total overall plan for Traralgon and Latrobe Valley. i.e. The Traralgon Activity Centre Plan 2010 is already outdated as many new issues have arisen since that report. The Crosses Road report and rezoning should be part of a total plan.

Without wishing to appear to be trying to shoot the messenger, it appears that there is no overriding vision for Traralgon or the Latrobe Valley. Future planning, process, delivery and communication to the residents is lacking. If Traralgon North is to house 4-6000 people plus the Crosses Road development and if Traralgon is to house 40-50,000 people in the coming years, the big picture groundwork needs to be done now and infrastructure provisions put in place now.

Traralgon in particular, but the Latrobe Valley in general has lagged badly for the last 15 years. A casual observance of the facilities, bridges, roadworks and future plans for Warragul, Bairnsdale and Lakes Entrance quickly confirms this.

Lot Sizes

Lot sizes being varied is great, but to plonk all the small lots in one area is akin to old style planning where the housing commission estate would put over there. Integrated, mixed and varied lot size throughout the total subdivision should be considered. Careful investigation of Ellavale, Rangeview and The Strand should be considered. All areas must be to live and build in.

Roads, Traffic and the Future

Traffic lights at the intersection of Glengarry Road and Marshall's Road is good, however, the Park Lane extension should be closed at the Glengarry Road. This improve the amenity for the residential area which would otherwise become a thoroughfare as people will try and avoid the traffic lights. I also believe to have 2 outlets on the crest of this hill with traffic coming at 100 KPH would create safety issues.

Marshall's Road needs to be widened so as to emphasise its usage as a main feeder road to Park Lane in order to maintain and improve the amenity of Greenfield Drive, Franklin Street and the future development of Howletts land. A walking, jogging track along Marshall's Road will be required as will a pedestrian crossing for the proposed elderly citizens development on the south side of Marshall's Road.

An extension of Marshall's Road and the building of a bridge over Traralgon Creek to link the

east and west ends of Traralgon should be provided for.

School buses, power and paper industry people from the east have been funnelled through Franklin Street, Kay Street and Grey Street. As the town grows particularly with the Traralgon North Plan and Howletts land becoming residential the number of vehicles will increase dramatically, putting increased pressure on the CBD and primary school areas.

State and Federal funding for such works must be available when one observes the work being carried out in Warragul and on the Sale Longford Road.

The old plans for the continuance of Victory Park through to Latrobe River needs to be reinstated to provide for future green lands, protection of waterways and provide walking tracks etc. for future generations.

Development Contributions & Rates

Development contributions need to be fairly apportioned between the three development sites in the area namely:-

1. Hazelwood North
2. Howletts land
3. The Strand

It would appear at the moment that the Traralgon North Development Plan will be carrying the ca for the other two developments!

The unjust rate increases foisted onto this farming district has had a fair airing, so I would respectfully request that council consider a mechanism for rate relief for the larger land holders, as this would prevent them from being harshly treated until such time as development starts, which may be 5-10 years in the future.

Thank you for your consideration.

Yours faithfully,

Alan Witchell

Lorrae Dukes

Submission 12b

17/12/12 1:23 PM

17th November, 2012.

Ms. Lorrae Dukes,
Senior Strategic Planner,
Latrobe City Council,
P.O. Box 264,
MORWELL, 3840.

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Thank you for the opportunity to offer a submission with regard to the Traralgon North DP & DCP Project.

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The development plan with regard to Traralgon North is limited to this area, but should be part of a new total overall plan for Traralgon and Latrobe Valley. i.e. The Traralgon Activity Centre Plan 2010 is already outdated as many new issues have arisen since that report. The Crosses Road report and rezoning should be part of a total plan.

Without wishing to appear to be trying to shoot the messenger, it appears that there is no overriding vision for Traralgon or the Latrobe Valley. Future planning, process, delivery and communication to the residents is lacking. If Traralgon North is to house 4-6000 people plus the Crosses Road development and if Traralgon is to house 40-50,000 people in the coming years, the big picture groundwork needs to be done now and infrastructure provisions put in place now.

Traralgon in particular, but the Latrobe Valley in general has lagged badly for the last 15 years. A casual observance of the facilities, bridges, roadworks and future plans for Warragul, Bairnsdale and Lakes Entrance quickly confirms this.

Lot Sizes

Lot sizes being varied is great, but to plonk all the small lots in one area is akin to old style planning where the housing commission estate would put over there. Integrated, mixed and varied lot size throughout the total subdivision should be considered. Careful investigation of Ellavale, Rangeview and The Strand should be considered. All areas must be to live and build in.

Roads, Traffic and the Future

Traffic lights at the intersection of Glengarry Road and Marshall's Road is good, however, the Park Lane extension should be closed at the Glengarry Road. This improve the amenity for the residential area which would otherwise become a thoroughfare as people will try and avoid the traffic lights. I also believe to have 2 outlets on the crest of this hill with traffic coming at

Lorae Dukes

17/12/12 1:23 PM

100 KPH would create safety issues.

Marshalls Road needs to be widened so as to emphasise its usage as a main feeder road to Park Lane in order to maintain and improve the amenity of Greenfield Drive, Franklin Street and the future development of Howletts land. A walking, jogging track along Marshalls Road will be required as will a pedestrian crossing for the proposed elderly citizens development on the south side of Marshalls Road.

An extension of Marshalls Road and the building of a bridge over Traralgon Creek to link the east and west ends of Traralgon should be provided for.

School buses, power and paper industry people from the east have been funnelled through Franklin Street, Kay Street and Grey Street. As the town grows particularly with the Traralgon North Plan and Howletts land becoming residential the number of vehicles will increase dramatically, putting increased pressure on the CBD and primary school areas.

State and Federal funding for such works must be available when one observes the work being carried out in Warragul and on the Sale Longford Road.

The old plans for the continuance of Victory Park through to Latrobe River needs to be reinstated to provide for future green lands, protection of waterways and provide walking tracks etc. for future generations.

Development Contributions & Rates

Development contributions need to be fairly apportioned between the three development sites in the area namely:-

1. Hazelwood North
2. Howletts land
3. The Strand

It would appear at the moment that the Traralgon North Development Plan will be carrying the ca for the other two developments!

The unjust rate increases foisted onto this farming district has had a fair airing, so I would respectfully request that council consider a mechanism for rate relief for the larger land holders, as this would prevent them from being harshly treated until such time as development starts, which may be 5-10 years in the future.

Thank you for your consideration.

Yours faithfully,

A. Wittchell

TRARALGON NORTH DEVELOPMENT PLAN

Dear Latrobe City,

In response to proposals for the Traralgon North Development Plan Proposal,
Please accept my visual diagram, which is detailed below.

1. Northern Blocks : (Light Green colour) : overlooking the river flats, should be large, room for a house shed, garden, pool etc, suggesting 1000sq m – 1500sq m minimum.
2. No road, noise and barrier, along the northern edge of subdivision. Access as shown to this area, via a street on the south side.
3. Layer 2 : (Terracotta colour) : Liveable size blocks at 850m2 minimum. Creating a quieter residential area.
4. Future Planning : Allow for a raised roadway(over culvert pipes,) and a bridge, across the Traralgon creek flats as an extension of Marshalls Road through to Batman Avenue and Crosses Road. This would relieve the CBD of Traralgon of School buses, and traffic coming from northern regional areas, as Marshalls Rd is already a major direct route into Traralgon CBD for those from outlying districts.
5. Marshalls Road needs widening to 2 lanes, to cope with extra traffic that it already has, as a safety requirement.
6. Marshalls Rd will need Pedestrian Crossings and wide paths to allow for elderly citizens driving their buggies across to the new facilities to the north.
7. An exercise Jogging and cycling path should also be included along Marshalls road to connect to the rail trail at the top of Glengarry Road.
8. Future Planning : For a Green Belt, both sides of the Traralgon Creek for walking jogging and cycling, exercise stations etc. Parklands, which would be a brilliant healthy lifestyle link through Traralgon along the Creek with links to the Rail Trail and Sports fields.

Libby Witchell







Submission 13

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17 December 2012

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CC
Enc. **yes**
Project No.
Doc No. 121217_L0_Submission Council

Dear Sir/ Madam

Traralgon North Development Plan

LATROBE CITY COUNCIL	
INFORMATION MANAGEMENT	
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<input type="checkbox"/> Copy held in the City Archives	<input type="checkbox"/> Forwarded to the relevant

We advise that we act on behalf of Lenny and Debbie Marshall in relation to the Traralgon North Development Plan.

Please find enclosed, a copy of the Development Plan Submission (Objection) prepared on behalf of our Client in relation to the draft Traralgon North Development Plan which is currently on public exhibition.

Should you require further information or clarification on this matter please feel free to contact the undersigned.

Yours faithfully

SMEC Urban

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Traralgon North Development Plan
Development Plan Submission
for
Debbie and Lenny Marshall

December, 2012

urban design | planning | engineering | surveying | landscape architecture | project management

Quality Assurance – Report Record

Prepared by: M. Griffin/ J. Mitchell

Reviewed by: J. Jones

Approved by: J. Jones

Revision No.: A

Date of issue: 14 December, 2012

Purpose: Internal Review

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Commercial in Confidence

1 Introduction

The Draft Traralgon North Development Plan (the 'draft DP') and Development Contributions Plan (the 'draft DCP') have been prepared on behalf of Latrobe City Council ('Council') by Planisphere Planning and Urban Design in association with Urban Enterprise. The DP applies to 119 hectares of land bound by Traralgon-Maffra Road to the east, Marshall's Road to the south, the Traralgon Creek Floodplain to the west and a high pressure oil and gas pipeline easement to the north.

Land included in the DP has been defined by the application of Development Plan Overlay – Schedule 5 (DPO5) and is included in the Residential 1 Zone ('R1Z') under the Latrobe Planning Scheme (the 'Planning Scheme'). Under the DPO5, a development plan is required to be prepared prior to a planning permit being granted for significant development on the land.

Lenny and Debbie Marshall are the current landowners and occupiers of land situated at 60 Marshall's Road and described as part of Lots 1 on TP4167 and 2 on P6323156 (the 'subject land'). The subject land is located to the east of the DP Precinct and forms a major land holding due to its scale and central location. SMEC Urban have been engaged to prepare a submission on the draft DP on behalf of Lenny and Debbie Marshall.

A review of the draft DP, draft DCP, Traralgon North Background Report, the Planning Scheme and other relevant planning policy has been carried out and the following recommendations and conclusions are drawn:

- Provision of open space is excessive and inconsistent with current planning policy and the section 18 of the Subdivision Act 1989.
- Equitable distribution of open space across the Precinct is required;
- Better use of encumbered land is required to make the most efficient use of developable land within Traralgon;
- Retail development located centrally within the development plan area is strongly supported to ensure it is well positioned to serve both existing and new communities to the north of Traralgon;
- Layout design is to accommodate the retention of existing dwellings within the Precinct to ensure existing landowners are not displaced by the proposed changes to the urban landscape;
- A greater emphasis is required in the draft DP to address staging of surface water management which ensures a staged approach can be achieved across the Precinct, and no adverse impacts are incurred downstream or on adjoining properties;
- Further assessment is required to determine conservation value of 'Plains Grassy Wetland' on the subject land;
- The draft DP is generally consistent with the strategic planning policies and relevant provisions of the Planning Scheme;
- Subject to some minor modifications, the draft DP generally makes efficient use of R1Z land within Traralgon and provides for an integrated urban form.

2 Site Location

2.1 Site Details

The subject land is situated at 60 Marshall's Road, Traralgon and is described as part of Lots 1 on TP4167 and 2 on PS323156. Located centrally within the DP Precinct and due to the large scale of the land holding, the subject land forms an integral component of Precinct. Refer to Figure 1.

Figure 1 – Subject Land Context Plan



The land is generally flat with a gentle undulation to the north toward the Latrobe River Flood Plain. Due to its historic use for agricultural purposes, the subject land is largely void of significant vegetation.

2.2 Existing Use

The subject land is currently used for agricultural purposes as a dairy farm and forms part of a larger land holding, incorporating additional land to the north. An existing house is currently located on the subject land to the north of the DP Precinct. Access to the dwelling and land is currently provided via two cross overs to Marshall's Road.

2.3 Site Context

The subject land is located on the urban fringe of the Traralgon township.

Directly to the south of the subject site, along Marshall's Road is a standard residential subdivision which has recently been established. This residential area includes a mix of townhouse and single detached dwellings. Located to the south east of the subject site is the 'Park Lane' development site which is currently also included in DPO5 but does not form part of the Traralgon North DP. It is understood this land is to be developed for future residential purposes and a Development Plan for this site is currently being prepared by land holders.

To the north of the subject land is the Gas Pipeline. This asset is included in a 20 meter wide easement and further controlled under a Design and Delivery Overlay under the Planning Scheme to control development in proximity to the infrastructure asset. Further north of the Gas Pipeline is the Latrobe River Flood Plain.

Land immediately to the east and west of the subject site is currently used for agricultural purposes but is also included in the Traralgon North DP and is similarly currently subject to the DPO5 and R1Z.

3 Policy Context

Land affected by the draft DP was rezoned from Farming Zone (FZ) to R1Z under Latrobe Planning Scheme Amendment C56. Amendment C56 also applied DPO5 to the affected area. The purpose of the Planning Scheme Amendment was to allow for additional residential land to be developed in response to the growing population in Traralgon.

3.1 Residential 1 Zone (R1Z)

The purpose of the R1Z is:

- To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- To provide for residential development at a range of densities with a variety of dwellings to meet the housing needs of all households.
- To encourage residential development that respects the neighbourhood character.
- In appropriate locations, to allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs.

Designation of the subject land within the R1Z allows for residential development and associated uses to be established. Application of the draft DP meets the purpose of the R1Z for the subject land.

Under Clause 32.01-2 of the Planning Scheme, a planning permit is required to subdivide land.

3.2 Development Plan Overlay Schedule 5 (DPO5)

The purpose of the Development Plan Overlay is the following:

- To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
- To identify areas which require the form and conditions of future use and development to be shown on a development plan before a permit can be granted to use or develop the land.*
- To exempt an application from notice and review if it is generally in accordance with a development plan.*

In support of the DPO5 the draft DP has been prepared which seeks to draw on the relevant planning scheme policies to establish an integrated urban structure plan which supports residential development and responds to the features of the land.

In accordance with DPO5, a Development Plan is to be prepared for affected land prior to any planning permit being issued for significant development.

3.3 Planning Scheme Amendments

Application of DPO5 to the subject land and wider DP Precinct does not allow for Council to require development contributions. Therefore Latrobe Planning Scheme Amendment C78 has been prepared which seeks to remove DPO5 from the subject land and apply Development Plan Overlay – Schedule 7 (DPO7) to the DP Precinct.

The Explanatory Report prepared in support of Amendment C78 states:

The land in the Traralgon North precinct was recently rezoned by the Minister for Planning through Amendment C56. Amendment C56 rezoned the Traralgon North precinct from Farming Zone to Residential 1 Zone and introduced DPO5 to the land. However, DPO5 does not have a mechanism

for Latrobe City Council to require development contributions toward key shared infrastructure within the Traralgon North precinct.

Due to the number of landowners within the Traralgon North precinct (i.e. 13 landowners) it would be difficult for Latrobe City Council to obtain landowner agreement on key shared infrastructure required to service the proposed development. Disagreement regarding cost and provision of key shared infrastructure may result in delays in getting land to market. A framework for the provision of key shared infrastructure will provide certainty to the market and therefore encourage investment in residential development in the Traralgon North precinct.

As part of Amendment C58, Latrobe City Council requested the Minister for Planning for the Development Plan Overlay 5 be changed to reflect a Development Contribution requirement. On 19 January 2012 the Minister for Planning provided the following written advice in regard to altering the Development Plan Overlay:

Given that DPO5 was only recently applied to this land by a Ministerial Amendment (C56), and that your proposal would introduce a requirement for land owners to make a financial contribution, I believe that it would be inappropriate to make this change without consultation. Council should seek authorisation to prepare a Planning Scheme Amendment.

It is therefore appropriate that a Planning Scheme Amendment be undertaken to introduce DPO7 and replace DPO5 for the entire Traralgon North precinct. DPO7 includes a requirement for landowners to enter into a Section 173 Agreement to contribute towards key shared infrastructure as identified in an approved Development Plan and Development Contribution Plan.

It is noted this is an inappropriate mechanism to implement the Development Contributions Plan. The appropriate mechanism is to apply the Development Contributions Plan Overlay (DCPO) which requires a Development Contributions Plan to be prepared and incorporated into the Planning Scheme. While it is noted this process will require an additional amendment to the Planning Scheme, it makes appropriate use of the Victorian Planning Provisions and successfully allows for a greater level of public consultation to occur on matters that are crucial to the success of the DP Precinct.

4 Draft Traralgon North Development Plan and Development Contributions Plan

4.1 Traralgon North Development Plan

As previously mentioned, the subject land is located within the Traralgon North DP and DCP. The draft DP (Figure 4 of the draft DP) identifies the following future land uses the subject land:

- 'Standard Density Residential';
- 'Medium Density Residential';
- 'Retail'; and
- 'Open Space'.

Refer to Figure 2 – The Development Plan Extract (Planisphere, 2012)



4.2 Traralgon North Development Contributions Plan

Section 6 of the draft DP establishes the draft DCP prepared to support delivery of the infrastructure and services across the Precinct for future development. Another version of the draft DCP was provided to landowners during consultation held on 29th October, 2012. This draft version of the DCP is 'Draft V3, Traralgon North Development Plan, Development Contributions Input' (draft 'DC Inputs'). It is understood this document provides further detail on the draft DCP provided in section 6 of the draft DP.

According to the draft DC Inputs the subject land is identified as properties 12a and 12b. Refer to Figure 3.

Figure 3 – DC Inputs Extract (Urban Enterprise, 2012)



5 Review

5.1 Open Space Contribution

It is noted that Clause 52.01 of the Planning Scheme states:

A person who proposes to subdivide land must make a contribution to the council for public open space in an amount specified in the schedule to this clause (being a percentage of the land intended to be used for residential, industrial or commercial purposes, or a percentage of the site value of such land, or a combination of both). If no amount is specified, a contribution for public open space may still be required under Section 18 of the Subdivision Act 1988.

The Schedule to Clause 52.01 of the Planning Scheme does not specify a minimum requirement for open space provision. Therefore, a maximum of 5% open space contribution will apply under section 18 of the Subdivision Act 1988. No other documents incorporated into the Latrobe Planning Scheme under section 81.01 vary this requirement in anyway. A 5% open space contribution must therefore apply within the Development Plan area, consistent with the current legislative and Planning Scheme requirements.

5.2 Open Space Distribution

Notwithstanding section 4.1 of this report, the open space distribution within the DP Precinct should be redistributed. An area of passive open space is located centrally within the subject land. The location of this open space area is considered to be inappropriate as it does not maximise serviceability for land to the north of the Precinct and is inequitably distributed across land holdings.

Section 2.4 of the draft DP establishes the objectives for open space within the Precinct. These open space objectives specifically strive to ensure that open space is equalised fairly across the Precinct and landowners. As per Table 7 of the draft DC inputs properties 12a and 12b (the subject land) provide a total of 3.38 hectares of passive open space. This represents 13.97% of the net developable area (NDA).

Section 3.6 of the draft DP establishes that the draft DP proposes to allocate approximately 10% of the net developable area as total public open space, of which 6% is active open space. This would infer a 4% contribution toward passive open space however, the current passive open space contribution allowed for in the draft DC inputs is approximately 7.5%. There is no justification or support for increased open space provision within the Precinct, particularly not 13.97% which is required for properties 12a and 12b (total).

Based on Table 7 properties 12a and 12b have a total NDA of 24.19 hectares. Therefore open space contribution should be based on:

- Active open space: 6% of NDA = 1.45 hectares; and
- Passive open space: 4% of NDA = 0.97 hectares.

Although not clearly established in Table 7 is assumed the 'required passive open space' column should refer to 'required open space' interpreting open space to include both passive and active typologies. Adopting this assumption, it is therefore understood that approximately 2 hectares of land is to be provided to Council as open space contribution or cash provided in lieu of the land value.

To ensure a fair equalisation and contribution, the passive open space on the subject land should be relocated to the north and west to fall across properties 12a and 10 (refer to Figure 3). This minor reconfiguration will improve the development keeping it in line with the overall strategic objectives for open space.

Comparing the open space contributions of properties 12a, 12b and 10, it is recognised that property 10 has a open space contribution deficit of 1.07 hectares (according to Table 7), whilst 12a has an open space contribution excess of 1.16 hectares. If this configuration were adopted the deficit of open space contribution on property 10 would be balanced by the excess contribution for property 12a and 12b.

In addition to this the realignment of the open space it will create an even distribution of open space to more of the intended community. Currently with the layout it appears that the southern half of the development is over serviced with open space, whilst the north half of the development is being underserved. This change of position will shift the catchment for the proposed park allowing for ease of access to residents in the northern section of the development. This will ensure access and adequate opportunities for residents situated within the northern part of the development creating an even spread of open space throughout.

5.3 Efficient Use of Developable Land

The draft DP layout includes a northern access road running inside the boundary of DP Precinct. It is proposed that this road be moved north into the area within the Design Development Overlay (DDO1). The DDO1 was implemented to ensure that buildings, in particular, were not located within 200 meters of the pipeline. The proposed relocation of the northern access road is consistent with DDO1 and would be supported through Clause 65 of the Planning Scheme as:

- it maintains, orderly planning of the area;
- has minimal to no effect on the amenity; and
- has no effect on an environmental factor within the DP Precinct.

Locating the northern access road within the DDO1 makes efficient use of developable land for residential purposes within Traralgon. With impending constraints on residential land supply in the surrounding area, it is imperative to ensure efficiencies are achieved. Additional open space and development contributions may also be gained for the DP Precinct with increased NDA achieved.

Furthermore, the relocation of the northern access road will ensure that farming land to the north of the road will still have sufficient access allowing for existing operation and functionality. Good access will also be provided to the gas pipeline easement to allow for necessary maintenance.

5.4 Retail Development

The draft DP proposed retail uses to be established centrally within the DP Precinct at the junction of Marshall's Road, Park Lane and the proposed Collector Road. Positioning of retail uses in this location is supported as it services the existing and future catchments within the wider Traralgon north area.

Co-location of community facilities and retail will generate an activity hub centrally within the future residential area and provides the surrounding community with a focal point that is easily accessible. This is achieved by situating retail uses along a shared pedestrian and cycle path, proposed bus route and community hub with sporting facilities. The addition of surrounding medium density housing also increases the viability and effectiveness of the retail centres location. This location and functionality is supported.

5.5 Retention of Existing Dwellings

The draft DP indicates that the existing residence on the subject land is located within a passive open space area. Future layout of urban development should be redesigned to incorporate this dwelling into the 'standard residential' area. Designation of the future dwelling with the standard residential area, allows for its future retention.

The design guidelines and the development principles in the draft DP note that the development should respond to the aspirations of the landowners. With this in mind, the future layout should incorporate existing dwellings into the 'standard residential' designation to allow for their protection in the future.

5.6 Water retention

The final DP must clarify and clearly note that no excess water flow (from predevelopment levels) should be created from developed land areas and discharged down stream or on adjoining properties.

Whilst it is recognised that retarding basins (Figure 6 - 'Water Management Plan' of the draft DP) are incorporated into the ultimate stormwater strategy for the DP Precinct, a Staging Plan is required for water retention and water quality infrastructure. This staging plan must demonstrate how properties can be

developed independently and where interim infrastructure is required to manage stormwater flows until such time that the ultimate strategy is implemented.

It is also noted, pursuant to Clause 56.07 'Integrated Water Management' development must meet the 'Urban Run-off Objectives' which requires stormwater management systems to be:

"in accordance with the requirements and to the satisfaction of the relevant drainage authority"

and

"Designed to ensure that flows downstream of the subdivision site are restricted to predevelopment levels unless increased flows are approved by the relevant drainage authority and there are no detrimental downstream impacts"

5.7 Protected Vegetation

As identified in Figure 4 of the draft DP, an area of Plains Grassy Wetland is located in the south east of the subject land. As summarised in the *Flora and Fauna Assessment and Net Gain Analysis* prepared by Ecology and Heritage Partners (March, 2012), a Net Gain Analysis was carried out for the overall DP Precinct. It is noted that the DP Precinct consists of 0.44 habitat hectares within remnant patches, comprising:

- 0.43 habitat hectares of Very High conservation significance Plains Grassy Wetland;
- 0.01 habitat hectares of High conservation significance Plains Grassy Woodland; and
- 20 scattered indigenous trees comprising 5 Very Large Old Trees, 10 Large Old Trees, 2 Medium Old Trees and 3 Small Trees.

The Assessment goes on to recognise that:

"Due to sub-optimal conditions during the time of assessment, a precautionary principal has been applied with the extent of the Plains Grassy Wetland patches taken from the 2011 Bisco Research Pty Ltd due diligence assessment, as their assessment was conducted during optimal conditions. A default habitat hectare score has been applied, as no habitat hectare assessment was conducted during the due diligence assessment, and the conditions during the current assessment were considered sub-optimal to evaluate this EVC. To more accurately map and score these Plains Grassy Wetland patches an additional assessment during optimal conditions would be required".

Due to the subject land's previous uses for agricultural and grazing purposes it is considered unlikely that the Plains Grassy Wetland present on the land that it would receive a habitat hectare score which warrants conservation. It is also questionable as to whether it actually exists on the land.

As recognised in Ecology Heritage Partner's assessment, additional assessment during sub-optimal conditions is required to establish whether the Plains Grassy Wetland is present on the land, and if so, apply an appropriate habitat hectare score. Conservation of the area nominated as Plains Grassy Wetland is considered premature. This area and surrounding passive open space should be identified as 'standard residential' land use subject to further assessment.

With the change of land use from 'passive open space' and 'plains grassy wetland' to 'standard density residential' the edge road along the passive open space should be moved north to ensure the connection with the Collector Road at the southern end runs parallel to Marshalls Road and allows for appropriate lot depths to be created.

6 Conclusion

As a result of this review the key recommendations and conclusions are drawn and should be addressed within the Traralgon North Development Plan prior to approval.

- Application of DPO7 is inconsistent with the Victorian Planning Provisions and a DCPO should be applied to the land in its place;
- Provision of open space is excessive and inconsistent with current planning policy and the section 18 of the Subdivision Act 1989;
- Equitable distribution of open space across the Precinct is required;
- Better use of encumbered land is required to make the most efficient use of developable land within Traralgon;
- Retail development located centrally within the development plan area is strongly supported to ensure it is well positioned to serve both existing and new communities to the north of Traralgon;
- Layout design is to accommodate the retention of existing dwellings within the Precinct to ensure existing landowners are not displaced by the proposed changes to the urban landscape;
- A greater emphasis is required in the draft DP to address staging of surface water management which ensures a staged approach can be achieved across the Precinct, and no adverse impacts are incurred downstream or on adjoining properties.
- Further assessment is required to determine conservation value of 'Plains Grassy Wetland' on the subject land;
- The draft DP is generally consistent with the strategic planning policies and relevant provisions of the Planning Scheme;
- Subject to some minor modifications, the draft DP generally makes efficient use of R1Z land within Traralgon and provides for an integrated urban form.

It is requested that the Traralgon North Development Plan is approved subject to the above recommendations and conclusions otherwise this submission should be considered an objection.

Submission 14



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Town Planning &
Property Consultants

8 January 2013

Our Ref:

Ms L. Dukes
Senior Strategic Planner
Latrobe City Council
PO Box 264,
Morwell 3840

Dear Ms Dukes

TRARALGON NORTH DEVELOPMENT PLAN & DEVELOPMENT CONTRIBUTIONS PLAN

We act for Mrs Elaine, Swan who is the owner of the land at 110 Marshall's Road, Traralgon, which is affected by the Traralgon North Development Plan & Development Contributions Plan (the plan). On behalf of our client we advise that she supports the general principles of the plan which she considers to be an appropriate and responsible approach to the development of land at Traralgon North.

Notwithstanding our client's support for the plan she has requested that we make the following comments:

- The plan provides a balanced approach to the development of land at Traralgon North. While it is acknowledged that minor adjustments may need to be made in response to comments by landowners, it is considered that the changes to the plan should be kept to a minimum in order to protect its integrity.
- As a consequence, the areas of open space should be retained generally in their current locations.
- The plan provides for the provision of a neighbourhood activity centre on our clients land along the extension of Park Lane. This location is in accordance with the indicative location provided in the Traralgon Structure Plan (2007).
- The location of the neighbourhood activity centre is considered to be appropriate as it is central to the catchment of the development area in Traralgon North. In addition, the identification of land in the immediate vicinity of the proposed neighbourhood activity centre for medium density development, which is most likely to be developed prior to the commencement of construction of the activity centre, will restrict the potential for future expansion of the activity centre, and as a consequence limit its function to that of serving the local community.
- In the development of a hierarchy of activity centres in and around Traralgon it is critical that the primacy of the Traralgon activity centre be maintained. Our client is strongly of the view that activity centre development outside the Traralgon central area should be restricted so that the viability of the Traralgon activity centre is not prejudiced.
- Experience in Australia and overseas shows that where activity centres that serve more than a neighbourhood function have been allowed to develop outside major regional activity centres, the economic viability of the regional centre is eroded, to the detriment of the centre and the whole community.

Marshall-021.doc

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A.C.N. 006 246 493
A.B.N. 23 740 405 161

COOMES PLANNING

2.

- Our client is aware that the owners of the land at the north western corner of Marshall's Road and the Traralgon Mallia Road are proposing that their land be the location for an activity centre which will service an area greater than Traralgon North. Our client strongly opposes this proposal which they consider would be a poor planning response to meeting the needs of the future residents of Traralgon North and that it would unreasonably compete with the Traralgon activity centre and as a consequence weaken its economic viability and erode the retail, community and commercial services it provides.
- The co-location of the proposed activity centre, adjoining medium density development and open space area in a community hub, on our clients land and the adjoining land, is a critical element in the plan and maximises access to the activity centre and the open space area. This key principle to the development of Traralgon North would be prejudiced if the activity centre were relocated.
- The boundaries of the key activities in the community hub area, particularly the open space area, community centre and retail area extend over the individual property boundaries. As each of the individual parcels of land are likely to be developed independently and at different times, the development of these key activities in an expeditious and efficient manner, may be prejudiced if the current boundaries are retained. As the extent of the overlap of these areas into adjoining properties appears to be only minor, the alignment of these boundaries with the property boundaries would appear prudent and would be beneficial to the development.
- The staged development of the commercial/retail area as anticipated by the plan is considered highly unlikely. As a supermarket is the magnet to such a centre and key to its economic success, it is likely that the centre will remain undeveloped until such time as the development of the supermarket can be justified. Nevertheless, there will be pressure for the supermarket to be developed before its existence is economically justifiable.
- As the commercial/retail centre will be developed as an integrated facility and the supermarket will be the primary reason for local people to visit the centre, it is unlikely that the cost burden of developing portion of the land will be accepted by a developer, until a supermarket can be justified.

Please contact me if you wish to discuss any of these comments.

Yours faithfully
COOMES PLANNING



J.L. COOMES
Director



FILE NOTE

FILE: Traralgon North Development Plan and Development Contribution Plan

FROM: Lorrae Dukes, Senior Strategic Planner

DATE: 5 February 2013

SUBJECT : Meeting with Mike Walker, ESSO 4 February 2013

Attendees: Lorrae Dukes, Tom McQuilter, Mike Walker (ESSO)

A meeting was held with Mike Walker from ESSO regarding the draft Traralgon North Development Plan and Development Contribution Plan.

Mike raised a few points for clarification and possible changes to the draft report. These were:

- to mark to pipeline easement on the all maps within the Development Plan
 - That any development within the vicinity of the pipeline would require a Safety Management Study to be completed, this would need to be completed at subdivision stage.
 - There is a preference that any works north of the development should go under the pipeline and to at least a metre.
 - On page 31 it refers to APA Group being contacted prior to works being started. Mike believes that this should refer to ESSO.
 - On page 31 the Essential Services Victoria is incorrect it should be Energy Safe Victoria.
 - Page 35 and 40 - access to the remaining rural lots would not be allowed on the pipeline easement, however is allowed within the Design and Development Overlay. There are no issues with aligning the road network within the DDO.
-

General Information

AS 285 and AP1102 are good tools to use in regards to construction around the pipeline.

There is an example of a subdivision in Koo Wee Rup where subdivision has been undertaken close to the pipeline.

ESSO would like to be involved with any future planning for development that would be near the pipeline.

Mike Walker Contact Details





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PROJECT CONTROL

NAME	NO.	PM APPROVED	FD APPROVED	DATE
Draft for Consultation	1	CR	JR	06/04/12
Draft Final Report V1	2	KP	JR	10/08/13
Draft Final Report V2	3	KP	JR	30/08/13
Draft Final Report V3	4	JR	JR	2/09/13

The Latrobe City Council acknowledges the traditional custodians of this land, Elders, past and present, their spirits and ancestors.

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INTRODUCTION

1.1 BACKGROUND

This Development Plan applies to land referred to as 'Traralgon North' and covers an area of 118.6 hectares bounded by Traralgon Maffra Road to the east, Marshall's Road to the south, the Traralgon Creek floodplain to the west, and a Design and Development Overlay associated with a high pressure oil and gas pipeline buffer to the north (refer to Figures 1 and 2).

The land is currently covered by Schedule 5 to the Development Plan Overlay (DPO5) in the Latrobe Planning Scheme. DPO5 does not currently include a mechanism for Latrobe City Council to require development contributions toward key shared infrastructure within the Traralgon North precinct. For this reason, and concurrent with preparation of the Development Plan, Latrobe City Council prepared Amendment C78 to the Latrobe Planning Scheme. The amendment proposes to remove DPO5 from the Traralgon North precinct and replace it with DPO Schedule 7 (DPO7). When approved the amendment will enable Council to require development contributions as outlined in this plan.

Amendment C78 was authorised by the Minister for Planning on 17 July, 2012. Exhibition of the amendment took place between 16th August 2012 and 21st September 2012. One submission was received concerning the wording of the draft overlay schedule. The issues raised in this submission were resolved by a minor rewording. As a result the amendment will be submitted to the Minister for Planning for approval shortly.

STRATEGIC CONTEXT

Traralgon is the main commercial centre for the Gippsland region, providing services and employment opportunities to the local community and the network of small towns and rural areas in the region.

Traralgon is also the largest and fastest growing urban area in the Gippsland region. It had a population at the 2011 census of 23,854, an increase of 2,144 persons since 2006, reflecting the strong and sustained growth of Traralgon. As the population increases so will the demand on local housing, public infrastructure and urban amenity; and will require expansion of the existing urban area. Traralgon's long-term future urban expansion is constrained by areas subject to flooding, land set aside for future brown coal extraction, industrial land uses and the route of the future highway bypass.

Since 2007, Latrobe City Council has undertaken a series of strategic projects focusing on ensuring there is an adequate supply of land for residential development in the municipality. In 2009, the *Latrobe City Residential and Rural Residential Land Assessment* confirmed a shortage of Residential 1 zoned lots for development in Traralgon.

Prior to this, the *Traralgon Structure Plan (2007)* identified the Traralgon North Study Area for future residential growth.

Following a series of strategic planning projects, Amendments C47, C56 and C58 to the Latrobe Planning Scheme rezoned the growth areas, including the Traralgon North Area, from a range of non urban zones including the Farming Zone (FZ) to Residential 1 Zone (R1Z). Latrobe City Council has taken a lead in ensuring these new residential growth areas are developed using best practice planning and design principles for new subdivisions. To achieve this, a Development Plan Overlay (DPO) was applied to the growth area sites.





Figure 1: Surrounding Context

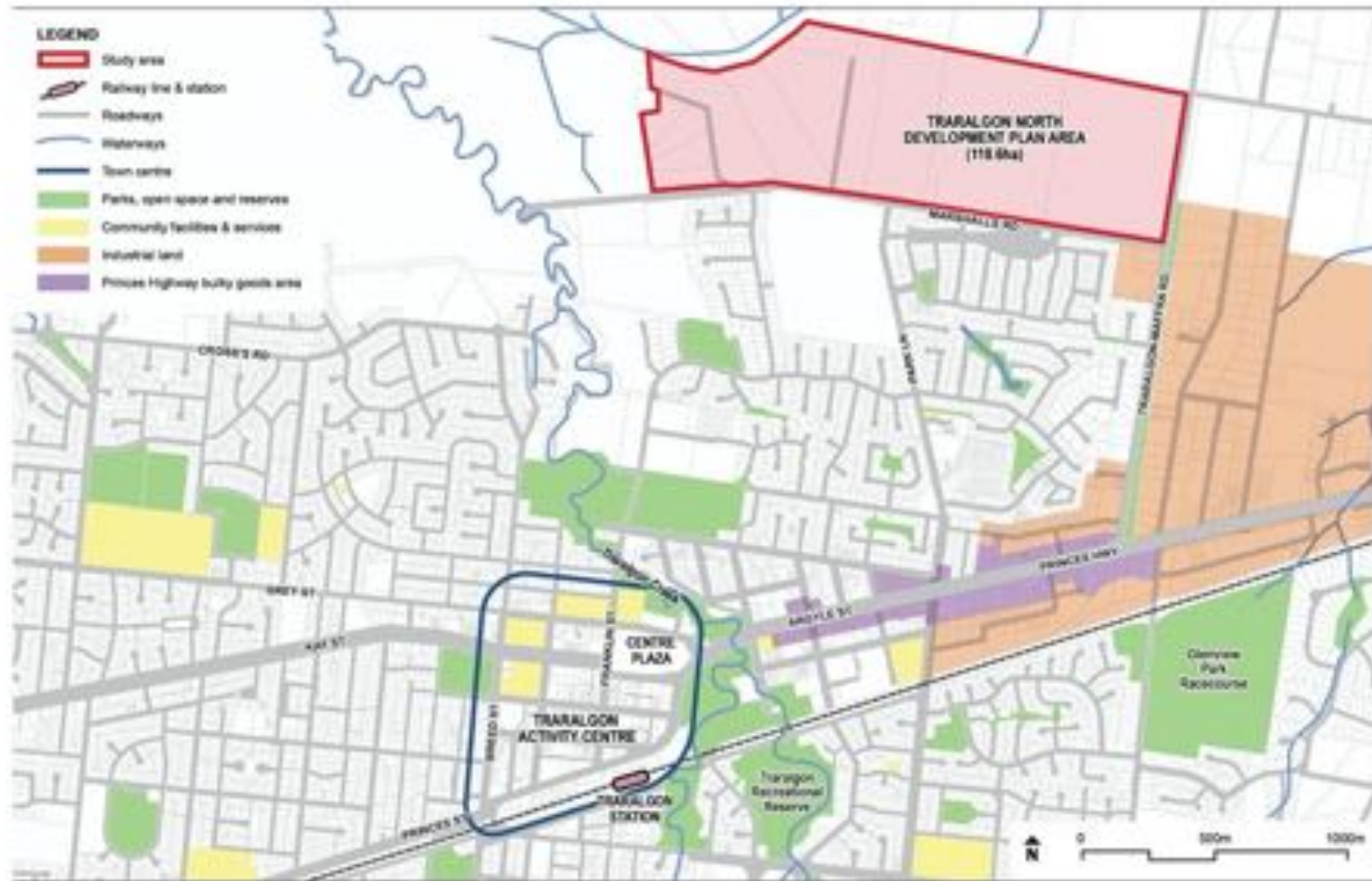


Figure 2: Existing Site Conditions



1.3 APPROACH

The project was undertaken in the following six stages:

- STAGE 1: Inception & Background Review
- STAGE 2: Engagement Phase 1
- STAGE 3: Background Analysis & Report
- STAGE 4: Draft Development & Contributions Plans
- STAGE 5: Engagement Phase 2
- STAGE 6: Final Plans and Implementation Plan

1.4 STUDY TEAM

Lalorpe City Council appointed a consultant team led by Planisphere to assist with preparation of the Traralgon North DP and DCP. The study team was assembled to address the diverse requirements of the project, combining specialists across a range of fields. The team and their various roles are:

Planisphere	Project Management, Planning & Urban Design
Gerard Coultas & Associates	Landowner Engagement, Land Broker
Ecology & Heritage Partners	Flora and Fauna, Cultural Heritage
TGM Group	Drainage and Stormwater Management, Infrastructure Services
GTA Consultants	Traffic and Transport Engineering
Urban Enterprise	Infrastructure and Development Contributions

1.5 ISSUES AND OPPORTUNITIES

This Development Plan has been informed by research and analysis undertaken by Council and the consultant team as part of Stages 1, 2 and 3.

The following background reports were produced as part of Stage 1:

- Flora and Fauna Assessment and Net Gain Analysis (Ecology & Heritage Partners, March 2012)
- Desktop Aboriginal and Historical Heritage Assessment (Ecology & Heritage Partners, March 2012)
- Preliminary Servicing Report (TGM Group Pty Ltd, Feb 2012)
- Transport Issues, Opportunities & Constraints Report (GTA Consultants, Feb 2012)
- Traralgon North Retail Assessment (Urban Enterprise, June 2012).

A *Traralgon North Development Plan and Development Contributions Plan - Issues, Opportunities and Constraints Paper* (April 2012) was prepared to summarise the initial investigations, consultation and a literature review, and identify key issues for the Development Plan for Traralgon North.

1.6 STAKEHOLDER CONSULTATION

Landowner and stakeholder engagement has been critical in developing the Traralgon North DP and DCP. There have been numerous opportunities for the Traralgon North land owners and other relevant stakeholders, such as service authorities, to input into and have their say in the preparation of the Plan.

PHASE 1: ISSUES, OPPORTUNITIES & CONSTRAINTS

As part of Stages 1 and 2, the following consultation was undertaken:

Project Bulletin – a Project Bulletin was mailed to landowners, agencies and authorities to provide general information about the project.

One-on-one Meetings – with landowners in the Study Area. Gerard Coultts from Gerard Coultts & Associates (Land Broker) established contact and undertook discussions with all 13 land owners to inform them about the project and ascertain their intentions for development of their land.

Agencies and Authorities Workshop – a workshop was held in February 2012 to identify the existing issues, constraints and opportunities for service providers and authorities in relation to the Study Area.

In attendance were representatives from the Department of Sustainability and Environment, Department of Human Services, Environment Protection Authority, West Gippsland Catchment Management Authority, VicRoads, Country Fire Authority, Ambulance Victoria, Gippsland Water, Tebra, SP Ausnet and Latrobe City Council.

Councillor Workshop – A workshop was held in February 2012 with Latrobe City Councillors to identify issues, constraints and opportunities relating to the Study Area. The workshop also assisted to understand the Councillor aspirations for the Study Area.

Latrobe City Council Officers – Council Officers have provided information on the issues, constraints and opportunities for the site, and have also identified service gaps and projects being undertaken which may impact the future uses and infrastructure in the Study Area.

Land Owner Information Session – consultant team members and Latrobe City Council staff facilitated a meeting in May 2012 at the home of one of the landowners. In attendance were 14 landowners representing 9 of 13 sites in the study area.

The landowners were provided with a project update, information about the Development Contribution Plan, a timeframe for the next stages of the project including the next opportunity for landowners to be involved.

Design Workshop – members of the consultant team, Council officers and representatives from VicRoads and Gippsland Water attended a Design Workshop in June 2012, in Traralgon.

PHASE 2: CONSULTATION ON THE DRAFT PLANS

Following completion of the Draft Development Plan and Development Contributions Plan in September 2012, the Draft Plans were made available for download and comment on Council's website, and at Council's Service Centres. A notice of consultation was also published in the Latrobe Valley Express on the 5th and 15th of November 2012. The following consultation was undertaken:

Mail out – to landowners, broader community, community groups, infrastructure providers and authorities to receive comment on the draft Plans.

Project Bulletin – a Project Bulletin was mailed to landowners, agencies and authorities. The Bulletin provided information on the Draft Plans and information about how to provide feedback. In addition, it included an invitation to an Information Session.

One-on-one Meetings – with landowners in the Study Area were undertaken on 29 and 30 October 2013 to discuss the draft plans in detail.

Information Session – a community information session was held at the McFarlane Burnett Room in Traralgon on 22 November 2012. The majority of attendees were land owners.

Submissions – A total of 15 written submissions were received in relation to the Draft Plan.

Servicing Authorities – a follow up meeting with Gippsland Water and the Gippsland Catchment Management Authority was conducted on 5 February 2013 to discuss specific issues raised in submissions.

One-on-one Meetings – a final round of one-on-one meetings was undertaken with landowners on 25 and 26 June 2013 to discuss revisions to the plans arising from the written submission.

This Development Plan incorporates changes to the exhibited plan made in response to submissions and subsequent correspondence with stakeholders.

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FUTURE URBAN STRUCTURE

2.1 PRIORITIES FOR THE PLAN

The Plan aims to achieve the following four priorities:

CREATE AN ENVIRONMENTALLY SUSTAINABLE AND RESILIENT PLACE

The Development Plan:

- Recognises environmental hazards, such as the flood plains of the Latrobe River and Traralgon Creek.
- Recognises other buffers that affect the environment, such as nearby industrial uses, and water storage infrastructure.
- Preserves remnant mature trees and protecting wetlands.
- Incorporates Water Sensitive Urban Design principles into open space areas.
- Promotes walkability.
- Provides convenient access to public transport.
- Locates medium density housing in close proximity to public open space and public transport infrastructure.
- Provides a neighbourhood centre and community services in a central location that is accessible to the broader community, including to a proposed aged care facility on the opposite side of Marshall's Road.

CREATE A SENSE OF PLACE AND COMMUNITY

The Development Plan:

- Will create a distinct sense of place and support community connectivity.
- Utilises open space, remnant vegetation and new landscaping to create a sense of arrival.

- Takes advantage of views to surrounding farmlands and hills.
- Integrates open space and landscaping throughout the development and providing links to surrounding networks.
- Creates a neighbourhood centre comprising retail, potential employment opportunities and community services.
- Provides footpaths and shared paths to enhance community interaction.

PROVIDE GREATER HOUSING CHOICE, DENSITY AND AFFORDABILITY

The Development Plan:

- Seeks to ensure a mix of housing choices and density commensurate with site constraints and opportunities.
- Supplies new dwelling opportunities in direct response to community demand and aspirations.
- Provides opportunities for larger, lower density lots at the north-western edge of the precinct where expansive views are available.
- Locates potential medium density and town house opportunity sites in highly accessible locations adjacent to the proposed bus route.

SUPPORT LOCAL EMPLOYMENT & BUSINESS ACTIVITY

The Development Plan:

- Identifies a potential supermarket site for future development (subject to further strategic analysis and rezoning).
- Includes space for a future community services hub.
- Improves access to employment areas in Traralgon from the site.

2.2 VISION

Traralgon North will be a high standard residential development that provides a sought-after lifestyle in Latrobe City.

Located on an escarpment at the northern edge of Traralgon, residents will enjoy expansive views of surrounding farmlands and the Great Dividing Range. These connections to the landscape will be reinforced by the retention of mature vegetation and wetlands, generous open space areas, and high quality street planting.

A distinctive sense of identity will be evident upon arrival in the precinct, with open spaces and landscaping framing each of the major entrances from Marshall Road and Traralgon-Maffra Road. The street layout will be attractive, logical, safe and easy to navigate by foot, bicycle or motor vehicle.

A healthy and connected lifestyle will be supported by the provision of ready access to parklands, shared paths and community facilities. Open spaces, shared paths and bicycle lanes will interconnect with surrounding areas of Traralgon, providing access to schools, the rail trail and sporting fields.

Close proximity to the Traralgon CBD and employment areas will provide residents with access to a wide range of entertainment, retail, employment, education and community service providers. For those without access to a motor vehicle, bus services will be within easy reach to all households.

Importantly, Traralgon North will provide a variety of housing opportunities for different stages in life and budgets. Most of the housing will be in the form of detached dwellings with gardens, meeting the needs of families. A range of townhouses and units will also be available for singles, couples and older residents who do not wish to maintain a large property. These will be located to provide easy access to public transport and open space networks.

Residential development may in due course extend to the north of the study area, in line with the outcomes of the Traralgon Growth Areas Review (TGAR). The Development Plan layout therefore provides for future connections to the land to the north.

2.3 DEVELOPMENT PRINCIPLES

The preparation of the Traralgon North Development Plan has been informed by the following principles:

- Utilise natural features, including remnant vegetation and wetlands, and viewlines to guide design and contribute to sense of place.
- Ensure integrated and certain development outcomes for the multiple land owners.
- Develop a Plan that responds, where possible, to the aspirations of landowners.
- Equitably apportion development costs, open space and encumbered land between landowners.
- Address hazards and off-site amenity impacts.
- Provide a variety of lots sizes to promote housing choice and affordability.
- Provide a community hub in an accessible location.
- Utilise Healthy Urban Design Good Practice Guidelines.
- Provide open space areas to accommodate passive recreation, preserve native vegetation and wetlands, and accommodate drainage needs.
- Connect to existing road, public transport and open space networks.
- Front residential lots onto open space areas and collector roads.

- Support connectivity within the development and to surrounding areas.
- Provide for future residential expansion to the north, in accordance with the draft TGAR.
- Apply Crime Prevention Through Environmental Design (CPTED) principles.
- Integrate Water Sensitive Urban Design into the open space network.
- Limit access to Traralgon-Maffra Road to a single point.
- Recognise infrastructure upgrade requirements, and the cost of such infrastructure.
- Provide sufficient space within the Marshalls Road Reserve to accommodate infrastructure upgrades.
- Design roads to be of sufficient width to accommodate emergency vehicles.
- Identify access options for sites north of the Traralgon North area to provide a street address and access for farm vehicles.

2.4 OBJECTIVES

COMMUNITY

- Enhance the quality of residents' lives by encouraging positive inter-related elements including safety, health, education, quality of life, mobility and accessibility, and sense of place.
- Deliver accessible, integrated and adaptable community infrastructure.
- Provide community facilities and services which meet the needs of local residents within the subject site and surrounding area.
- Support the co-location of community facilities and services.
- Encourage healthy and active lifestyles.

- Provide a focus for community gathering and activity.
- Provide physical and functional linkages between the subject site and existing community infrastructure.
- Locate a community hub on a connector street that carries an existing or proposed public transport route.

HOUSING CHOICE

- Create greater housing choice, diversity and affordable places to live.
- Provide a range of densities that enable a mix of housing types and sizes.
- Provide housing to meet the needs of different life-cycle stages, including ageing in place.
- Locate potential medium density housing in close proximity to public open space, community services and public transport infrastructure.

ACCESS AND MOVEMENT

- Support transport options and infrastructure to provide an alternative to the private vehicle including walking, cycling and public transport.
- Create walkable neighbourhoods including a safe, attractive and continuous network of pedestrian and cycle routes to all key local destinations.
- Provide legible street networks that are clear and easy to navigate.
- Create well connected streets that integrate with the wider area.
- Provide links to existing pedestrian and cycling networks.
- Distribute traffic evenly throughout the local street network.
- Ensure the area can be adequately and efficiently serviced by buses.
- Provide bus stops in close proximity to key destinations and main road corridors.

OPEN SPACE

- Encourage open space to be provided in accordance with Latrobe City Council's Public Open Space Strategy 2013 (as amended).
- Establish a sense of place and community.
- Provide adequate opportunities for passive and active recreation.
- Create vegetated linear parks and trails.
- Use unencumbered land for open space areas.
- Create clear links to other areas of open space within the catchment.
- Ensure open space is equalised fairly across the various landowners in the Study Area.

ENVIRONMENT AND CULTURAL HERITAGE

- Respond to climate change and increase environmental sustainability.
- Protect the environmental values and significant landscape features of the area.
- Utilise natural features in the design and development of the site.
- Provide opportunities for long range views to surrounding mountain ranges.
- Manage off site amenity impacts through the provision of appropriate buffers.
- Include water sensitive urban design (WSUD) features to manage run-off in streets and public open space.

CIVIL INFRASTRUCTURE

- Provide adequate public utility infrastructure to support the future growth of Traralgon North.
- Ensure the physical and functional integration of new utility infrastructure with the surrounding area.

- Provide public utilities in a timely, coordinated and efficient manner.
- Develop a fair and equitable funding mechanism that is well supported by Council and landowners, and minimises risk for all parties.

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LAND USE FRAMEWORK

3.1 THE DEVELOPMENT PLAN

The Development Plan is illustrated in Figure 4 on the following page.

3.2 LAND BUDGET

A Land Budget sets out the proportions of land to be used and developed for different purposes across the study area. It assists with assessing the efficiency of the layout and calculating development contribution requirements. The Land Budget opposite needs to be read in conjunction with Figure 4 on the following page.

The Growth Area Authority (GAA) Precinct Structure Planning Guidelines provide the following definitions used in the land budget:

- **Encumbered Land** is constrained for development purposes. Includes easements for power/transmission lines, sewers, gas, waterways/drainage; retarding basins/wetlands; landfill; conservation and heritage areas. This land may be used for a range of activities (e.g. walking trails, sports fields). This is not provided as a credit against public open space requirements. However, regard is taken to the availability of encumbered land when determining the open space requirement.
- **Gross developable area** is the total precinct area excluding encumbered land, arterial roads and other roads with four or more lanes.
- **Net developable area** is land within the precinct available for development. This excludes encumbered land, arterial roads, railway corridor, government schools and community facilities and public open space. It includes lots, local roads and connector streets.

- **Net housing density** is the number of houses divided by the net developable area.

Table 1: Traralgon North Land Budget

	Ha	%
TOTAL AREA OF TITLES	116.39	100
ENCUMBERED LAND	8.88	7.5
GROSS DEVELOPABLE AREA	107.51	92.5
COMMUNITY FACILITY	0.35	0.3
OPEN SPACE (UNENCUMBERED)	7.85	6.6
Active recreation	2.44	2.1
Passive recreation	5.41	4.4
NET DEVELOPABLE AREA	99.5	85.7
Road reserves (proposed)	21.6	20.5
RESIDENTIAL ALLOTMENT AREA	75.9	65.2

LOT TYPE	Ave lot size	No.	Total	Total
	(m ²)		(m ²)	(Ha)
Standard Density Residential lots	700	1032	722,082	72.2
Low Density Residential lots	900	41	36,912	3.7
Limited Development Potential lots	10,000	4	44,119	4.4
NET HOUSING DENSITY	11 DWELLINGS PER HECTARE			

Figure 4: The Development Plan



3.3 HOUSING

The Development Plan aims to create a neighbourhood that provides for housing diversity whilst respecting the existing character of residential neighbourhoods in Traralgon.

LOT SIZE / DENSITY

In accordance with the requirements of DPOS and Clause 56 of the Latrobe Planning Scheme, the Development Plan proposes a range of lot sizes to provide for housing diversity and choice in the growth area.

Table 2 summarises the projected residential yield of the proposed Development Plan. The GAA Precinct Structure Planning Guidelines define 'net housing density' as "The number of houses divided by the net developable area." The net developable area is defined as: "Land within the precinct available for development. This excludes encumbered land, arterial roads, railway corridor, government schools and community facilities and public open space. It includes lots, local roads and connector streets."

TABLE 2 - ESTIMATED LOT YIELD

LOT TYPE	LOT SIZE	TOTAL LOTS
Standard Density Residential Lots	700m ²	9032
Low Density Residential Lots	900m ²	41
Limited Development Potential Lots	10,000m ²	4
TOTAL		1,877

In total the subject site will yield approximately 1,077 allotments; representing an overall density of approximately 11 dwellings per hectare (net developable area). The State Planning Policy Framework "encourages average overall residential densities in the growth areas of a minimum of 15 dwellings per net developable hectare". In this instance a lower density is considered appropriate due to the regional context of the site and in response to feedback from land owners and local developers regarding the marketability of medium density lots.

It is also noted that the overall density is reduced due to environmental constraints of the area of land at the western end of the site adjacent to the floodplains and within the proposed Water Treatment Storage Facility buffer area. Four larger residential lots of average size of 10,000 square metres (1 Ha) have been created.

The residential layout has sought to maximise access to high amenity areas, including the proposed community hub and public open space, retain significant vegetation and natural features and respond to environmental constraints as well as the projected demographic profile of the area. The design also seeks to support the establishment of a sustainable, vibrant and healthy new community.

HOUSING DIVERSITY

The provision of a diverse housing stock supports concepts of housing choice, affordability, adaptability and ageing in place. The Development Plan allows for a mix of housing types and sizes to be developed across the subject site, as outlined below.

LIMITED DEVELOPMENT POTENTIAL RESIDENTIAL

Four larger residential lots are proposed at the western end of the subject site. These allotments have an average size of 10,000 square metres and sit

adjacent to the floodplain within the Emergency Water Treatment Storage Facility buffer area.

LOW DENSITY RESIDENTIAL

Low density residential lots are proposed to the north-west of the subject site. The average low density lot size is 900 square metres, with a yield of 41 lots.

STANDARD DENSITY RESIDENTIAL

The Development Plan provides for the majority of the subject site to be developed with standard density residential allotments. The average standard residential lot size is 700 square metres, with a yield of 1,032 lots.

POTENTIAL MEDIUM DENSITY

There is potential to accommodate some medium density residential lots as shown on the development plan, particularly in close proximity to the existing and proposed public transport and shared path network, community facilities and areas of public open space.

Medium density housing development will be discouraged elsewhere in the development plan area unless it can be demonstrated that development in other locations will not adversely impact on the character, amenity and function of the surrounding locality.

For the purposes of this plan medium density residential lots are considered to be less than 700 square metres in size. Applications for medium density housing will be subject to planning approval and each will be assessed on its merits.

3.4 COMMUNITY FACILITIES

Community infrastructure encompasses the facilities and spaces which support identified social goals and objectives. Community infrastructure includes not only the direct provision of services such as maternal and child health, but the infrastructure which supports individuals to lead a healthy lifestyle such as walking and cycling paths, space for social interaction and opportunities for lifelong learning.

Lalorpe City is an essential service provider to the local community. In greenfield developments, the development industry can also play a role in the construction and funding of community infrastructure.

Community infrastructure will play an important role in the Traralgon North Development Plan by supporting the creation of local identity and promoting health, well-being and social inclusion among new residents.

The initial community infrastructure assessment has identified a range of service gaps and future needs for the subject site, recognising its location in a growth area of Traralgon in the context of an existing community. This includes health, early years and children, aged services, general community and meeting spaces.

Discussions with the State Department of Education and Early Development have confirmed that a primary school is required in the Traralgon North area. A commitment to a specific site could not be confirmed as part of the preparation of this Development Plan.

The draft TGAR (2012) has identified potential future residential growth areas to the north and east of the subject land and includes a potential school site. Should these areas be developed for future residential purposes, a community infrastructure assessment will be required to account for the additional residential population.

COMMUNITY HUB

A community hub is proposed as part of the Development Plan. Based on the Moe PLACE model of collocating Council services with active recreation, the hub would be located just north-west of the intersection of Park Lane and Marshalls Road in close proximity to the proposed active open space and multi-purpose facility. Its proposed location optimises access via sustainable transport modes (e.g. walking, cycling, public transport and community transport), and provides easy access to public open space. The hub is also located on a collector road, in close proximity to the proposed retirement living development on the southern side of Marshalls Road, and central to established residential areas to the south of the site.

An area of approximately 3,500 square metres has been allocated for the community hub. The future facilities and services to be provided at the community hub should be determined through a master planning process, and be based on an assessment of the demographic profile, population projections and supply, distribution and capacity of community infrastructure.

It is noted that Latrobe City Council is currently preparing a Children's Services Plan to be adopted by Council in 2013/2014. There is potential for a facility comprising two playrooms, a fully fenced play yard (at least 1000 square metres) accessible from the playrooms as well as planning space, toilets, kitchen facility. A community meeting space and two multi-use offices would be beneficial (potential for Maternal Child Health).

The proposed community hub area provides flexibility for future services and facilities to respond to local needs.

3.5 COMMERCIAL/RETAIL

Current State and local planning policy encourage the provision of neighbourhood activity centres in new greenfield residential developments. These centres provide an important community focal point with a mix of uses that meet local convenience needs in accessible locations by walking and cycling.

The *Traralgon Structure Plan (2007)* identifies a site for a neighbourhood activity centre outside the precinct on land adjacent to Park Lane to the south of Marshalls Road. DP05 provides limited guidance on the issue, making general reference to 'commercial facilities' but not directing or requiring that they be provided within the precinct.

A proposal has been submitted to Latrobe City Council to develop a full line supermarket and associated shops within the precinct at the north-west corner of Traralgon-Maffra and Marshalls Roads. The scale of the proposed development would serve a catchment extending well beyond the local neighbourhood.

The merits of this proposal are beyond the scope of this development plan and require consideration in the context of the long-term growth of Traralgon North and the relationship to the Traralgon Activity Centre. Development could not take place without rezoning the land. The planning scheme amendment process is the appropriate mechanism for these strategic issues to be addressed.

Given that the trade catchment for a full line supermarket would extend well beyond the subject land the proposed location with its highway frontage is considered appropriate. Future residents of the land affected by this plan would have ready access to the supermarket from within the proposed

subdivision and via two major roads. The supermarket would also be located on a bus route.

The proposed supermarket site is therefore shown on the Development Plan as 'Proposed Growth Corridor Supermarket Site (Subject to Rezoning)'.

3.6 OPEN SPACE & LANDSCAPE

A well-planned and connected network of open space contributes to the liveability of a community and provides the opportunity for passive recreation such as walking, jogging and cycling and is important for the promotion of healthy communities. Open spaces also provide the vital green infrastructure that contributes to flood management, mitigation and adaption to climate change while providing wildlife habitats, sporting facilities and parks.

Consistent with the requirements of Clause 56 of the Lotrope Planning Scheme, the GAA Guidelines and Lotrope City Council's Public Open Space Strategy 2013, the Development Plan proposes to allocate approximately 6.6% of the net developable area as total public open space, of which 2% is active open space. All open space areas will be transferred to Council and rezoned at an appropriate time as Public Park and Recreation Zone (PPRZ). The cost of this will be distributed equally across the Development Plan site.

The subject site is highly modified, associated with its long term agricultural history. Notwithstanding the development plan retains existing remnant vegetation, associated with Plains Grassy Wetland and Plains Grassy Woodland EVCs.

The Land Use Framework contains several broad categories of open space: entry features, linear open space corridors, green streets, active open space, pocket parks and local play areas. These areas are described below.

Figure 5 provides a Traralgon wide context to show how the proposed open space network integrates into the existing open spaces and linear pathways network of Traralgon.

ENTRY FEATURES

The Development Plan contains two open space entry features. These will create a sense of arrival to the new residential area, while allowing for the retention of existing remnant vegetation and incorporation of Water Sensitive Urban Design infrastructure onsite.

The Park Lane / Marshalls Road entry point will provide a significant gateway entry to the development site. An area of open space will include tree planting, water sensitive urban design features, walking and cycling trails, a playground, seating, picnic facilities, bins and lighting. An area of 'active' open space will be sited adjacent to the community hub.

The Traralgon Maffra Road entry point retains existing large native trees and creates a sense of arrival from the main eastern entry to the residential areas. This park will include seating, bins and lighting. Housing will overlook the park and provide passive surveillance of the area.

Development along Marshalls Road and Traralgon-Maffra Road will be setback to allow for landscaping and greenery.

LINEAR OPEN SPACE CORRIDORS

The Development Plan proposes two open space corridors which provide green linkages through the subject site. These spaces connect the new residential neighbourhood to the surrounding open space network while providing productive use of encumbered land, responding to onsite environmental constraints and supporting healthy and active lifestyles for new residents.

The proposed open space corridors will contain walking and cycling paths, play equipment, seating and lighting to opportunities for passive and active recreation.

The East-West Corridor comprising a shared path, extends along the southern boundary of the subject site, adjoining Marshall's Road, and provides linkages to Traralgon Creek and the proposed community hub.

A substantial North-South Corridor extends through the eastern third of the site, and provides a green connection to the potential future residential growth area to the north of the development plan area. This area of open space will contain a retarding basin to accommodate any stormwater drainage alongside a restored and enhanced area of wetland which will incorporate the existing Plains Grassy Wetland.

The development of the stormwater retention system and wetland area will require further detailed design work and analysis of the habitat/biore value of Plains Grassy Wetland vegetation area. Should the design necessitate the removal of significant vegetation offsetting will be required in accordance with the provisions of the Latrobe Planning Scheme.

These linear parks have been designed to take advantage of long range views to the north and north-west. Residential development fronts on to all proposed green spaces, taking advantage of open views and creating passive surveillance.

Fences fronting public open space will be low and permeable e.g. timber picket or wrought iron to allow casual surveillance and contribute to the neighbourhood by encouraging social interaction between residents and passers-by. Wherever possible, high fencing and walls facing streets and public open space should be avoided. Where fences are more than one metre in height, timber pickets should be spaced to ensure more than 50% visibility.

GREEN STREETS

Street tree planting will enhance the overall appearance of the development, providing shade and biodiversity corridors. Legibility and sense of place will be strengthened through the use of directional avenue planting, to highlight key connector roads, with smaller street trees planted along access roads.

ACTIVE OPEN SPACE

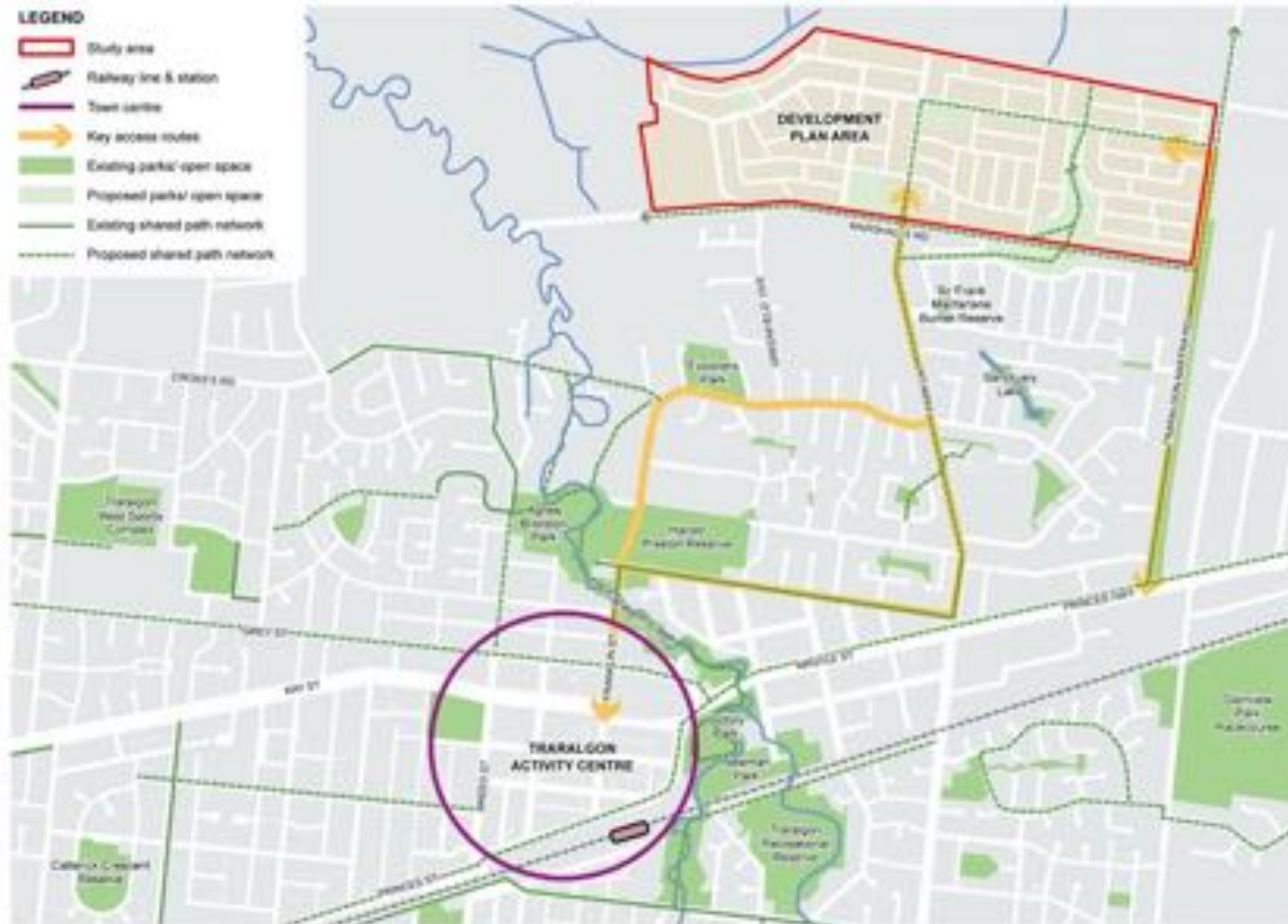
An area of land for 'active' recreation has been included in the Development Plan adjacent to the proposed community hub. The land area can support a multi-use facility, pavilion and public toilets, with additional active recreation activities such as soccer, basketball/netball, cricket or football. In light of the success of Moe PLACE, community facilities and active recreation are collocated.

POCKET PARKS & LOCAL PLAY AREAS

The draft Latrobe City Council Public Open Space Strategy 2013 and Healthy by Design policy at Clause 21.08-4 of the Latrobe Planning Scheme recommends the provision of local play areas within 500 metres of all new dwellings. The Development Plan proposes a number of pocket parks throughout the site which are located no further than 400m from all proposed dwellings.

The Development Plan proposes two play areas to be located in the two pocket parks identified on the Plan (one central, the other in the north-west). The areas will contain play equipment, seating and shaded areas, in accordance with the Latrobe City Council Playground Strategy 2005-2021.

Figure 5: Open Space Network



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4

INFRASTRUCTURE FRAMEWORK

4.1 STORMWATER

The Latrobe River, Traralgon Creek and Loy Yang Creek are the receiving water bodies for the entire development. The land to the west is in a Land Subject to Inundation Overlay (LSIO). The land itself is gently sloping towards the north with the exception of area immediately to the west of Traralgon-Maffra Road which has a slightly higher gradient and slopes down to the west.

The Development Plan has provided a total area of 0.8 ha for the overall water cycle management system. Equalisation for encumbered land will be achieved through the development contributions schedule for the growth area. A Water Management Plan (Figure 6) informs the stormwater quantity and quality controls required to service future development.

The plan details proposed areas for detention of stormwater runoff, key drainage catchments and initiatives that can be adopted for water quality improvements. All overland flows shall be conveyed via the proposed road network and where this is not possible open space reserves are nominated to convey such flows. All existing watercourses are agricultural drains and shall be integrated within the new development. Identification of preliminary road gradings ensure development can maintain appropriate overland flow paths. This requires moderate earthworks to regrade the land. This is common practice for most land development construction.

Latrobe City Council Guidelines assist Council in the preparation of best practice designs for civil engineering infrastructure to be constructed in the City. The Design Guidelines provide a set of Standards to be used by developers, consultants and designers in the planning of new infrastructure and for the rehabilitation of existing infrastructure.

Recent floods in the Traralgon area have seen local flooding issues south of the Traralgon North development area. Provision of improved overland flow paths such as road reserve are necessary to accommodate not only internal overland flow but also external overland flow. This is particularly important for Catchment 3. Further flood modelling is necessary to determine the contribution of external stormwater flows which must be accommodated in any future road or drainage reserve conveying major storm flows to the north. Given that the staging of the proposed development is uncertain drainage modelling will need to ensure that adverse impacts on adjoining and downstream undeveloped properties are avoided.

WGCMA advises that the stormwater drainage from the proposed development area will be controlled by local Council. However, the CMA still act as referral authority for any town planning applications and will mandate Water Sensitive Design protocols to comply with Victorian Stormwater Committee Best Practice Guidelines. They will also mandate the on-site detention of stormwater run-off, to ensure discharges to CMA designated receiving waters are of the highest water quality and maintained at pre-development levels.

Two retarding basins are proposed on the subject land with three retarding basins provided to the north of the development site. Consolidation of retarding basins within the drainage reserves and wetland areas has been achieved to respond to topography and maximise the site's developable area.

The locations for basins north of the site utilise the topography of the land including existing floodplain areas.

4.2 POTABLE WATER

Gippsland Water (GW) is the authority responsible for the provision of water supply facilities. Limited water supply infrastructure exists within and surrounding the vicinity of the Traralgon North area. GW has advised that in general terms GW has no issues with servicing this development.

All developments will require construction of new internal water mains to service new properties. Typically, water mains will be laid in the road reserve with individual water connections to each new property.

All new water mains and associated infrastructure will be constructed at the developer's cost and transferred to GW ownership.

A 300mm diameter water main will need to be extended in Marshalls Road east and west from Park Lane. Allocation of space within the road reserve will be necessary to position the proposed water main. The developers of the Traralgon North area will be required to construct the proposed 300mm diameter water main.

The assets along Marshalls Road will be classified as shared assets and funding arrangements for these works will need to be approved by Gippsland Water in accordance with Essential Services Commission (ESC) guidelines for new customer contributions.

4.3 SEWERAGE

Gippsland Water (GW) is the authority responsible for the provision of sewerage facilities to this development. Significant sewerage infrastructure exists within and surrounding the vicinity of the Traralgon North area.

In summary the following infrastructure is present:

- The Glengarry-Traralgon rising main is located in the land to the north of Marshalls Road where it runs west from the Maffra-Traralgon Road before it changes direction and heads south to the Marshalls Road East Sewer Pump Station.
- The Marshalls Road East Sewer Pump Station and the Regional Outfall Sewer Booster Pump Station are located to the eastern end of Marshalls Road. The Marshalls Road West Sewer Pump Station and the Traralgon Emergency Storage Facility which receives all sewage flows from the Traralgon area, where it is then pumped to the Gippsland Water Storage Facility, is located to the western end of Marshalls Road.
- From the Marshalls Road Sewer Booster Pump Station the Regional Outfall Sewer connects to the Traralgon Emergency Storage Plant via land to the south of Marshalls Road.
- Risings mains are located on both the north and south side of the Marshalls Road reserve.

Gippsland Water recently engaged Engineers GHD to undertake modelling of the current sewer system within the development area. The results concluded that the sewer system including the Marshalls Road Pump Station are at capacity and need to be replaced with a single pump station. Both of the pump stations in Marshalls Road should be decommissioned. The preferred location of the pump station is north of the development area and the Esso gas pipelines and above any flood plain area.

The preference of GW is to provide an odour buffer zone of minimum 300m in which no residential development is permitted. A rising main of approximately 300mm is required to discharge from this new pump station to the emergency storage facility via Marshalls Road. The proposed location of the pump station and associated pipe work is shown in [Figure 6](#). All major Gippsland Water assets should ideally be located within the proposed road

reserve and clear of any road pavement. Any other alternative locations would need to be confirmed with Gippsland Water.

The pump station and associated assets will be classified as shared assets and funding arrangements for these works will need to be approved by Gippsland Water in accordance with Essential Services Commission (ESC) guidelines for new customer contributions.

REGIONAL ASSETS

The Regional Outfall Sewer extends along the southern side of Marshalls Road for a distance of approximately 450 metres east of the intersection of Traralgon-Maffra Road. Gippsland Water requires a reserve on the northern side of Marshalls Road in this location to provide for the future replacement of the asset.

The Traralgon Emergency Storage located to the west of the Development Plan has an odour buffer requirement of 300 metres. This buffer affects properties at the south-western corner of the Development Plan.

GW has advised that future potential development to the land north of the Eoo gas lines as indicated by Latrobe City Council will require the conceptual sizing to be reviewed.

The Regional Outfall Sewer that connects to the Traralgon Emergency Storage Plant via land to the south of Marshalls Road will require protection and therefore Gippsland Water require appropriate reserve rights. It is understood that the reserve width is a minimum of 20m wide. The pipeline is shallow and fragile, and any infrastructure crossing the reserve will require careful planning and assessment.

4.4 ELECTRICITY

SP Ausnet is the franchised authority responsible for the electrical supply to this development. Existing 66kV and 22kV high voltage and low voltage overhead power lines exist surrounding the development area including Marshalls Road, Park Lane and Traralgon-Maffra Road. Overhead power lines are also present within the Traralgon North development area which currently service existing properties.

SP Ausnet requires all new electrical infrastructures to be constructed underground and handed over as an SP Ausnet asset. Low voltage rebates and reimbursements for high voltage works will apply.

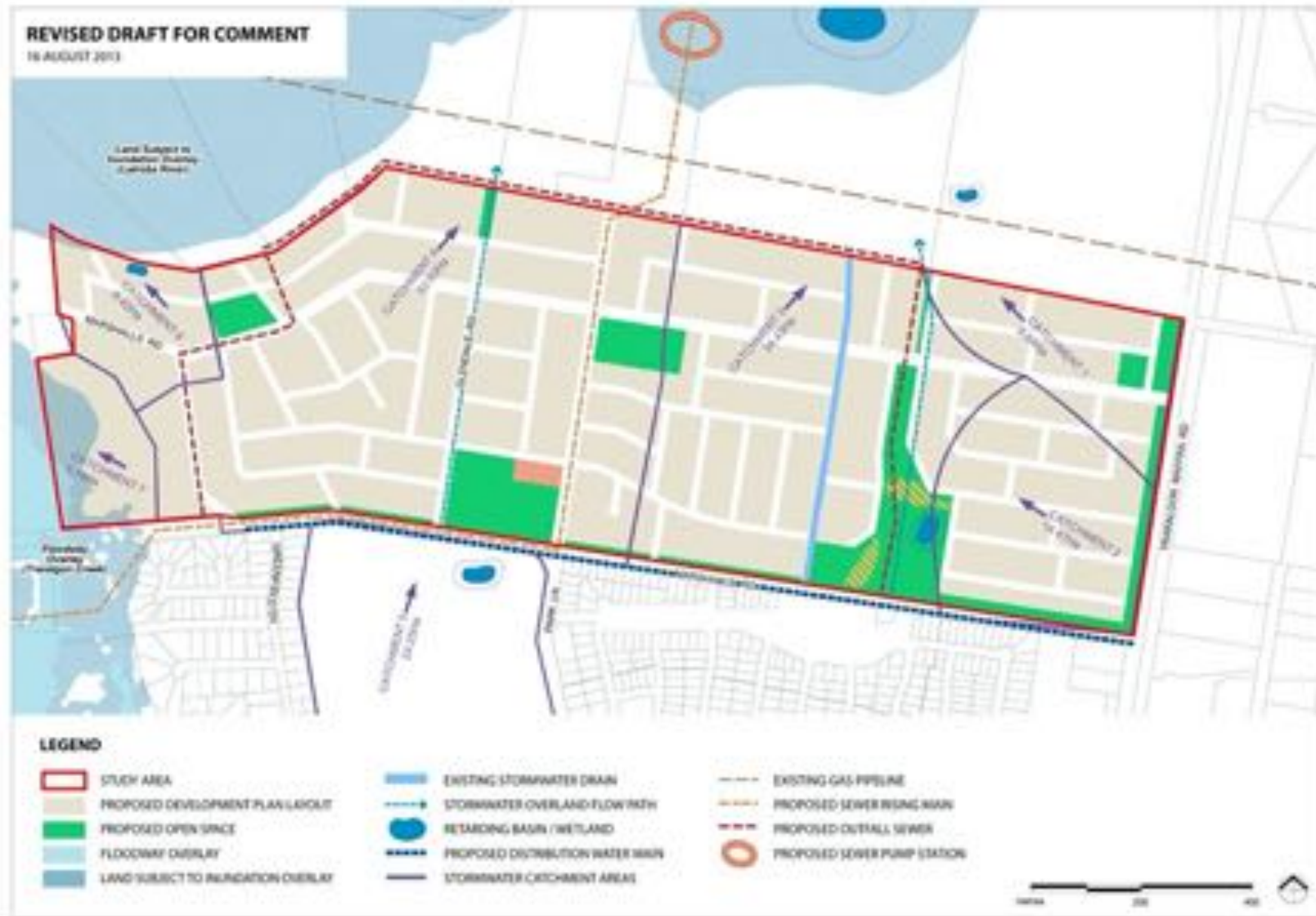
Electrical substations will be required within the development area strategically located as SP Ausnet assets. These are best located within open space reserves and require a reserve or a designated easement in favour of SP Ausnet.

All existing overhead powerlines within the Traralgon North Development Area are to be retired at the expense of the developer.

4.5 TELECOMMUNICATIONS

Telecommunications services based on standard copper assets can be provided to the site by way of extension of the existing assets located within and to the south of Marshalls Road. Mobile coverage and/or national broadband infrastructure will be available to service the area replacing standard copper networks.

Figure 6: Water Management Plan



4.6 GAS

A major gas (and oil) pipeline exists within an easement to the north of the development plan area. The pipeline is approximately 1.2m below ground level. The Development Plan has designed infrastructure to cross the 300 metre gas and oil pipeline overlay in accordance with direction from Energy Safe Victoria.

Any works within the vicinity of the pipeline will require the completion of a Safety Management Study.

Sewerage, water and road infrastructure may cross the pipeline. A 500mm vertical clearance is required for works above the pipeline. Underground infrastructure will require a vertical clearance requirement of at least one metre.

Before construction of any subdivision applicants will need to contact ESSO.

An assessment at the planning permit stage of proposed infrastructure will need to occur with ESSO.

4.7 MOVEMENT AND ACCESS

The Traralgon North Development Plan aims to create a neighbourhood that provides safe, attractive and continuous network of pedestrian and cycle routes to all key local destinations including the community hub, open space, and residential areas.

A collector road extends from Park Lane through the site to Traralgon-Maffra Road to the east and Marshalls Road to the west. The plan generally

locates existing roads and road reserves to build the basis for a logical east-west and north-south street grid.

Refer to Figure 7 on page 37 for more detail.

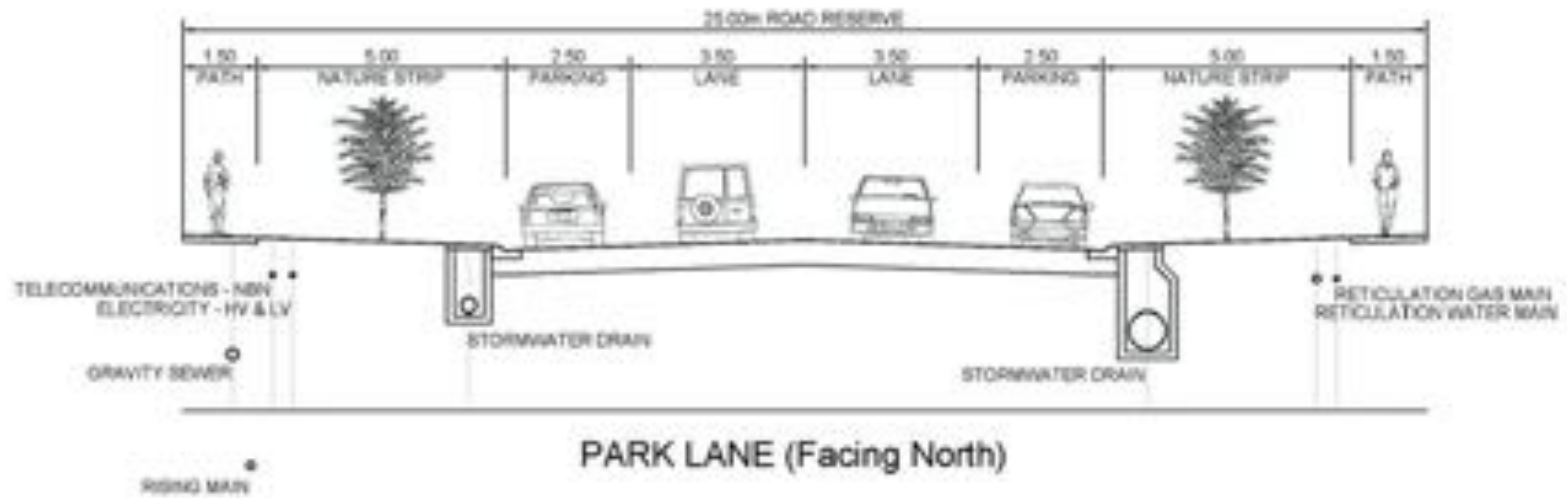
The roads within the subdivision are classified in accordance with the Latrobe City Design Guidelines, Volume 3.1, as minor or major access streets where vehicles are not anticipated to exceed 500 and 2,000 vehicles per day respectively. The easements will be wide enough to cater for greater than 5 metre road widths. Refer to road sections below and overhead.

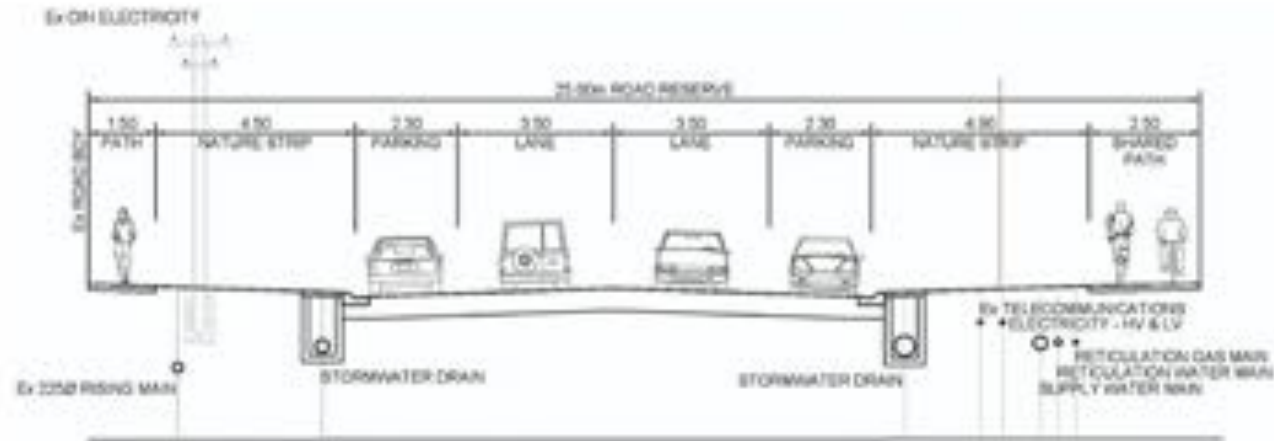
To support additional traffic volumes associated with the development Marshalls Road needs to be upgraded. As such the carriageway has been widened, and the verges reconfigured to accommodate civil infrastructure upgrades. This creates the opportunity to provide a shared path along the northern side of the road.

INTERSECTIONS

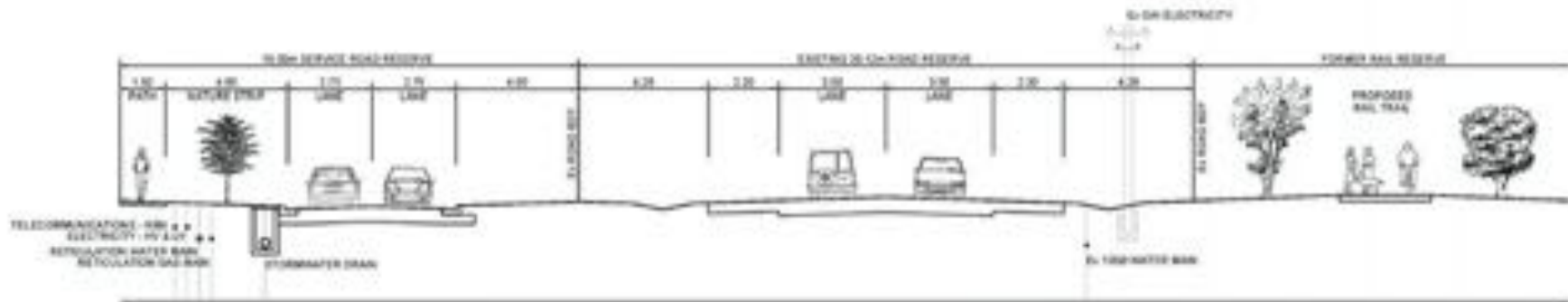
The Development Plan proposes the following intersection upgrades:

- Park Lane and Marshalls Road where a proposed roundabout is shown.
- In accordance with the direction from Vicroads, one access point is created from the site to Traralgon-Maffra Road. The location of the access point maximises safe access and sight lines to oncoming traffic from the north and south on Traralgon-Maffra Road.
- Signalisation of the intersection of Traralgon-Maffra Road and Marshalls Road is required to accommodate additional traffic volumes. The Development Contributions Plan provides further details on cost and requirements.





**MARSHALLS ROAD (Facing West)
- EAST OF PARK LANE**



TRARALGON-MAFFRA ROAD (Facing North)

EMERGENCY VEHICLE ACCESS

The Development Plan has been informed by the Emergency Service Vehicle requirements for access to the site and dimension of the internal road network. The collector road network has been designed to accommodate emergency vehicles and provide ingress (Park Lane) and egress (Traralgon-Maffra Road) to satisfy the requirements of emergency services.

SHARED PATHWAYS

Shared pathways will be introduced to connector streets to enhance walking and cycling opportunities.

A 2.5 metre shared path system is proposed along Marshalls Road to maximise use of the infrastructure easement. The pathway will link to the linear shared pathway proposed on the south side of Marshalls Road through The Strand development. It will also link at Traralgon-Maffra Road with the proposed Traralgon – Glengarry Rail Trail which runs along the east side of Traralgon-Maffra Road. The shared pathways aim to link the site and Rail Trail to the Traralgon township.

IMPACT ON LOCAL ROAD NETWORK

The expected future traffic volumes generated by development of the study area will result in additional traffic on Park Lane, Greenfield Drive and Franklin Street. Notwithstanding, the volume of traffic on these roads is unlikely to exceed the typical upper limit for a collector road. All of these roads already function as collector roads and have been constructed to a collector road standard.

ACCESS TO REMAINING RURAL LOTS

Development of the Traralgon North Precinct involves the southern portions of several existing rural lots. The northern portions of these lots remain in the Farming Zone and will continue to be used and developed for agricultural purposes. As a result the Development Plan will need to ensure that these balance lots have a legal frontage and that arrangements are made for heavy vehicle access.

The development proposes the construction of a road along the northern boundary of the precinct within the pipeline buffer zone. This will create a legal frontage for lots to the north while maximising residential development potential within the precinct.

Due to steep topography the road would not extend beyond the western edge of the escarpment. Properties beyond the escarpment would be accessed via the proposed residential street network. The proposed access points reflect the location of existing driveways and internal pathways.

Figure 7: Movement & Access Plan



5

IMPLEMENTATION

5.1 INTRODUCTION

This section outlines the actions and decision guidelines necessary to implement the Development Plan.

5.2 CULTURAL HERITAGE

Although there is no legislative requirement to prepare a Cultural Heritage Management Plan under the Aboriginal Heritage Act 2006 the close proximity of the land to the adjoining flood plains means that artefacts may be present within the Development Plan area. Proponents may choose to prepare a voluntary Cultural Heritage Plan as a risk management measure.

Historical archaeological surveys that meet the requirements of the Heritage Act 1995 may also be considered for similar reasons.

5.3 NATIVE VEGETATION

The development of the stormwater retention system and wetland area will require further detailed design work and analysis of the habitat hectare value of Plains Grassy Wetland vegetation area. Should the design necessitate the removal of significant vegetation offsetting will be required in accordance with the provisions of the Latrobe Planning Scheme.

5.4 SUBDIVISION APPLICATIONS

Before deciding on an application to subdivide land in accordance with this Development Plan the Responsible Authority must consider the following:

- Subdivision layouts must be generally in accordance with the Traralgon North Development Plan.
- The lot Yield must be no less than the Estimated Lot Yield outlined in Section 3 of the Traralgon North Development Plan.
- Residential lot sizes should fall within the following categories:
 - Potential Medium Density Residential: Less than 700 square metres.
 - Standard Density Residential: 700 square metres average.
 - Lower Density Residential: 900 square metres average.
 - Limited Development Potential: 30,000 square metres average.
- Lots falling within each category must be distributed in accordance with the Development Plan.
- Medium density housing development will be discouraged in locations other than as shown on the Development Plan unless it can be demonstrated that development in other locations will not adversely impact on the character, amenity and function of the surrounding locality.
- Open space must be provided in accordance with the Traralgon North Development Plan.
- Lots directly abutting public open space areas should be designed to facilitate passive surveillance from dwelling windows. Boundary fences adjoining public open spaces should be low and visually permeable e.g. timber picket or wrought iron.

- Civil infrastructure must be provided in accordance with the Traralgon North Development Plan and Traralgon North Development Contributions Plan.
- Infrastructure must be designed and constructed in accordance with Council's infrastructure design guidelines and the Victorian Stormwater Committee Best Practice Guidelines.
- Drainage modelling must be undertaken to ensure that the staging of development does not result in adverse impacts on adjoining and downstream undeveloped lots.
- Odour buffer requirements associated with the Traralgon Emergency Storage Facility must be taken into account when designing lots and identifying development envelopes.
- A Safety Management Study must be prepared for any works proposed in the vicinity of the gas pipeline located to the north of the Development Plan area. Proponents should consult with ESSO for detailed requirements regarding clearances and safety measures.
- Cross sections for the collector road must accord with the DTPLJ Public Transport Guidelines for Use and Development 2008.
- Paths, bus stops and bush shelters must be compliant with the Disability Discrimination Act 1992.
- A landscape masterplan must be prepared and submitted as part of any subdivision application. The landscape plan must be generally in accordance with the Traralgon North Development Plan and include:
 - The location of pedestrian pathways, signage, fencing, public lighting and street furniture.
 - The areas of public open space and road reserve to be planted, including landscape detail.
 - The detailed design of drainage areas.
- The shapes, species, height and placement of trees.
- The vegetation to be retained and removed.
- The landscape design must:
 - Include urban design and landscape features at the intersections of the proposed collector road with Traralgon Maffra Road and Marshall's Road which create a sense of arrival and transition into a residential area.
 - Ensure landscaping supports surveillance and provides shades in streets, parks and public open space.
 - Develop appropriate landscapes for the intended use of public open space including areas for passive and active recreation, the exercising of pets, playgrounds and shaded areas.
 - Provide for walking and cycling networks that link with community facilities.
 - Provide appropriate pathways, signage, fencing, public lighting and street furniture.
 - Utilise existing trees and areas of planting as settings for recreational and play areas, and take advantage of their aesthetic qualities as a feature within the development.
 - Create low maintenance, durable landscapes that are capable of a long life.
 - Streetscapes and Public Open Space must be planted with native vegetation from Council's preferred planting schedule.

5.5 TRANSFER OF OPEN SPACE

All parks must be provided to the satisfaction of the responsible authority before the transfer of land:

- With completed bulk earthworks where required fit for intended purpose;
- Cleared of all rubbish and environmental weeds, top soiled and grassed;
- With a water tapping for recycled and potable water;
- With landscaping including drought resistant trees and other planting;
- With shared paths and footpaths as appropriate;
- With maintenance access points;
- With installation of basic play equipment as appropriate.

5.6 ACCESS TO BALANCE LOTS

Before a planning permit is granted to subdivide land in accordance with the Traralgon North Development Plan arrangements must be confirmed to provide legal access to balance lots located to the north of the residential zone.

The location and alignment of access roads must be agreed upon in consultation with affected landowners, Vic Roads, the West Gippsland Catchment Management Authority and other relevant stakeholders.

5.7 COMMUNITY HUB

A Community Infrastructure Analysis should be prepared for the subject site, by a suitably qualified professional. This should occur within 2 years of approval of the Development Plan so that community infrastructure can be

developed in conjunction with residential areas. There may be a requirement for the community hub site to be rezoned to a Public Use Zone 3 – Health and Community, depending on the service delivery model adopted.

5.8 SUPERMARKET SITE

The 'Potential Growth Corridor Supermarket Site' has been identified for the purposes of clarity and does not form part of the approved Development Plan. Any future development of the site for commercial purposes beyond the scope of the relevant residential zone will require an amendment to the Latrobe Planning Scheme.

In order to ensure certainty for Council and all landowners any future rezoning of the land will not affect the Development Contributions Plan prepared in accordance with this Development Plan. Additional infrastructure requirements associated with the rezoning and commercial development of the land must be negotiated directly between the developer and the relevant servicing authority.

Before deciding on a proposal to rezone the land the planning authority should consider (among other requirements of the *Planning and Environment Act 1987*):

- The strategic justification for the proposal;
- Whether the proposal is consistent with the *Traralgon Growth Areas Review*;
- The economic and social impacts of the proposal on the Traralgon Central Business District and commercial activities in nearby townships such as Glengarry, Tyers and Toongabbie;
- The strategic justification for the timing and scale of the development.

6

DEVELOPER CONTRIBUTIONS SCHEDULE

6.1 DEVELOPMENT CONTRIBUTIONS

Development within the Traralgon North Development Plan area will need to be supported by a range of on-site and off-site infrastructure. This section of the Development Plan describes the infrastructure items that are needed to support the development of the Traralgon North Development Plan area, and the methods by which these infrastructure items will be funded.

Whilst standard on-site infrastructure works such as local roads, footpaths and drainage works will be undertaken by development proponents, there will also be a range of higher order on-site and off-site infrastructure required, such as major roads and intersections, catchment drainage works, active and passive open space land and improvements and community facilities. These higher order infrastructure items are to be funded through a combination of Latrobe City Council funding (if required) and development contributions.

Development contributions are payments (or infrastructure provided in lieu of payment) towards higher order infrastructure. Development contributions can be levied through planning permit conditions, a voluntary agreement between developers and Council, or through a Development Contributions Plan (DCP) that is incorporated into the Planning Scheme.

Development contributions may be collected by a Council towards two categories of infrastructure:

- Development infrastructure (including any land required for public purposes and the construction of roads, intersections, drainage works, trails, maternal and child health centres, kindergartens and basic improvements to public open space). The Development Infrastructure Levy (DIL) is payable prior to the issue of a Statement of Compliance for a subdivision and applies to all development (with some exceptions such as schools);
- Community infrastructure (including sporting pavilions, community centres, libraries, etc.). The Community Infrastructure Levy applies only to residential development and is payable prior to the issue of a Building Permit for each dwelling. The CL is capped at a maximum of \$900 per dwelling under Section 46L the Planning and Environment Act 1987.

Part 38 of the Planning and Environment Act 1987 outlines the statutory provisions relating to development contributions. In summary, Part 38 provides for the inclusion of a DCP in the Planning Scheme, and the provision to impose a Development Infrastructure Levy or a Community Infrastructure Levy.

In regional Victoria, the preparation of DCPs is relatively uncommon, due to the significant time and cost involvement required to prepare and implement a DCP, and the relatively low development rate and scale compared with metropolitan Melbourne. However, Section 173 Agreements and planning permit conditions are often used as a means of levying development contributions without preparing a full DCP.

Whilst the provisions of the Planning and Environment Act 1987 relate specifically to DCPs that are incorporated into the Planning Scheme, Section 173 Agreements and Planning Permit conditions relating to development contributions are generally based on the same principles and controls that are found in the Act (such as the \$900 Community Infrastructure Levy cap).

6.2 APPROACH TO COLLECTING DEVELOPMENT CONTRIBUTIONS

Development contributions will be collected for the Traralgon North Development Plan area as follows:

- Development contributions will be required under Schedule 7 to the Development Plan Overlay (DPO7) of the Latrobe Planning Scheme. DPO7 is currently being introduced into the Planning Scheme via a Planning Scheme Amendment and will apply to the Traralgon North Development Plan area;
- DPO7 requires landowners to enter into a Section 173 Agreement with Council prior to any development to pay development contributions towards land, roads, drainage, open space improvements, community facilities, bus route infrastructure, traffic calming and a walking and cycling network;
- The cost of all infrastructure to be funded via development contributions will be shared across all land parcels within the Development Plan area and Latrobe City Council;
- The Section 173 Agreements will specify the amount of passive open space contributions to be paid to Council, and the method for equalisation, credits and cash in lieu of land contributions;
- The Section 173 Agreements will include details relating to infrastructure items, costs, standards and timing of provision, and information regarding administration of development contributions, such as indexation and works in kind arrangements.

6.3 DEMAND UNITS

The methodology adopted for the apportionment of infrastructure costs relies on the nexus principle. The Development Plan area is deemed to have a nexus with an infrastructure item if the occupants are likely to make use of the infrastructure item.

In order to fairly levy developers achieving varying densities while maintaining financial certainty for Council, a standard 'per hectare of net developable land' demand unit is used for calculation of the Development Infrastructure Levy. This includes both residential and commercial land.

A standard 'per dwelling' demand unit is used for the assessment of the community infrastructure levy. Based on the Net Residential Area and taking into consideration likely residential densities, Planisphere has estimated that there will be approximately 1,077 dwellings within the Development Plan Area at full development.

The Net Developable Area and projected number of dwellings in the Traralgon North Development Plan area are shown in Table 1 of this Plan.

6.4 COST APPORTIONMENT

For some infrastructure projects there is likely to be a proportion of usage generated from areas external to the Development Plan area. The proportion of costs attributable to external use is subtracted from the total project cost of an infrastructure item to give the cost attributable to the Development Plan area for each infrastructure item.

Cost apportionment is calculated for each infrastructure item based on advice provided by technical experts.

6.5 ADMINISTRATION

It is recommended that the Section 173 Agreements contain the following information relating to administration of development contributions collection.

INDEXATION

In order to align with existing development contributions administration arrangements in Latrobe City, it is recommended that infrastructure costs and levies are indexed annually in accordance with the index mechanisms used in existing development contributions agreements.

VALUATION OF LAND

Valuations for land items included in the infrastructure list were provided by a qualified independent valuer (Lee Property Valuers and Advisors). Land to be acquired was valued based on the "before and after method" assuming that all usual services (reticulated water, sewerage, electricity, gas, drainage, telecommunications) will be available when the development proceeds.

COLLECTION OF LEVIES

The Community Infrastructure Levy will be collected by Latrobe City Council under the Section 173 Agreement before the issue of a Statement of Compliance.

The Development Infrastructure Levy will be collected by Council as follows:

- For the subdivision of residential land, before the issue of a Statement of Compliance under the Subdivision Act 1988 in respect of the subdivision creating any new residential lot;
- In relation to the development of commercial land, a planning permit condition must require the payment of the development contribution prior to the commencement of works unless there is an agreement with the Responsible Authority to secure the payment of the development contribution by some other means or other timeframe.

The Development Infrastructure Levy and Community Infrastructure Levy will be collected by the Responsible Authority (Latrobe City Council) before the issue of a Statement of Compliance. A statement of compliance must not be issued until the development infrastructure levy is paid.

METHOD OF PROVISION

Responsibility for the delivery of infrastructure works as described in the agreement resides with Latrobe City Council.

Infrastructure works may be provided by developers with a credit provided against their development contribution, subject to the agreement of the Responsible Authority.

Where a developer intends to construct a building under the agreement in-kind, this must first be agreed to by the Responsible Authority. Any buildings constructed in-kind must be to the satisfaction of the Responsible Authority.

Where the Responsible Authority agrees that works are to be provided by a developer in lieu of cash contributions:

- The credit for the works provided shall equal the value identified in the agreement taking into account the impact of indexation;
- The value of works provided in accordance with the principles outlined above, will be offset against the development contributions liable to be paid by the developer;
- The developer will not be required to make cash payments for contributions until the value of any credits for the provision of agreed works-in-kind are exhausted;
- Where credit for works-in-kind can't be offset against future levy payments, the developer shall be reimbursed by the Responsible Authority for any excess credit at the time of provision in the agreement;
- Where a developer is in credit against their development contributions liability, this credit will be indexed annually in accordance with one of the methods described above.

VICROADS INTERSECTIONS

Two development infrastructure items (DI_RO_2 and DI_RO_4) require construction of intersections with Traralgon-Maffra Road, a VicRoads arterial road. As with other Development and Community Infrastructure items, contributions towards these items are to be collected by Council under Section 173 agreements prior to issue of a Statement of Compliance for each subdivision.

The works will be delivered by Council as the Development Agency using funds collected, unless Council agrees to the delivery of the item(s) as works

in-kind, in which case a credit will be issued based on the value of the item as shown in the section 173 agreement.

All works are to be to the satisfaction of VicRoads, with the scope and cost of works to be generally in accordance with the intersection details shown in the section 173 agreement.

The anticipated timing of these items is as follows:

- DI_RO_2 Marshalls Road – item required at the time that any activity centre / supermarket is developed;
- DI_RO_4 Northern collector road – item required to provide access to the first subdivision at the eastern development front.

LAND

Council wishes to obtain land required as an off-set against a developer's development contributions. As with works-in-kind, the provision of land would be addressed in an agreement between the developer and the Responsible Authority pursuant to Section 173 of the *Planning and Environment Act 1987*. The value of the off-set for providing land will equal the value shown in the agreement, subject to indexation.

6.6 INFRASTRUCTURE

The infrastructure summary table below shows the infrastructure items to be funded via development contributions from the Traralgon North Development Plan area. This table should be inserted as an appendix to all Section 173 Agreements.

The location of all infrastructure items is shown in [Figure 8](#).

Infrastructure items were identified and costed by the following consultants:

- Roads and intersections: GTA Consultants;
- Drainage: TGM Group [see Appendix B for locations and catchments];
- Open Space and Community Facilities: Planisphere; and
- Land: Lee Property Valuers and Advisors.

Figure 8: Infrastructure Contributions Map



6.7 INFRASTRUCTURE SUMMARY TABLE A (Non-Drainage Items)

O / DI	Category	Project ID	Project Summary	Description	Quantity	Unit	Rate	Reference	Capital Cost	Growth Area	Cost attributable to the precinct	Demand Units	O LEVY	O LEVY
Roads & Intersections														
Development	Roads	DI_RC_1	Marshall's Road upgrade	Upgrade of Marshall's Rd for the standard of a collector street	5000	m	\$1,500	TOM	\$1,200,000	64%	\$1,380,000	8650	\$0,798.84	
Development	Roads	DI_LA_3a	Land acquisition- Marshall's Road west	Acquisition of land for the widening of Marshall's Road between the Copeland Valley Encoder Pump Station and Traralgon Mills Road	0.05	ha	value	Valuation report	\$20,000	100%	\$20,000	8650	\$2,613.88	
Development	Roads	DI_LA_3b	Land acquisition- Marshall's Road west	Acquisition of land for the widening of Marshall's Road between the Copeland Valley Encoder Pump Station and the westernmost road access to the Development Plan area	0.30	ha	value	Valuation report	\$9,701	100%	\$9,701	8650	\$96.50	
Development	Intersections	DI_RC_2	Signalised intersection Traralgon Mills Rd and Marshall's Rd	Construction of a signalised T-intersection at Traralgon Mills Rd and Marshall's Rd	10	intersection	\$1,050,000	TOM	\$1,050,000	100%	\$1,050,000	8650	\$1,552.70	

O / CI	Category	Project ID	Project Summary	Description	Quantity	Unit	Rate	Reference	Capital Cost	Growth Area	Cost attributable to the precinct	Demand Units	O LEVY	CI LEVY
Development	Intersections	CI_RC_3	Roundabout at Marshall Rd and Park Lane	Contribution of a roundabout at Marshall Rd and Park Lane	10	Intersection	\$400,000	TOM	\$400,000	100%	\$400,000	86/50	\$1,024/42	
Development	Intersections	CI_RC_4	Intersection Traralgon Maffra Road and collector road	Contribution of an unsignalised intersection, including pavement widening of existing highway	10	Intersection	\$210,000	OST/TOM	\$210,000	100%	\$210,000	86/50	\$2,110/55	
Development	Public Transport	CI_RC_8	Bus stops	Provision of bus stops (including shelters) at Marshall Rd/Park Ln, within study area and at Traralgon Maffra Rd and Eastlink connector	50	Bus stop	\$35,000	TOM	\$175,000	100%	\$175,000	86/50	\$1,750/79	
Trails														
Development	Trail	CI_TR_1	Trail link to Rail Trails on eastern DP Area boundary	Conduct trail link to the Rail Trail along the eastern boundary of the DP area	880	ln m	\$125	TOM	\$110,000	100%	\$110,000	86/50	\$125/50	

O / CI	Category	Project ID	Project Summary	Description	Quantity	Unit	Rate	Reference	Capital Cost	Growth Area	Cost attributable to the precinct	Demand Units	O LEVY	CI LEVY
Development	Trial	DI_TR_2	Shared path- Marshall Roadwest	Construction of a shared path along Marshall Rd west of Gippsland Water Booster Pump Station	8000	lin m	\$15	TOM	\$20,000	100%	\$20,000	35-50	\$2,044.07	
Development	Trial	DI_TR_3	Shared path- Marshall Roadwest	Construction of a shared path along Marshall Rd west of Gippsland Water Booster Pump Station	4000	lin m	\$15	TOM	\$7,000	100%	\$7,000	35-50	\$703.52	
Development	Trial	DI_TR_4	Shared path- internal connector streets	Construction of a shared path along internal connector streets	5000	lin m	\$15	TOM	\$22,500	100%	\$22,500	35-50	\$2,228.19	
Development	Trial	DI_TR_5	Shared path- linear open space	Construction of shared paths within linear open space reserves	10000	lin m	\$15	TOM	\$15,000	100%	\$15,000	35-50	\$1,500.79	
Open Space														
Development	Open Space	DI_OA_2	Active Open Space reserve	Land acquisition for active open space	244	ha	\$800,000	Valuation report	\$732,000	100%	\$732,000	35-50	\$7,266.70	
Development	Open Space	DI_OS_1	Active Open Space reserve	Improvements to the Active Open Space reserve	10	flow	\$1,200,000	UE Estimate	\$1,200,000	100%	\$1,500,000	35-50	\$15,075.35	

O / CI	Category	Project ID	Project Summary	Description	Quantity	Unit	Rate	Reference	Capital Cost	Growth Area	Cost attributable to the precinct	Demand Units	O LEVY	CI LEVY
Community	Open Space	CI_OS_1	Active Open Space - Pavilion	Construction of a pavilion to support the active open space reserve	10	allow	\$1,000,000	UE Estimate	\$1,000,000	100%	\$1,000,000	1,077.00		\$20.15
Development	Open Space	CI_OS_2	Passive open space improvements	Improvements to passive open space, including upgrading and seeding, tree planting, street furniture and playground equipment	10	allow	\$2,575,500	Flansburgh	\$2,575,500	100%	\$2,575,500	36.50	\$5,304.73	
Community Facilities														
Development	Community Facilities	CI_JA_1	Land for Community Facility	Land acquisition for a community facility - total area 1.11 ha	1.10	ha	\$200,000	Valuation report	\$200,000	100%	\$200,000	36.50	\$1,141.50	
Development	Community Facilities	CI_OF_1	Multi-purpose community centre - CI component	Construction of the Development Infrastructure component of level 1 multi-purpose community centre, including national and child health centre and kindergarten	10	allow	\$1,500,000	UE Estimate	\$1,500,000	30%	\$450,000	36.50	\$1,522.01	

O / CI	Category	Project ID	Project Summary	Description	Quantity	Unit	Rate	Reference	Capital Cost	Growth Area	Cost attributable to the precinct	Demand Units	O LEVY	CI LEVY
Community	Community Facilities	CI_DP_1	Multi-purpose community centre - CI component	Contribution of the Community Infrastructure component of level 1 multi-purpose community centre, including community meeting rooms	10	allow	\$1,000,000	UE Estimate	\$1,000,000	30%	\$300,000	1,077.00		\$274.55
Other														
Development	Other	CI_O_1	Planning	Development Plan and DCP planning costs	10	allow	\$14,235	Paragraphs	\$14,235	100%	\$14,235	86.50	\$1,429.50	
TOTALS									\$7,81,988		\$14,41,988		\$132,811.79	\$1,207.06

6.8 INFRASTRUCTURE SUMMARY TABLE B (Drainage Items)

D/DI	Category	Project ID	Project Summary	Description	Quantity	Unit	Rate	Reference	Capital Cost	Growth Area	Cost attributable to the project	General Utlis	DI LEVY
Development	Drainage	DJ_DR_1	Drainage works - catchments 1, 2 and 3	Construction of a drainage scheme for catchments 1, 2 and 3, including drainage pipes, retaining basins and wetland areas	1.0	scheme	\$2,357,250	TOM	\$2,357,250	60%	\$1,415,000	40.07	\$20,515.00
Development	Land	DJ_LA_3	Land for retention basin - catchment 1	Land acquisition for retention basin for catchment 1	0.20	ha	\$5,000	Valuation report	\$1,000	100%	\$1,000	40.07	\$0.19
Development	Land	DJ_LA_4	Land for retention basin - catchment 2	Land acquisition for retention basin for catchment 2 (within development plan area)	0.25	ha	\$25,000	Valuation report	\$6,250	100%	\$6,250	40.07	\$1,971.00
Development	Land	DJ_LA_5	Land for retention basin - catchment 3	Land acquisition for retention basin for catchment 3	2.00	ha	\$10,000	Valuation report	\$20,000	100%	\$20,000	40.07	\$113.60
DRAINAGE LEVY CATCHMENTS 1, 2 AND 3												40.07	\$22,600.40
Development	Drainage	DJ_DR_2	Drainage works - catchment 4	Construction of a drainage scheme for catchment 4, including drainage pipes, retaining basins and wetland area	1.0	scheme	\$1,754,300	TOM	\$1,754,300	60%	\$1,052,580	42.07	\$21,512.49
Development	Land	DJ_LA_6	Land for retention basin - catchment 4	Land acquisition for wetland areas for catchment 4	1.08	ha	\$10,500	Valuation report	\$11,500	100%	\$11,500	42.07	\$20.69
DRAINAGE LEVY CATCHMENT 4												42.07	\$21,533.17
Development	Drainage	DJ_DR_3	Drainage works - catchment 6	Construction of a drainage scheme for catchment 6, including drainage pipes, retaining basins and retention areas	1.0	scheme	\$5,725	TOM	\$5,725	100%	\$5,725	60.01	\$4,601.05
Development	Land	DJ_LA_7	Land for retention basin - catchment 6	Land acquisition for retention basin for catchment 6	0.30	scheme	\$10,500	Valuation report	\$4,750	100%	\$4,750	60.01	\$116.61
DRAINAGE LEVY CATCHMENT 6												60.01	\$15,200.46

LAND ACQUISITION

The Infrastructure List includes a number of land areas to be acquired. The land items, purpose of acquisition and notes for valuation are shown in Table 4.

See section 6.5 for details as to how land is to be valued.

Table 3: Land Items

PROJECT ID	LAND FOR	AREA TO BE ACQUIRED	NOTES
DI_SA_1	Community Facilities	1.1ha	Valued on the basis of an underlying Mixed Use Zone
DI_SA_2	Active Open Space	2.45ha	Valued on underlying residential zone
DI_SA_3	Drainage	0.50ha	Unencumbered land, Farming Zone
DI_SA_4	Drainage	0.95ha	Encumbered land value (LMO)
DI_SA_5	Drainage	1.08ha	Encumbered land value (LMO)
DI_SA_6	Drainage	0.38ha	Encumbered land value (LMO)

6.9 LEVIES

LEVIES PAYABLE

Table 4 provides a summary of the development contribution levies payable for the Traralgon North Development Plan Area. These levies should be included as the "base" levies in the Section 173 Agreements.

All development is liable to pay the relevant development infrastructure levy, plus the drainage levy for the relevant catchment area (see Appendix A for areas). Only residential development is liable to pay the Community Infrastructure Levy.

All levies are expressed in July 2012 dollars. Costs and levies are to be indexed annually in accordance with the method outlined in Section 2.4.1.

Table 4: Levy Summary

LEVY	AMOUNT (JULY 2012)
Development Infrastructure Levy (excluding drainage) per ha	\$132,983.79
Drainage Levy Catchment A (Sub-catchments 1, 2 and 3) per ha	\$33,086.85
Drainage Levy Catchment B (Sub-catchment 4) per ha	\$28,833.57
Drainage Catchment C (Sub-catchment 6) per ha	\$15,280.85
Community Infrastructure Levy (\$/dwelling)	\$1,207.06
Community Infrastructure Levy (\$/dwelling after cap)	\$900.00

Source: Urban Enterprise, 2012

FUNDS TO BE COLLECTED

Table 5 shows a summary of the infrastructure costs, amounts expected to be collected through development contributions and estimated contributions required by Council.

The Council contribution relates to:

- The component of the Community Infrastructure Levy that is above the cap of \$900 per dwelling; and
- The external cost apportionment associated with the following items:
 - CI_CF_1 (community centre – community infrastructure component);
 - DI_CF_1 (community centre – development infrastructure component);
 - DI_RO_1 (Marshalls Road upgrade)
 - DI_DR_1 (drainage works, catchments 1, 2 and 3); and
 - DI_DR_2 (drainage works, catchment 4)

In order to ensure certainty for Council and all landowners the Section 173 agreements should stipulate that any future rezoning of land for a future growth corridor supermarket will not affect the Development Contributions Plan prepared in accordance with this Development Plan. Additional infrastructure requirements associated with the rezoning and commercial development of the land must be negotiated directly between the developer and the relevant servicing authority.

Table 5: Summary of Funds Collected

Levy Category	Total Infrastructure + Cost	Cost apportioned to Traralgon North	Collected via Contributions	External Cost (Council)
Development Total (including drainage)	\$21,172,463	\$16,000,000	\$16,000,000	\$4,074,663
Community Total	\$2,000,000	\$1,300,000	\$900,000	\$1,000,000
Total	\$23,172,463	\$17,300,000	\$17,040,000	\$5,074,663

Source: Urban Enterprise, 2012

The difference between the middle columns is due to the community infrastructure levy (CIL) cap. The CIL is capped at \$900. Council is required to fund the balance.

Final Draft



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1. BACKGROUND

1.1. ENGAGEMENT

Urban Enterprise was engaged by Planisphere to provide development contributions input to the Traralgon North Development Plan commissioned by Latrobe City Council.

This report provides input to the Draft Development Plan, bringing together information gathered from meetings and discussions with Council officers, Planisphere, the Department of Planning and Community Development, other sub-consultants and agencies, and a review of development information available.

1.2. INTRODUCTION

Development within the Traralgon North Development Plan area will need to be supported for a range of on-site and off-site infrastructure. This section of the Development Plan describes the infrastructure items that are needed to support the development of the Traralgon North Development Plan area, and the methods by which these infrastructure items will be funded.

1.3. ABOUT DEVELOPMENT CONTRIBUTIONS

Whilst standard on-site infrastructure works such as local roads, footpaths and drainage works will be undertaken by development proponents, there will also be a range of higher order on-site and off-site infrastructure required, such as major roads and intersections, catchment drainage works, active and passive open space land and improvements and community facilities. These higher order infrastructure items are to be funded through a combination of Latrobe City Council funding (if required) and development contributions.

Development contributions are payments (or infrastructure provided in lieu of payment) towards higher order infrastructure. Development contributions can be levied through planning permit conditions, a voluntary agreement between developers and Council, or through a Development Contributions Plan (DCP) that is incorporated into the Planning Scheme.

Development contributions may be collected by a Council towards two categories of infrastructure:

- Development Infrastructure (including any land required for public purposes and the construction of roads, intersections, drainage works, trails, maternal and child health centres, kindergartens and basic improvements to public open space). The Development Infrastructure Levy (DIL) is payable prior to the issue of a Statement of Compliance for a subdivision and applies to all development (with some exceptions such as schools).
- Community Infrastructure (including sporting pavilions, community centres, libraries, etc.). The Community Infrastructure Levy applies only to residential development to is payable prior to the issue of a Building Permit for each dwelling. The CIL is capped at a maximum of \$900 per dwelling under Section 46L the Planning and Environment Act (1987).

Part 3B of the *Planning and Environment Act 1987* outlines the statutory provisions relating to development contributions. In summary, Part 3B provides for the inclusion of a DCP in the Planning Scheme, and the provision to impose a Development Infrastructure Levy or a Community Infrastructure Levy.

In regional Victoria, the preparation of DCPs is relatively uncommon, due to the significant time and cost involvement required to prepare and implement a DCP, and the relatively low development rate and scale compared with metropolitan Melbourne. However, Section 173 Agreements and planning permit conditions are often used as a means of levying development contributions without preparing a full DCP.

Whilst the provisions of the *Planning and Environment Act (1987)* relate specifically to DCPs that are incorporated into the Planning Scheme, Section 173 Agreements and Planning Permit conditions relating to development contributions are generally based on the same principles and controls that are found in the Act (such as the \$900 Community Infrastructure Levy cap).

2. METHOD

2.1. APPROACH TO COLLECTING DEVELOPMENT CONTRIBUTIONS

Development contributions will be collected for the Traralgon North Development Plan area as follows:

- Development contributions will be required under Schedule 7 to the Development Plan Overlay (DPO7) of the Latrobe Planning Scheme. DPO7 is currently being introduced into the Planning Scheme via a Planning Scheme Amendment and will apply to the Traralgon North Development Plan area.
- DPO7 requires landowners to enter into a Section 173 Agreement with Council prior to any development to pay development contributions towards land, roads, drainage, open space and improvements, community facilities, bus route infrastructure, traffic calming and a walking and cycling network.
- The cost of all infrastructure to be funded via development contributions will be shared across all land parcels within the Development Plan area and Latrobe City Council.
- The Section 173 Agreements will specify the amount of passive open space contributions to be paid to Council, and the method for equalisation, credits and cash in lieu of land contributions.
- The Section 173 Agreements will include details relating to infrastructure items, costs, standards and timing of provision, and information regarding administration of development contributions, such as indexation and works in-kind arrangements.

2.2. DEMAND UNITS

The methodology adopted for the apportionment of infrastructure costs relies on the nexus principle. The Development Plan area is deemed to have a nexus with an infrastructure item if the occupants are likely to make use of the infrastructure item.

In order to fairly levy developers achieving varying densities while maintaining financial certainty for Council, a standard 'per hectare of net developable land' demand unit is used for calculation of the Development Infrastructure Levy. This includes both residential and commercial land.

A standard 'per dwelling' demand unit is used for the assessment of the community infrastructure levy. Based on the Net Residential Area and taking into consideration likely residential densities, Planisphere has estimated that there will be approximately 1,077 dwellings within the Development Plan Area at full development.

The Net Developable Area and projected number of dwellings in the Traralgon North Development Plan area are shown in Table 1.

TABLE 1 LAND BUDGET

	HECTARES
TOTAL AREA	116.80
Existing Road reserves	2.25
TOTAL AREA WITHIN TITLES	116.39
Discouraged land (eg. conservation, native vegetation)	2.67
Land to be acquired for widening of Marshall's Road	1.25
Unbuilt Development Potential	4.41
Land to be acquired for internal retaining basin	0.25
GROSS DEVELOPABLE AREA	107.71
Community Facility	0.25
Active Open Space	2.44
Passive Open Space	0.41
NET DEVELOPABLE AREA	104.50
Estimated No. of Dwellings	1,077

Source: PricewaterhouseCoopers, 2013

2.3. COST APPORTIONMENT

For some infrastructure projects there is likely to be a proportion of usage generated from areas external to the Development Plan area. The proportion of costs attributable to external use is subtracted from the total project cost of an infrastructure item to give the cost attributable to the Development Plan area for each infrastructure item.

Cost apportionment is calculated for each infrastructure item based on advice provided by technical experts.

2.4. ADMINISTRATION

It is recommended that the Section 173 Agreements contain the following information relating to administration of development contributions collection.

2.4.1. INDEXATION

In order to align with existing development contributions administration arrangements in Latrobe City, it is recommended that infrastructure costs and levies are indexed annually in accordance with the index mechanisms used in existing development contributions agreements.

2.4.2. VALUATION OF LAND

Valuations for land items included in the infrastructure list were provided by a qualified independent valuer (Lee Property Valuers and Advisors). Land to be acquired was valued based on the 'before and after method' assuming that all usual services (reticulated water, sewerage, electricity, gas, drainage, telecommunications) will be available when the development proceeds.

2.4.3. COLLECTION OF LEVIES

The Community Infrastructure levy will be collected by Latrobe City Council under the Section 173 Agreement before the issue of a Statement of Compliance.

The Development Infrastructure Levy will be collected by Council as follows:

- For the subdivision of residential land, before the issue of a Statement of Compliance under the Subdivision Act 1988 in respect of the subdivision creating any new residential lot;
- In relation to the development of commercial land, a planning permit condition must require the payment of the development contribution prior to the commencement of works unless there is an agreement with the Responsible Authority to secure the payment of the development contribution by some other means or other timeframe.

The Development Infrastructure Levy and Community Infrastructure Levy will be collected by the Responsible Authority (Latrobe City Council) before the issue of a Statement of Compliance. A statement of compliance must not be issued until the development infrastructure levy is paid.

2.4.4. METHOD OF PROVISION

Responsibility for the delivery of infrastructure works as described in the agreement resides with Latrobe City Council.

Infrastructure works may be provided by developers with a credit provided against their development contribution, subject to the agreement of the Responsible Authority.

Where a developer intends to construct a building under the agreement in-kind, this must first be agreed to by the Responsible Authority. Any buildings constructed in-kind must be to the satisfaction of the Responsible Authority.

Where the Responsible Authority agrees that works are to be provided by a developer in lieu of cash contributions:

- The credit for the works provided shall equal the value identified in the agreement taking into account the impact of indexation;
- The value of works provided in accordance with the principles outlined above, will be offset against the development contributions liable to be paid by the developer;
- The developer will not be required to make cash payments for contributions until the value of any credits for the provision of agreed works-in-kind are exhausted;
- Where credit for works-in-kind can't be offset against future levy payments, the developer shall be reimbursed by the Responsible Authority for any excess credit at the time of provision in the agreement.

- Where a developer is in credit against their development contributions liability, this credit will be indexed annually in accordance with one of the methods described above.

VICROADS INTERSECTIONS

Two development infrastructure items (DI_RO_2 and DI_RO_4) require construction of intersections with Traralgon - Maffra Road, a VicRoads arterial road. As with other Development and Community Infrastructure items, contributions towards these items are to be collected by Council under section 173 agreements prior to issue of a Statement of Compliance for each subdivision.

The works will be delivered by Council as the Development Agency using funds collected, unless Council agrees to the delivery of the item(s) as works in-kind, in which case a credit will be issued based on the value of the item as shown in the section 173 agreement.

All works are to be to the satisfaction of VicRoads, with the scope and cost of works to be generally in accordance with the intersection details shown in the section 173 agreement.

The anticipated timing of these items is as follows:

- DI_RO_2 Marshalls Road - item required at the time that any activity centre / supermarket is developed.
- DI_RO_4 Northern collector road - item required to provide access to the first subdivision at the eastern development front.

LAND

Council wishes to obtain land required as an off-set against a developer's development contributions. As with works-in-kind, the provision of land would be agreed in an agreement between the developer and the Responsible Authority pursuant to Section 173 of the *Planning and Environment Act (1987)*. The value of the off-set for providing land will equal the value shown in the agreement, subject to indexation.

3. INFRASTRUCTURE

3.1. INTRODUCTION

The infrastructure summary table below shows the infrastructure items to be funded via development contributions from the Traralgon North Development Plan area. This table (once finalised) should be inserted as an appendix to all Section 173 Agreements.

The location of all infrastructure items is shown in Appendix A.

Infrastructure items were identified and costed by the following consultants:

- Roads and intersections: GTA Consultants;
- Drainage: TGM Group (see Appendix B for locations and catchments);
- Open Space and Community Facilities: Planisphere; and
- Land: Lee Property Valuers and Advisors.

TABLE 2 INFRASTRUCTURE SUMMARY (2020-2030) (CONTINUED)

C/ID	Category	Project ID	Project Summary	Description	Quantity	Unit	Rate	Reference	Capital Cost	Growth Area	Cost attributable to the project	Demolition	2021 EYFV	OLEVY	Notes/Assumptions
Roads and Interactions															
Development	Roads	DLR01	Wardah Road upgrade	Upgrade of Wardah Rd to the standard of a collector street	100m	M/ln	\$420/m	TDM	\$42,000	20%	\$8,400	0%	\$43,800		Cost include contingency, asset management (AM) and contingencies (CM). External asset management covered by contribution from Group Development
Development	Roads	DLR02	Land acquisition Wardah Road east	Acquisition of land for the widening of Wardah Road between the Sutherland Water Storage Pump Station and Traralgon North Road	100	Sq	\$100/m	valuation report	\$100,000	20%	\$20,000	0%	\$120,000		Area to be acquired multiplied by value of affected parcel per ha
Development	Roads	DLR03	Land acquisition Wardah Road west	Acquisition of land for the widening of Wardah Road between the Sutherland Water Storage Pump Station and the intersection of road access to the development Plan 004	100	Sq	\$100/m	valuation report	\$100,000	20%	\$20,000	0%	\$120,000		Area to be acquired multiplied by value of affected parcel per ha
Development	Interactions	DLR04	Signalised Intersection Traralgon North Rd and Marston Rd	Construction of a signalised T-intersection of Traralgon North Rd and Marston Rd	1	Intersection	\$4,000,000	TDM	\$4,000,000	20%	\$800,000	0%	\$4,800,000		Cost estimate provided by TDM, including/including, PM and contingencies
Development	Interactions	DLR05	Roundabout at Wardah Rd and Park Lane	Construction of a roundabout at Wardah Rd and Park Lane	1	Intersection	\$4,000,000	TDM	\$4,000,000	20%	\$800,000	0%	\$4,800,000		Cost estimate provided by TDM, including/including, PM and contingencies
Development	Interactions	DLR06	Intersection Traralgon North Road and collector road	Construction of a signalised intersection including pavement widening of existing roadway	1	Intersection	\$2,000,000	DTAPDM	\$2,000,000	20%	\$400,000	0%	\$2,400,000		Cost estimate provided by TDM, including/including, PM and contingencies
Development	Public Transport	DLR07	Bus stop	Provision of a bus stop including shading at Wardah Rd (Public) within study area and at Traralgon North Rd and East West connector	2	Bus stop	\$45,000	TDM	\$90,000	20%	\$18,000	0%	\$108,000		Cost estimate provided by TDM, including/including, PM and contingencies
Fence															
Development	Fence	DLR08	Removal of Bar Fails extension of Area boundary	Removal of bar fails along the eastern boundary of the DP area	800	M/ln	\$10/m	TDM	\$8,000	20%	\$1,600	0%	\$9,600		Cost estimate provided by TDM, including/including, PM and contingencies
Development	Fence	DLR09	Shared path- Wardah Road west	Construction of a shared path along Wardah Rd west of Sutherland Water Storage Pump Station	1000	M/ln	\$10/m	TDM	\$10,000	20%	\$2,000	0%	\$12,000		Cost estimate provided by TDM, including/including, PM and contingencies
Development	Fence	DLR10	Shared path- Wardah Road	Construction of a shared path along Wardah Rd east of Sutherland	1000	M/ln	\$10/m	TDM	\$10,000	20%	\$2,000	0%	\$12,000		Cost estimate provided by TDM, including/including, PM and contingencies

CU/ID	Category	Project ID	Project Summary	Description	Quantity	Unit	Rate	Reference	Capital Cost	Growth Area	Cost attributable to the project	Demanded Value	DC/DFP	DC/DFP	Notes/Assumptions	
				Water Storage Pump Station											contingency	
Development	Trial	DC_TN_4	Shared path - Internal concrete stairs	Construction of shared path with internal concrete stairs	3000	Sq.m	\$10	TDR	\$30,000	with	\$30,000	\$0.00	\$3,000.00		Cost estimate provided by TDR, including offsite costs, PM and contingency	
Development	Trial	DC_TN_5	Shared path - Green open space	Construction of shared path with green open space	3000	Sq.m	\$40	TDR	\$120,000	with	\$120,000	\$0.00	\$12,000.00		Cost estimate provided by TDR, including offsite costs, PM and contingency	
Open Space																
Development	Open Space	DC_OS_1	Active Open Space - Open area	Land acquisition for active open space	1.00	Ha	\$500,000	Valuation report	\$500,000	with	\$500,000	\$0.00	\$5,000.00		Land value based on current market value	
Development	Open Space	DC_OS_2	Active Open Space - Open area	Improvements to Active Open Space - Open area	1.00	Ha	\$5,000,000	DC Estimate	\$5,000,000	with	\$5,000,000	\$0.00	\$500,000.00		Cost estimate based on current market value	
Community	Open Space	DC_OS_3	Active Open Space - Pavilion	Construction of a pavilion to support the active open space	1.00	Ha	\$5,000,000	DC Estimate	\$5,000,000	with	\$5,000,000	\$0.00	\$500,000.00		Cost estimate based on current market value	
Development	Open Space	DC_OS_4	Passive open space - Improvements	Improvements to passive open space, including upgrading and seating, tree planting, street furniture and playground equipment	1.00	Ha	\$5,000,000	Proposed	\$5,000,000	with	\$5,000,000	\$0.00	\$500,000.00		Proposed cost estimate	
Community Facilities																
Development	Community Facility	DC_CF_1	DC/DFP Community Facility	Land acquisition for a community facility - total area 1.0 Ha	1.00	Ha	\$500,000	Valuation report	\$500,000	with	\$500,000	\$0.00	\$5,000.00		Land value based on current market value	
Development	Community Facility	DC_CF_2	Multi purpose community centre - (Community)	Construction of the Development Infrastructure component of a multi purpose community centre, including material and craftwork centre and storage area	1.00	Ha	\$5,000,000	DC Estimate	\$5,000,000	with	\$5,000,000	\$0.00	\$500,000.00		Cost estimate based on current market value	
Community	Community Facility	DC_CF_3	Multi purpose community centre - (Community)	Construction of the Community Infrastructure component of a multi purpose community centre, including community meeting rooms	1.00	Ha	\$5,000,000	DC Estimate	\$5,000,000	with	\$5,000,000	\$0.00	\$500,000.00		Cost estimate based on current market value	
Other																
Development	Other	DC_O_1	Planning	Development Plan and DC/DFP planning costs	1.00	Ha	\$500,000	Proposed	\$500,000	with	\$500,000	\$0.00	\$5,000.00		Includes all Development Plan, DC/DFP and other community facilities Traralgon North	
TOTAL									\$11,000,000	with	\$11,000,000	\$0.00	\$1,000,000.00			

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Development Contributions Plan

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Development Contributions Plan

TABLE 3 - DRAINAGE ITEMS

ID No	Category	Project ID	Project Name/Item	Description	Quantity	Unit	Rate	Reference	Capital Cost	Growth Area	Cost attributable to Recipient	Demand Date	Priority
Development	Drainage	DJ,DR,1	Drainage within catchment 1 (cont'd)	Construction of a drainage scheme for catchment 1, including drainage pipes, standing basins and wetland areas	1.0	scheme	\$1,000,000	TDM	\$1,000,000	50%	\$500,000	18/10	High
Development	Land	DJ,DR,1	Land for retention basin catchment 1	Land acquisition for retention basin for catchment 1	1.0	ha	\$10,000	valuation report	\$10,000	100%	\$10,000	18/10	High
Development	Land	DJ,DR,1	Land for retention basin catchment 1	Land acquisition for retention basin for catchment 1 (within development plan area)	0.05	ha	\$200,000	valuation report	\$20,000	100%	\$20,000	18/10	High
Development	Land	DJ,DR,1	Land for retention basin catchment 1	Land acquisition for retention basin for catchment 1	0.01	ha	\$10,000	valuation report	\$10,000	100%	\$10,000	18/10	High
DRAINAGE COST CATCHMENTS 1 & 2 (cont'd)											18/10	\$530,000	
Development	Drainage	DJ,DR,1	Drainage within catchment 1	Construction of a drainage scheme for catchment 1, including drainage pipes, standing basin and wetland area	1.0	scheme	\$1,000,000	TDM	\$1,000,000	50%	\$500,000	18/10	High
Development	Land	DJ,DR,1	Land for retention basin catchment 1	Land acquisition for wetland area for catchment 1	1.0	ha	\$10,000	valuation report	\$10,000	100%	\$10,000	18/10	High
DRAINAGE COST CATCHMENT 1											18/10	\$510,000	
Development	Drainage	DJ,DR,2	Drainage within catchment 2	Construction of a drainage scheme for catchment 2, including drainage pipes, standing basins and wetland areas	1.0	scheme	\$1,000,000	TDM	\$1,000,000	50%	\$500,000	18/10	High
Development	Land	DJ,DR,2	Land for retention basin catchment 2	Land acquisition for retention basin for catchment 2	1.0	scheme	\$10,000	valuation report	\$10,000	100%	\$10,000	18/10	High
DRAINAGE COST CATCHMENT 2											18/10	\$510,000	

3.2. LAND ACQUISITION

The Infrastructure List includes a number of land areas to be acquired. The land items, purpose of acquisition and notes for valuation are shown in Table 4.

See section 2.4.2 for details as to how land is to be valued.

TABLE 4 LAND ITEMS

Project ID	Land for	Area to be acquired	Notes
D_LA_1	Community Facilities	0.30ha	Valued on the basis of an underlying Mixed Use Zone
D_LA_2	Active Open Space	2.49ha	Valued as underlying residential zone
D_LA_3	Drainage	0.30ha	Unencumbered land, Farming Zone
D_LA_4	Drainage	0.30ha	Unencumbered land, underlying residential zone
D_LA_5	Drainage	1.00ha	Encumbered land value (LSO)
D_LA_6	Drainage	1.00ha	Encumbered land value (LSO)
D_LA_7	Drainage	0.30ha	Encumbered land value (LSO)
D_LA_8a	Road widening	0.30ha	Unencumbered land, underlying residential zone
D_LA_8b	Road widening	0.2ha	Unencumbered land, underlying residential zone

4. LEVIES

4.1. LEVIES PAYABLE

Table 5 provides a summary of the development contribution levies payable for the Traralgon North Development Plan Area. These levies should be included as the 'base' levies in the Section 173 Agreements.

All development is liable to pay the relevant development infrastructure levy, plus the drainage levy for the relevant catchment area (see Appendix B for areas). Only residential development is liable to pay the Community Infrastructure Levy.

All levies are expressed in July 2012 dollars. Costs and levies are to be indexed annually in accordance with the method outlined in Section 2.4.1.

TABLE 5 LEVY SUMMARY

Levy	Amount (July 2012)
Development Infrastructure Levy (excluding drainage) per ha	\$122,361.75
Drainage Levy Catchment A (Sub-catchments 1, 2 and 3) per ha	\$22,095.45
Drainage Levy Catchment B (Sub-catchment 4) per ha	\$28,833.37
Drainage Catchment C (Sub-catchment 5) per ha	\$15,280.45
Community Infrastructure Levy (dwelling)	\$1,207.08
Community Infrastructure Levy (dwelling after cap)	\$893.00

Source: Urban Enterprise 2012

4.2. FUNDS TO BE COLLECTED

Table 6 shows a summary of the infrastructure costs, amounts expected to be collected through development contributions and estimated contributions required by Council.

The Council contribution relates to:

- The component of the Community Infrastructure Levy that is above the cap of \$900 per dwelling; and
- The external cost apportionment associated with the following items:
 - CI_CF_1 (community centre –community infrastructure component);
 - DI_CF_1 (community centre –development infrastructure component);

- + DI_RO_1 (Marshall's Road upgrade)
- + DI_DR_1 (drainage works, sub-catchments 1, 2 and 3); and
- + DI_DR_2 (drainage works, sub-catchment 4).

TABLE 6 SUMMARY OF FUNDS COLLECTED

Levy Category	Total Infrastructure Cost	Cost apportioned to Traralgon North	Collected via Contributions	External Cost
Development Total (including drainage)	\$20,172,463	\$16,095,800	\$16,095,800	\$4,076,663
Community Total	\$2,000,000	\$1,300,000	\$960,300	\$1,039,700
Total	\$22,172,463	\$17,395,800	\$17,056,100	\$5,116,363

Source: Urban Enterprise, 2013

It should be noted that although costs shown as 'external' are to be borne by Council, the majority of these costs could be recouped through:

- Contributions from the Strand Development (contribution towards Marshall's Road upgrade);
- Drainage contributions from residential development to the south of the subject site; and
- Development contributions towards the community facilities from other development in the northern growth corridor.

4.3. ESTIMATED CONTRIBUTIONS BY PROPERTY

Table 7 shows the estimated development contributions payable for each property within the Development Plan area. The table shows the amount of net developable area for each property, the passive open space to be provided, and the value of open space credit or cash payable to equalise the passive open space provision across all landowners. The location of each property is shown in Appendix C.

All landowners are required to provide an unencumbered passive open space contribution of 5.4% in land or cash. Land contributions are required as per the Development Plan. Those landowners that provide land in excess of 5.4% of their Net Developable Area will be reimbursed in cash equivalent to the value of the excess land provided. Those landowners that provide less than 5.4% of their Net Developable Area in land will be required to contribute the cash to cover the balance of the under provision equivalent to the value of the land.

Land values are based on the independent valuation prepared by Lee Property Valuers and Advisors.

The contributions listed in the table are estimates only, based on the net developable areas shown in the development plan. The contributions shown in the table exclude the payment of the Community Infrastructure Levy (this depends on the numbers of dwellings constructed) and the drainage levy (this

depends on the location of individual subdivision applications relevant to the drainage catchment boundaries) - these levies are payable in respect of each development but will vary for each development application based on the variables described.

Note: this detailed land budget is based on the future development plan layout, assuming that Marshall's Road will be realigned near Greenfield Drive and relevant property transfers are implemented.

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TABLE 7 DEVELOPMENT CONTRIBUTIONS AND OPEN SPACE RECALCULATION BY PROPERTY

Local Electorate	Property No. Figure 10	Address	Land Use					PDA					Development Contributions				
			Total Use Area	Excluded Area	Land Use Approved for Development	Land Use Excluded for Development	Open Space	Community Facilities	Public Open Space	Private Open Space (Subsidiary)	Net Development Area	Private Open Space Contribution	Required Private Open Space	Open Space Credit (PDA Contribution 1)	Open Space Credit (PDA Contribution 2)	Development Contribution per Subsidy Strategy (PDA)	CC per ha Adjusted for open space - including strategy (PDA)
			sqm	sqm	sqm	sqm	sqm	sqm	sqm	sqm	sqm	sqm	sqm	sqm	2010 \$ value	2010 \$ value	2010 \$ value
	1	18 Macleods Road Traralgon VIC 3844	2,35	1,07	0,00	0,00	0,04	0,00	0,00	0,00	0,00	0,00	0,00	0,00	\$ 30,000,00	\$ 1,11,000,00	\$ 100,000,00
	2	30 Macleods Road Traralgon VIC 3844	2,34	1,02	0,00	0,00	0,52	0,00	0,00	0,00	0,00	0,00	0,00	0,00	\$ 30,000,00	\$ 1,90,000,00	\$ 160,000,00
	3	20 Macleods Road Traralgon VIC 3844	2,06	0,97	0,00	0,00	0,57	0,00	0,00	0,00	0,00	0,00	0,00	0,00	\$ 30,000,00	\$ 1,90,000,00	\$ 160,000,00
	4	21 Macleods Road Traralgon VIC 3844	2,09	1,00	0,00	0,00	0,06	0,00	0,00	0,00	0,00	0,00	0,00	0,00	\$ 30,000,00	\$ 1,17,000,00	\$ 107,000,00
	5	22 Macleods Road Traralgon VIC 3844	6,40	0,00	0,00	0,00	0,49	0,00	0,00	0,00	0,00	0,00	0,00	0,00	\$ 30,000,00	\$ 2,21,000,00	\$ 1,90,000,00
	6	10 Macleods Road Traralgon VIC 3844	6,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	\$ 30,000,00	\$ 1,00,000,00	\$ 1,00,000,00
	7	11 Deaneys Road Traralgon VIC 3844	6,07	0,00	0,00	0,00	0,07	0,00	0,00	0,00	0,00	0,00	0,00	0,00	\$ 30,000,00	\$ 1,17,000,00	\$ 1,16,000,00
	8	40 Deaneys Road Traralgon VIC 3844	2,04	0,16	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	\$ 30,000,00	\$ 30,000,00	\$ 30,000,00
	9	40 Deaneys Road Traralgon VIC 3844	2,04	0,00	0,00	0,00	0,00	0,00	1,07	0,00	0,00	0,00	0,00	0,00	\$ 30,000,00	\$ 30,000,00	\$ 30,000,00
	10	11 Macleods Road Traralgon VIC 3844	14,00	0,00	0,00	0,00	14,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	\$ 30,000,00	\$ 1,17,700,00	\$ 1,00,000,00
	11	40 Macleods Road Traralgon VIC 3844	6,40	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	\$ 30,000,00	\$ 30,000,00	\$ 30,000,00
	12a	40 Macleods Road Traralgon VIC 3844	18,00	0,00	0,00	0,00	18,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	\$ 30,000,00	\$ 2,00,000,00	\$ 1,90,000,00
	12b	40 Macleods Road Traralgon VIC 3844	18,00	0,00	0,00	0,00	18,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	\$ 30,000,00	\$ 2,00,000,00	\$ 1,90,000,00
	13a	147 Traralgon North Road Traralgon VIC 3844	12,00	0,00	0,00	0,00	12,00	0,00	0,00	1,07	0,00	0,00	0,00	0,00	\$ 30,000,00	\$ 1,00,000,00	\$ 1,00,000,00
	13b	147 Traralgon North Road Traralgon VIC 3844	14,00	0,00	0,00	0,00	14,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	\$ 30,000,00	\$ 1,00,000,00	\$ 1,00,000,00
	TOTAL		110,00	7,00	0,00	0,00	30,11	0,00	1,07	0,00	0,00	0,00	0,00	0,00	\$ 30,000,00	\$ 2,00,000,00	\$ 1,90,000,00

1. All development contributions are based on the rates in the Development Contributions Plan. 2. The contribution rates are based on the rates in the Development Contributions Plan. 3. The contribution rates are based on the rates in the Development Contributions Plan. 4. The contribution rates are based on the rates in the Development Contributions Plan. 5. The contribution rates are based on the rates in the Development Contributions Plan.

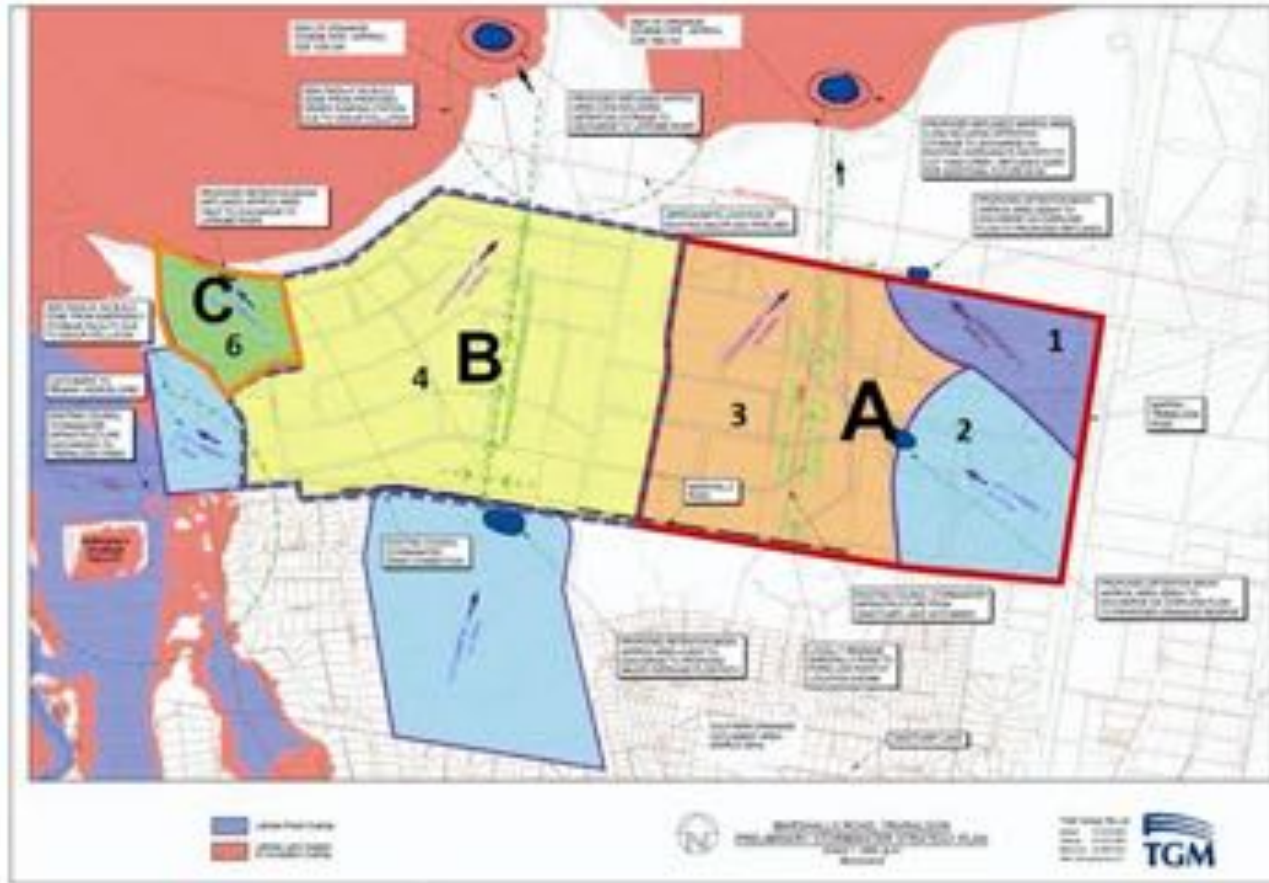
APPENDIX A INFRASTRUCTURE ITEMS MAP

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APPENDIX B DRAINAGE CATCHMENTS PLAN

Final Draft



TRARALGON NORTH DEVELOPMENT PLAN

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2017/2018

APPENDIX C LAND TITLES

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Traralgon North Development Plan and Development Contributions Plan Communication Plan August 2013

Strategy Objective

1. To consult and involve stakeholders and the community through all stages in the development of the Traralgon North Development Plan and Development Contributions Plan project.
2. To continue to inform stakeholders and the community of the status of the project.

Strategy Method

The community engagement methods used are consistent with Latrobe's Community Engagement Strategy 2010-2014 which is underpinned by the International Association for Public Participation (IAP2) Spectrum.

The IAP2 Spectrum identifies 5 levels of public participation these include: Inform, Consult, Involve, Collaborate and Empower. The goal of each of these levels of participation is defined in Latrobe's Community Engagement Strategy 2010-2014.

Strategy Steps

The steps that will be undertaken to meet the above objective is summarised in the table below.

When (Nominal Timeframe)	Purpose / Why	Activity Planned	Engagement Method	Level on IAP2 Spectrum	Notes
Background Reports Engagement					
Late Jan 2012 / Early Feb 2012	To provide information regarding the project and opportunities for input.	Preparation and distribution of bulletin 1 introducing the project and project team and providing details on opportunities for input.	<ul style="list-style-type: none"> • Latrobe City Council's website • Latrobe City Council's Service Centres • Mail out to landowners. 	Inform	Completed 23 January 2012. Letters to landowners, infrastructure providers and authorities sent 20 January 2012. Website available from 23 January 2012.



Traralgon North Development Plan and Development Contributions Plan Communication Plan August 2013

			infrastructure providers and authorities		
February 2012	To engage with key stakeholders to identify issues, constraints and opportunities that are associated with the study area.	Prepare for and deliver one – on – one session with landowners.	One – on – one discussion with landowners utilising displays and maps.	Involve	Completed. One – on – One sessions held from 8 – 10 February 2012
February 2012	To engage with Councillors, infrastructure providers and authorities and Latrobe City Council staff to identify issues, constraints and opportunities that are associated with the study area.	Prepare for and deliver workshops with Councillors, infrastructure providers and authorities and Council staff to identify issues, constraints and opportunities that are associated with the study area.	Group discussions utilising powerpoint presentations, displays and maps.	Involve	Completed. Councillor, Infrastructure Providers and authorities issues, Opportunity and Constraints Workshop held on 7 February 2012.
April 2012	To provide information on the findings of the issues, constraints and opportunities consultation and provide details on the final background reports.	Presentation to Councillors on the issues, constraints and opportunity and background reports.	Briefing with Councillors utilising powerpoint presentations, displays and maps.	Inform	Completed. I & D presentation made on 30 April 2012
Development Plan and Development Contribution Plan Engagement					
May 2012	To provide information on the issues, constraints and opportunities meetings and the background reports. To identify opportunities for future involvement in the	Preparation and distribution of bulletin 2 providing feedback on the issues, constraints and opportunities meetings and the background reports and to identify	<ul style="list-style-type: none"> • Latrobe City Council's website • Latrobe City Council's Service Centres • Mail out to 	Inform	Letters and project bulletin 2 sent on 16 May 2012 (landowners) and 22 May 2012 (infrastructure providers and authorities).



Traralgon North Development Plan and Development Contributions Plan Communication Plan August 2013

	project.	opportunities for involvement in the next stage of the project.	landowners, infrastructure providers and authorities		
May 2012	To engage with landowners to provide an update on the progress of the background reports, planning process and development contributions.	Prepare for and run an information session with landowners to provide an update on the progress of the background reports, planning process and development contributions.	Information session with landowners utilising powerpoint presentations, displays and maps.	Inform	Information session held with landowners on 30 May 2012.
June 2012	To engage with infrastructure providers, authorities and Latrobe City Council staff to provide input in the design of the Development Plan.	Prepare for and deliver a workshop with infrastructure providers, authorities and Latrobe City Council staff to provide input in the design of the Development Plan and Development Contribution Plan.	Group discussions utilising powerpoint presentations, displays and maps.	Involve	Design Workshop held on 7 June 2012.
June 2012	To engage with Councillors to provide an update on the progress of the Development Plan and provide input in the design of the Development Plan and Development Contribution Plan.	Prepare for and deliver a workshop with Councillors to provide input in the design of the Development Plan and Development Contribution Plan.	Group discussion utilising powerpoint presentations, displays and maps.	Involve	Design Workshop held with Councillors on 7 June 2012.
July 2012	To engage with landowners to discuss the rates process.	Prepare and deliver and information and question session with landowners to discuss the rates process.	Group discussion utilising displays and maps.	Inform	Rates Information Session held 24 July 2012.



Traralgon North Development Plan and Development Contributions Plan Communication Plan August 2013

August 2012	To present the final draft development plan and development contributions and request feedback.	Presentation to Councillors on the draft development plan and development contributions plan.	Briefing with Councillors utilising powerpoint presentations, displays and maps.	Consult	I & D presentation held on 27 August 2012.
August 2012	To engage with landowners to provide an update on the progress of the Development Plan and provide input in the design of the Development Plan and Development Contribution Plan.	Prepare for and deliver workshops with landowners to provide input in the design of the Development Plan and Development Contribution Plan.	Group discussions utilising powerpoint presentations, displays and maps.	Involve	Development Plan Workshop held with landowners 28 August 2012.
September 2012	To provide information to the community on the progress of the draft Development Plan and Development Contributions Plan	Report to a Council Meeting to place the draft documents out on community consultation (after caretaker period).	Latrobe City Council website and mail out to stakeholders.	Consult	Council Report prepared for 17 September 2012 Council Meeting.
Public Exhibition of Development Plan and Development Contribution Plan					
October 2012	To provide information to landowners on the draft Development Plan and Development Contributions Plan.	Prepare and deliver one – on – one information sessions with landowners on the draft Development Plan and Development Contributions Plan.	Invitation to landowners, one – on – one meetings utilising maps and displays.	Consult	Completed. Letters sent to landowners on 15 October 2012. One – on – one meetings held with landowners on 29 and 30 October 2012.
November 2012	To provide information on the Draft Development Plan and Development Contributions Plan. To identify opportunities for	Preparation and distribution of bulletin 3 providing information on the Draft Development Plan and Development Contribution	<ul style="list-style-type: none"> • Latrobe City Council's website • Latrobe City Council's Service Centres 	Inform	Completed. Letters and bulletin 3 sent on 5 November 2012.



Traralgon North Development Plan and Development Contributions Plan Communication Plan August 2013

	future involvement in the project.	Plan and to identify opportunities for involvement in the next stage of the project.	<ul style="list-style-type: none"> • Mail out to landowners, general community, community groups, infrastructure providers and authorities 		
November – December 2012	To obtain public feedback on the draft Development Plan and Development Contributions Plan.	Place the draft Development Plan and Development Contributions Plan out for community consultation (written submissions to be received) for a period of six weeks. Include an invitation to a community information session.	<ul style="list-style-type: none"> • Latrobe City Council's website • Latrobe City Council's Service Centres • Mail out to landowners, infrastructure providers and authorities and community members. • Advertisement (Latrobe Valley Express) and media release. 	Consult.	Completed. Latrobe City Council's website updated with draft reports and bulletin 3. Latrobe City Council service centres received a copy of draft reports on 5 November 2012. Letters and bulletin 3 sent on 5 November 2012. Advertisement in the Latrobe Valley express appeared in 5 and 15 November 2012.
November / December 2012	To provide the public with balanced and objective information to assist them in the understanding of the draft Development Plan and Development Contributions Plan.	Prepare and deliver community information sessions for stakeholders to consider the draft Development Plan and Development Contributions Plan	Group discussion sessions, utilising powerpoint presentations, displays and maps.	Inform	Completed. Information session held on 22 November 2012.
March 2013	To present the submissions	Presentation to Councillors	Briefing with Councillors	Inform	Completed.



	received and changes made to the draft development plan and development contributions.	on the submissions received to the draft development plan and development contributions plan.	utilising powerpoint presentations, displays and maps.		Presentation to Councillors was made on 12 March 2012.
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Note: Social media is currently being implemented in the organisation and may be used during the project if it becomes available.

* Community engagement has been scheduled to avoid the period of January and other school holidays.

Continuous engagement will occur with landowners, infrastructure providers and agencies by the land broker during the life of the project.



**16.7 PLANNING FOR GROWTH – LAKE NARRACAN PRECINCT
DRAFT CONCEPT PLANS COMMUNITY CONSULTATION
PACKAGE****General Manager****Governance****For Decision****PURPOSE**

The purpose of this report is to present the Lake Narracan Precinct Draft Concept Plans consultation package to Council for information and seek endorsement to release the consultation package for community engagement.

DECLARATION OF INTEREST

No officer declared an interest under the Local Government Act 1989 in the preparation of this report.

STRATEGIC FRAMEWORK

This report is consistent with Latrobe 2026: The Community Vision for Latrobe Valley, the Latrobe City Council Plan 2013-2017, relevant legislation and Council policies.

Latrobe 2026: The Community Vision for Latrobe Valley***Strategic Objectives – Built Environment***

In 2026 Latrobe Valley benefits from a well planned built environment that is complimentary to its surrounds and which provides for a connected and inclusive community.

Strategic Objectives – Economy

In 2026, Latrobe Valley has a strong and diverse economy built on innovation and sustainable enterprise. The vibrant business centre of Gippsland contributes to the regional and broader communities, whilst providing opportunities and prosperity for our local community.

Strategic Objectives – Governance

In 2026, Latrobe Valley has a reputation for conscientious leadership and governance, strengthened by an informed and engaged community, committed to enriching local decision making.

Latrobe City Council Plan 2013 - 2017***Theme and Objectives***

ORDINARY COUNCIL MEETING MINUTES 07 OCTOBER 2013 (CM421)

Theme 1: Job Creation and Economic Sustainability

Strategic Direction - Job Creation and Economic Sustainability

Provide timely and targeted infrastructure to support economic growth and the marketability of Latrobe City to industry and investors.

Theme 2: Appropriate, Affordable and Sustainable Facilities, Services and Recreation

Strategic Direction - Appropriate, Affordable and Sustainable Facilities, Services and Recreation

Develop and maintain community infrastructure that meets the needs of our community

Promote and support opportunities for people to enhance their health and wellbeing.

Encourage and create opportunities for more community participation in sports, recreation, arts, culture and community activities.

Improve and link bicycle paths, footpaths and rail trail networks to encourage physical activity and promote liveability.

Continue to maintain and improve access to Latrobe City's parks, reserves and open space.

Theme 5: Planning for the future

Strategic Direction – Planning for the future

Provide efficient and effective planning services and decision making to encourage development and new investment opportunities.

Plan and coordinate the provision of key services and essential infrastructure to support new growth and developments.

Legislation

Local Government Act 1989

Planning and Environment Act 1987

BACKGROUND

On 11 July 2012 the State Government released *The Latrobe Valley Industry and Employment Roadmap*, which responds to Council's submission of 7 May 2012 *Directions for a Latrobe Valley Transition Discussion Paper*. Council's submission amongst other things requested assistance in the area of planning for Latrobe City's growth areas.

ORDINARY COUNCIL MEETING MINUTES 07 OCTOBER 2013 (CM421)

In response, the Roadmap identifies *Strategic Direction 6: Enhancing Liveability, New Planning Support for Regional Growth Areas* which aims to;

- expedite structure planning of new growth areas; and
- bring forward development and ensure an adequate supply of housing for new residents.

Assistance has been provided to Latrobe City Council through access to the resources and expertise of the Growth Area Authority (GAA), to aid in the preparation of structure plans for Latrobe City's growth areas. The Lake Narracan precinct has been identified as a priority growth area, and the GAA is assisting Latrobe City Council to plan this area through the preparation of the Lake Narracan Precinct Structure Plan (PSP) .

The GAA is a statutory authority responsible for overseeing the preparation of PSP's in Melbourne's growth areas and advising the Minister for Planning on their approval. Through the Roadmap initiative the GAA have expanded their responsibilities to assist with the planning of regional areas.

A PSP is a 'big picture' plan that sets the vision for developing new communities and is the primary plan for guiding development. Precinct structure planning is fundamental to making Victoria's growth areas great places to live, both today and for future generations.

PSPs identify roads, shopping centres, schools, parks, housing, employment areas, connections to transport and generally resolve the complex issues of biodiversity, cultural heritage and infrastructure provision.

The Lake Narracan precinct (see Attachment 1) is an area of approximately 610 hectares. The majority of land within the precinct is currently zoned Farming Zone. The remaining land within the precinct is zoned either Rural Living 6 Zone, Residential 1 Zone, Public Use Zone and Public Park and Recreation Zone. There are a total of 67 landowners within the precinct.

The Lake Narracan PSP project is consistent with the *State Planning Policy Framework* at Clause 11.02 Urban Growth, this forms part of the *Latrobe Planning Scheme* and includes strategies that aim to;

- *Ensure the ongoing provision of land and supporting infrastructure to support sustainable urban development.*
- *Ensure that sufficient land is available to meet forecast demand.*
- *Plan to accommodate projected population growth over at least a 15 year period and provide clear direction on locations where growth should occur.*

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- *Residential land supply will be considered on a municipal basis, rather than a town-by-town basis.*

Strategic Outlook

The *Strategic Outlook for Moe-Newborough, Growth Areas Authority August 2013*, provided at Attachment 2, considers population projections and dwelling forecasts (see pages 2-7). The document identifies, consistent with a low to moderate growth scenario that;

between 2011 and 2036 it is forecast that the number of households in the local area will increase by over 1,800 households.

The document also provides an analysis of the current and future land supply for Moe-Newborough and draws a number of conclusions (page 18) which are summarised as follows;

- From the Moe-Newborough Structure Plan there is around 200 hectares of land currently identified for future residential development.
- While most of these sites have shown at least some indication of development plans, 30% of the land identified has remained stagnant and thus may not be developed for some time.
- If we assume that all the land that has been identified for development does in fact get developed, at an average density of 10 dwellings per hectare, currently land supply stocks could be exhausted by 2031, (approximately 17 years away).
- Given the time required to identify developable land, prepare a strategic plan and prepare a planning scheme amendment to rezone the identified land, it would be prudent to start planning for additional developable land now, to ensure land supply stocks do not drop below the 15 year supply level.

In addition to the need to ensure 15 plus years of residential land supply, there are a number of strategic reasons for planning the development of the Lake Narracan precinct, which together make this a transformational project for Latrobe City and the region, these include:

- Supporting the themes of the Latrobe City Council Plan, in particular
 - Theme 1 Job Creation and Economic Sustainability,
 - Theme 2 Appropriate, Affordable and Sustainable Facilities, Services and Recreation,
 - Theme 5 Planning for the Future ;
- Supporting key directions of the draft Regional Growth Plan June 2013;

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- Enhancing Latrobe City's Regional City status;
- Provision of increased access to Lake Narracan which will significantly enhance the recreational opportunities that the lake provides for existing and future residents;
- Delivering a diverse range of housing types with high amenity - one of the key objectives of the Moe - Newborough Structure Plan;
- Supporting a healthy housing market by having multiple development fronts;
- Potential to increase economic activity in the area which will create local job opportunities; and
- Potential to act as a spur for redevelopment and revitalising the existing township, again creating more local job opportunities.

Draft Concept Plans

The GAA in consultation with Latrobe City Council have prepared some preliminary concept plans to provide a starting point for engagement with the community around how development may proceed in the Lake Narracan precinct over the next 20 years and beyond.

The draft concept plans convey the vision for the precinct which can be summarised as follows;

- The Lake Narracan area is characterised by undulating farmland, prominent stands of trees, views to the lake and the hills beyond, and a number of locations for recreation access to the lake.
- The future residential development of this area will retain the existing character of the lake foreshore, and provide for increased community access to the lake and creation of new recreational activities on and around the lake. A continuous foreshore link comprising parkland, pedestrian/cyclist paths and a foreshore road will be established along the southern side of the lake between Sullivans Track and Becks Bridge Road for the wider community to enjoy.
- Key road and open space links will be created to more directly link the centre of both Moe and Newborough with the lake. An extensive network of pedestrian and cyclist paths will be established throughout the precinct, linking to the heart of existing Moe and Newborough.
- New residential neighbourhoods will be established that take their identity from the existing areas of the lake, such as Becks Bay, Turras Reach, Fernlea Channel and Thompsons Bay. The development of this area also offers the opportunity to reference the

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previous township of Yallourn, by using key road names from historic town such as 'Broadway' and 'Centreway', and open space names such as 'Monash Square'.

- Two new village centres will provide for the daily convenience shopping needs of new residents and visitors, but complement the Moe/Newborough town centres as the major shopping destinations of the area. The new village centres also offer the opportunity to establish cafes and restaurants adjacent to the lake for the wider community to enjoy. This area is also a suitable location for a holiday park offering short stay accommodation for visitors to enjoy the amenity of the lake and the recreational activities that it offers.
- The amenity value of the lake offers the ability to provide a range of housing types in proximity to the lake not seen in other locations in the municipality. The majority of the new residential areas away from the lake will provide for more typical housing seen in existing townships of the municipality, and will provide opportunities for larger lots to be created in key locations.
- An open space network will be created that includes the foreshore parkland and a large centrally located district park offering views across the precinct and to the lake. The existing electricity easements that run through the precinct will be integrated to form part of the open space and trail network. The existing Moe golf course will be retained as a key recreation feature offered by the area. Significant biodiversity values such as prominent stands of trees, native vegetation along the foreshore and nationally significant Strzelecki Gums will be retained as important features of the area.
- The development of the Lake Narracan area is one of a number of initiatives that will assist in the long term revitalisation and enhancement of the Moe and Newborough area. This project will also help enhance Latrobe City as the Regional City of Gippsland.

Council officers and GAA have begun consultation with state government agencies and authorities, user groups of the lake and landowners within the precinct, in preparing these preliminary concept plans. There is an opportunity for the community to be involved in the development of the concept plans and the subsequent Lake Narracan PSP through two community engagement stages.

The flow diagram at Attachment 3 outlines the sequence and timing of these engagement stages in the context of the overall project. Activities identified for each of these stages are outlined in the Internal/External Consultation section of this report.

The next step for the draft concept plans is to seek community input to these ideas and make any necessary changes before proceeding with any

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further work on a more detailed development plan for the precinct (a Lake Narracan PSP).

A consultation package of materials has been developed and is provided at Attachment 4. These materials include:

- Draft Lake Narracan Concept Plan
- Draft Lake Narracan Trails Plan
- Draft Lake Narracan Enlargements
- Draft Moe-Newborough Integrated Framework Plan
- Project Newsletter (to outline the process for consultation and the process for future rezoning of land within the precinct).

To inform the development of the Lake Narracan PSP Concept Plans, a series of background studies have also been undertaken, these include:

- Strategic Outlook for Moe / Newborough, August 2013
- Aboriginal Cultural Heritage Analysis, July 2013
- Retail Analysis, July 2013
- Environmental, Hydrological and Geotechnical Assessment, June 2013
- Biodiversity Assessment, August 2013
- Issues and Opportunities Overview, August 2013

The Strategic Outlook for Moe-Newborough is provided at Attachment 2. The remainder of the background reports are provided at Attachment 5.

ISSUES

Lake Narracan User Groups

The Lake Narracan user groups are shown on the Lake Narracan Plan (see Attachment 6) and include:

- Latrobe Valley Hovercraft Club
- Latrobe Valley Model Aeroplane Club
- Latrobe Valley Naval Cadets
- Latrobe Valley Water-ski Club
- Moe Lions Club; and
- Moe/Yallourn Rail Trail Committee of Management

All user groups except the Moe Lions Club and Moe/Yallourn Rail Trail Club currently utilise land on the Lake Narracan foreshore that is leased from Latrobe City Council. The Moe Lions Club is the only club in the User Group Committee that does not manage land.

The Lake Narracan User Group Committee currently consists of the six user groups listed above, a community representative, two Latrobe City Councillors and the Manager Recreational Liveability. The Committee meet on a bi-monthly basis.

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Latrobe City Council officers have met with the Lake Narracan user group committee on two occasions. Officers also continue to meet and remain in contact with each of the user groups individually.

The purpose of this engagement has been the following:

- learn about the needs of each user group;
- provide updates on project progress;
- discuss potential impacts to the user groups resulting from a range of planning scenarios; and
- begin discussions around future options for the user groups to ensure they can continue to utilise Lake Narracan.

Table 1 below provides a summary of the meetings and contact to date.

Table 1: Lake Narracan User Group Summary of Meetings

User Group/Committee	Meetings with Group/ Committee	Current facilities	Requirements/Future Options
Latrobe Valley Naval Cadets	6 March 2013 22 May 2013 2 September 2013 4 September 2013	<ul style="list-style-type: none"> • 1 large shed which contains accommodation, kitchen facilities, dormitories, showers & offices • 1 smaller shed which is used to store boats 	<ul style="list-style-type: none"> • Close access to water • Security fencing around their base • Safe access for children • Grass area to set up their boats • Boat ramps • Option to stay in current location subject to application of appropriate interface treatments
Latrobe Valley Model Aeroplane Club	6 March 2013 20 May 2013 23 August 2013 4 September 2013	<ul style="list-style-type: none"> • Concrete runway • 2 shipping containers with a shelter in between 	<ul style="list-style-type: none"> • Non-residential area • ½ km radius from houses • East/west runway • Area with no trees or power lines • South facing site • Flat site • Water flying and land flying can be split across two locations. • Club understand that it is likely that they will need to move in the future. • The northern side of the lake was discussed as an option for water based flying. • Another site would be required for land based flying and some suggestions were discussed.
Latrobe Valley Hovercraft Club	6 March 2013 31 May 2013 23 August 2013 4 September 2013	<ul style="list-style-type: none"> • 1 shipping container used for storage • Oversized carport for shelter • 1 portable toilet 	<ul style="list-style-type: none"> • Access to water • Specialised launching ramps • An area on the water not close to boats

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			<ul style="list-style-type: none"> • Away from residences, northern side of lake discussed as a possible option.
Latrobe Valley Water-ski Club	6 March 2013 29 May 2013 4 September 2013	<ul style="list-style-type: none"> • Club room with toilets, showers, a recreation area, kitchen, BBQ, large parking area and access to boat ramp. 	<ul style="list-style-type: none"> • Quiet, calm conditions and deep water • Future development unlikely to have negative impact on club operations.
Moe Lions Club	6 March 2013 15 May 2013 4 September 2013	<ul style="list-style-type: none"> • Planted many trees in the Lake Narracan area. 	<ul style="list-style-type: none"> • Need to have certainty that people will live in the area before they would look at building any public facilities
Moe/ Yallourn Rail Trail Committee	6 March 2013 14 May 2013 4 September 2013	<ul style="list-style-type: none"> • 8 km trail • Old toilet block used for equipment storage 	<ul style="list-style-type: none"> • Objectives are to clear the trail, from weeds etc, make it safer for walking, cyclists and horse riding, improve surface, access and drainage and facilities along the trail. • Have acquired new parts of land – hope to make a circuit rather than walking to a point and having to turn around and come back.

The Latrobe Valley Hovercraft Club

The Latrobe Valley Hovercraft Club is the main hovercraft club in Victoria with approximately 35 members. The club hosts events which can attract 20 – 25 spectators, while also hosting a formal family day event every two months. The current Hovercraft Club facilities are a shipping container used to store equipment, a carport and a portable toilet.

Two main issues will arise for the club if Lake Narracan is developed into a residential area. Firstly the draft concept plans identify the current location of the club as a potential foreshore park, to provide the community with enhanced access to the lake. Currently the community have restricted access to this part of the precinct.

Secondly, the draft concept plans identify the location of residential areas within close proximity to the lake foreshore. This means that there may be the potential for noise amenity issues with future residents, once these areas are to be developed.

Through meetings with Council officers, a club representative has expressed that their preference is for the club to remain in its current location, however the club do not object to the future development at Lake Narracan. Their concern is that there are not a lot of re-location options except for possibly the northern shores of the lake. The club prefers Lake Narracan as there is currently no speed limit for hovercrafts, which is unlike any other lake in Australia and the ramps used to access the lake are exclusively for hovercrafts.

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The club's main requirements are that its base needs to be remote, to minimise noise to residential areas, whilst being accessible, so members and spectators can enjoy the benefits of the club and its event days. The club also requires good access to land and water, with shallow water a preference as they would not have to contend with larger boats.

Council officers met with the club representative on 23 August 2013 to discuss possible options for the future operations of the club within the Lake Narracan precinct. Attachment 7 identifies land managed by Council around the foreshore of Lake Narracan, potential exists for the Latrobe Valley Hovercraft Club to be re-located to council land on the northern shore of Lake Narracan subject to further investigation. A location on the north western foreshore would still provide hovercraft with access to the delta area of the lake which meets the club's requirements for shallow water.

The issue of future noise amenity could be managed through planning permit conditions as is the case for other recreational activities across the municipality in the vicinity of sensitive uses such as residences.

The club has advised that it is open to working with council officers as part of the Lake Narracan PSP process to further investigate these options to allow continued use of the precinct.

Latrobe Valley Model Aeroplane Club

The Latrobe Valley Model Aeroplane club hosts approximately 65-70 members and has been in operation at Lake Narracan for 16 years. Its current facilities consist of two shipping containers joined by an outdoor shelter and two portable toilets as well as a concrete runway. During fine weather (without wind) the Model Aeroplane club at Lake Narracan could be in use up to seven days a week, with Thursday, Saturday and Sunday being the most common club days. The club flies their model aeroplanes over the land and the lake from their concrete runway. Currently the club flies their model aeroplanes over private land, as landowners have given permission for the club patrons to access their land to retrieve aeroplanes if needed.

Two main issues will arise for the club if Lake Narracan is developed into a residential area. Firstly the draft concept plans identify the current location of the club as a potential foreshore park, to provide the community with enhanced access to the lake. At present the community have restricted access to this part of the precinct.

Secondly the draft concept plans identify the location of residential areas on the private farm land that the club currently fly over. The club is restricted from flying over residences, club rules require that they fly within a 0.5 km radius of dwellings.

Through meetings with Latrobe City Council officers the club have indicated that they understand that it is likely they will need to be moved to

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allow for residential development and have acknowledged the community benefit of the Lake Narracan PSP project. If this is the case the club have specified that they would be seeking a more permanent location for the club. They currently have concerns that they cannot have public viewing events in their current location, as there is a lack of parking, and only two portable toilets. They have acknowledged that it will be hard to invest money into the club if they do not have a permanent location.

The club has advised Council that a future site would need to be flat, south facing and away from trees, power lines and main roads. They have also advised Council that their activities around water flying and land flying could be split across two different locations.

Council officers met with the club representative on 23 August 2013 to discuss possible options for the future operations of the club within the Lake Narracan precinct. There is an option for the Latrobe Valley Model Aeroplane Club to be co-located with the Latrobe Valley Hovercraft Club on the north western foreshore of the lake subject to further investigation. This would allow the Latrobe Valley Model Aeroplane Club to continue their water based activities from this new location.

A location on the northern side of the lake is unlikely however to meet the club's requirements for land based activities as flight orientation would not be south facing and much of the land on the north of the lake is covered in vegetation.

The club has advised that it is open to working with council officers as part of the Lake Narracan PSP process to further investigate sites outside the Lake Narracan precinct to locate the club for its land based activities. This could result in positive outcomes for the club as a new location would allow the possibility of improved facilities for public viewing, parking and club rooms.

The Latrobe Valley Naval Cadets

The Latrobe Valley Naval Cadets host approximately 31 children ranging in age from 12 – 19 years. The Cadets have had a lease from Latrobe City for 62 years on the current land, and have a lease for a further 5 years. The Cadets currently meet every Friday and have a camp once a month, however in the summer months, the Cadets meet at their base at Lake Narracan most weekends.

The current Naval Cadet facilities are a fenced area encompassing approximately 9315 square metres, this area includes two buildings containing classrooms, eating areas, dormitory facilities and boat storage facilities. The Cadets maintain the foreshore they use and launch boats from the foreshore.

Through meetings with Council officers, representatives of the club have expressed that their preference would be to stay in their current location, however the club do not object to the future development at Lake

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Narracan and acknowledge that it may be beneficial to raising the clubs profile within the community and increasing their membership.

The land use and associated activities at the current Naval Cadets site is not in conflict with the proposed adjacent land uses in the precinct as identified on the draft concept plans (residential, commercial, recreation). Therefore as a result of consultation with the Latrobe Valley Naval Cadets council officers have considered the potential for this use to remain at its current location subject to the interface between the current Naval Cadet site and the foreshore being treated appropriately. This may involve improving the amenity to the fencing, grounds and buildings at the site as well as the provision of appropriate traffic control infrastructure.

Latrobe Valley Water-Ski Club

The Latrobe Valley Water-Ski Club is a recreational and competitive world class water- ski club at Lake Narracan. The club uses the lake on weekends, Wednesday afternoons, and public holidays for tournaments and for ski schools. The club also hosts events through the ski season such as tournaments, presentation nights and social functions.

The current ski club facilities include a club room with toilets, showers, a recreation area, kitchen, BBQ, large parking area and access to boat ramp. The club also offers a slalom course and jump ramp, and are looking at avenues for an adjustable course.

It is not envisaged that the development proposed in the draft concept plans will have any adverse impact on the Latrobe Valley Water Ski Club. The club's facilities are proposed to remain in their existing location as part of the foreshore park along the parks southern shoreline. Development of the Lake Narracan precinct is likely to assist in increasing their profile amongst the community and potentially increasing their membership.

Moe Lions Club

The Moe Lions Club provides and maintains facilities such as picnic tables, BBQ's and playgrounds while also planting vegetation in these areas. They currently have picnic tables along the Lake Narracan foreshore which they maintain.

Through meetings with Council officers, representatives of the club have expressed concern for the need for more community facilities such as toilets and picnic areas in the Lake Narracan precinct and have stated that they will consider building more public facilities if the Lake Narracan population was to increase.

The draft concept plans for the Lake Narracan precinct identifies the potential for a range of community facilities through the provision of an open space network that includes the foreshore parkland and a large centrally located district park interconnected by a series of shared pedestrian and cycle paths.

Moe Yallourn Rail Trail Committee of Management

The Moe Yallourn Rail Trail Committee of Management (COM) maintains the 8km Moe Yallourn Rail Trail that follows the route of the former railway station that serviced the Yallourn Power Station.

The main objective of the COM is to make the rail trail safe for walking, cycling and horse riding, while improving the surface, drainage, access and facilities along the trail. The COM's long term vision is to develop the trail into a circuit linking with the south foreshore road. They have acquired land in the eastern part of the precinct to assist with this goal.

The proposed development concepts identified in the draft Lake Narracan Concept Plan will have a positive impact on the Moe Yallourn Rail Trail. The draft Lake Narracan Trails Plan identifies the Moe Yallourn Rail Trail as a key component of the extensive network of pedestrian and cyclist paths proposed to be established throughout the precinct. It provides for the opportunity to connect to the rail trail in a number of locations and link to the existing shared trail network into the heart of existing Moe and Newborough.

There is an opportunity to provide pedestrian and cyclist paths along the entire southern foreshore of the lake, to promote public use and enjoyment of the lake foreshore. The draft Trails Plan proposes a circuit trail be established along the existing Moe-Yallourn Rail Trail linking with the south foreshore road, consistent with the COM's vision. The foreshore path system in time could also be extended to provide a path system around all sides of the lake, subject to property ownership considerations and resolving crossings of the LaTrobe River at the east and west ends of the lake.

Proposed Placement of Primary School

Discussions with the Department of Education and Early Childhood Development (DEECD) have confirmed that a primary school would be required in the precinct.

The draft concept plan identifies a location for a proposed primary school, co-located with other community facilities (such as a preschool and meeting rooms), on the south foreshore road. At this location a proposed primary school would be in close proximity to the village centre at the western end of the precinct and opposite the foreshore park which is an added advantage in contributing to activity on the foreshore of the lake. A primary school at this location could also be utilised for other purposes outside school hours such as weekend markets or provision of facilities for community groups, again drawing people to the foreshore area.

DEECD have confirmed via email that they support the suggested location of the primary school.

Water Level of the Lake

The Gippsland Regional Sustainable Water Strategy makes a commitment that Southern Rural Water will maintain Lake Narracan between 55 and

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90% of full capacity between 1 December to 30 April every year and at a suitable level for holding major water ski events. This is subject to:

- The upstream Blue Rock Reservoir storage volume being more than 80 per cent of capacity on 1 December each year; and
- Consideration of views of water entitlement-holders and seasonal climate information

This provides a level of confidence that a suitable water level will be maintained to enable summer enjoyment of the lake to continue and would support additional summer lake-based recreational use (such as canoeing, paddle boats etc).

Flood Management

The West Gippsland Catchment Management Authority (WGCMA) has advised that Lake Narracan will act as a retarding basin for any flood water generated from the PSP area in a major storm event, therefore stormwater retardation is not required within the PSP area.

The PSP area will however need to ensure that waterway corridors and road networks are appropriately designed to convey the flood volumes through to the lake.

The WGCMA has undertaken a process to refine the Flood Overlay (FO) and Land Subject to Inundation Overlay (LSIO) for the broader area. The current LaTrobe River Flood Study will also provide new data relevant to flood levels for the LaTrobe River and will be available in the coming months. This information will guide the planning of the areas which interface with the lake and any significant waterways which run through or adjacent to the PSP area.

Electricity Power Lines

The PSP area contains a number of overhead high voltage powerlines and associated easements. The Overhead Electricity Line Plan at Attachment 8 shows the alignment of these powerlines, and voltage of the powerlines is represented by different colours on the plan:

- Purple lines - existing overhead high voltage 220 kv power lines
- Double yellow lines – existing overhead high voltage 66kv power lines
- Single yellow lines with red dots - existing overhead low voltage 22kv power lines

Both the overhead 220kv and 66kv power lines are located on large steel-frame pylons. The overhead power lines and associated pylons do detract visually from the PSP area, however there is limited ability to place these lines underground. SPAusnet have advised the highest voltage lines (220kv) cannot be placed underground.

Possible options for the 66kv power lines are:

- Place underground (which would entail significant cost)

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- Place the power lines on smaller poles and remove the large steel pylons (however this would require more poles than the current number of pylons); and
- Place the power lines on smaller poles and remove the large steel pylons and re-route the power lines to another location less disruptive to the layout of the future urban area (eg adjacent the Moe Yallourn rail trail corridor). However this would have impact on other properties which are not currently encumbered by overhead power lines

It is however likely that the existing overhead high voltage power lines and easements will be retained in their current location due to cost and other implications of implementing the above options.

SP Ausnet Guidelines identify a minimum 40 metre easement associated with 220 kv power lines and 30 metre easement associated with 66 kv power lines. The existing easements in the Lake Narracan precinct exceed these minimum with the 220 kv power line easement measuring 120 metres and the 66 kv power line easement measuring between 45-76 metres.

Photos at Attachment 9 identify examples of how electricity easements can be integrated with residential development and utilised for a range of uses such as pathways, open space, sporting facilities, car parking, water storages etc.

Integrated Water Management

There is an opportunity within the precinct to minimise demand on potable water supply. This approach is consistent with the Office of Living Victoria which promotes the use of alternative water supplies (rainwater, stormwater and wastewater) for non-drinking purposes to reduce pressure on Victoria's drinking water supplies, improve the liveability of urban areas and reduce damage to the environment. This aspect will be further investigated as part of the more detailed PSP stage of the project.

FINANCIAL, RISK AND RESOURCES IMPLICATIONS

The Lake Narracan PSP will contribute to reducing the following specific risk that is identified within the Council's *Risk Management Plan 2011-2014*:

'Shortage of land available to support population growth and planning application processes that do not encourage development'.

The risk is described as,
'...the slow transitioning of structure plans to actual zoned and developable land'.

The project is identified as an existing control to assist in the management and mitigation of this risk.

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The costs associated with the community engagement process outlined in this report, are identified within the 2013/2014 Urban Growth budget for the Lake Narracan PSP project.

Future Planning Scheme Amendment

Assistance provided to Latrobe City Council to develop the Lake Narracan PSP as a direction of the Latrobe Valley Roadmap has to date resulted in expediting structure planning of the precinct. This also presents the opportunity for Council to request the Minister for Planning to undertake a future planning scheme amendment in accordance with the Planning and Environment Act 1987. If the Minister for Planning was to agree to undertake a future planning scheme amendment to introduce the final Lake Narracan Precinct Structure Plan into the Latrobe Planning Scheme this would result in a reduction in timeframes and resources for Latrobe City Council.

INTERNAL/EXTERNAL CONSULTATION

The following internal / external engagement was undertaken in the preparation of the draft concept plans.

Stakeholder engagement was undertaken through the development of the background reports and draft concept plans. The following activities were undertaken

- Presentation to Councillors from the Growth Areas Authority (GAA) to outline their involvement in the Lake Narracan project, 10 December 2012;
- Councillor information session at Moe Golf Club 3 June 2013;
- Presentation to Councillors regarding the draft concept plans, 26 August 2013;
- Mail out to 67 landowners to introduce the project, 6 February 2013;
- Background information meeting with Lake Narracan User Group Committee, 6 March 2013;
- Meetings to discuss project progress update and future options with individual user groups as per Table 1 in the issues section above;
- One on One meetings with landowners in the precinct upon request, council officers have met with 10 landowners from the precinct;
- Mail out of Project Newsletter 1, to landowners to provide project update, 24 June 2012;
- Phone discussions/emails with landowners and user groups, council officers have undertaken 8 follow up phone discussions regarding various enquiries in addition to the meetings outlined above.
- Workshop with government agencies and authorities to discuss background reports and draft concept plans, 25 January 2013, 19 August 2013;
- Council officer workshops with key Council departments, 14 November 2012, 1 February, 6 May, 3 June, 11 July 2013,

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All engagement activities to date have been undertaken in accordance with *Latrobe City Council's Community Engagement Plan 2010 – 2014*.

Table 2 below identifies the proposed activities that will be undertaken as part of the scheduled Stage 1 Community Engagement.

Table 2: Engagement Matrix Lake Narracan Precinct Structure Plan – Proposed Community Engagement (Stage 1) Concept Plan Stage

Engagement Activities	Councillors	Lake Narracan User group Committee	Individual Lake Narracan User Groups	Landowners within Lake Narracan Precinct	General Community	Agencies / Authorities
1. Mail out regarding engagement period of draft concept plan (4 weeks) inviting comment including Project Newsletter 2		X	X	X		X
2. Updated Website information and 'Have a say' page updated		X	X	X	X	X
3. Use of Community Sounding Board for uploading feedback		X	X	X	X	
4. Advertisement in newspaper		X	X	X	X	X
5. General community information session (evening)	X	X	X	X	X	
6. Agency/ authority information session						X
7. One on One meetings as requested	X	X	X	X	X	X
8. Meetings to discuss comments provided (if required)	X	X	X	X	X	X
9. Follow up phone discussions if required		X	X	X	X	X

As a result of the engagement activities outlined above draft concept plans will be updated where possible to reflect community feedback, as well as best practice and legislation in planning, this will assist to formulate final concept plans which will be the basis for development of the more detailed Lake Narracan Precinct Structure Plan.

Community feedback will be presented to Council at a future Ordinary Council Meeting prior to progressing with the more detailed Lake Narracan Precinct Structure Plan.

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In addition there will be further opportunity for community input during the Stage 2 Community Engagement process as part of the development of the more detailed Lake Narracan Precinct Structure Plan process and planning scheme amendment.

Table 3 below identifies the proposed activities that will be undertaken as part of the scheduled Stage 2 Community Engagement.

Both Stage 1 and Stage 2 Community Engagement will provide for a public exhibition period of 4 weeks, however continual communication with landowners, user groups and government agencies will continue through the development of final concept plans and the final Lake Narracan PSP.

OPTIONS

The options available to Council are as follows:

1. To note the information in the Lake Narracan Precinct Draft Concept Plans consultation package and release this information for community engagement.
2. To note the information in the Lake Narracan Precinct Draft Concept Plans consultation package and request further information prior to releasing the consultation package for community engagement.

CONCLUSION

Assistance has been provided to Latrobe City Council through access to the resources and expertise of the GAA, to aid in the preparation of structure plans for Latrobe's growth areas. The Lake Narracan precinct has been identified by Latrobe City as a priority growth area, and the GAA is assisting Latrobe City Council to plan this area through the preparation of the Lake Narracan Precinct Structure Plan (PSP).

The GAA in consultation with Latrobe City Council have prepared some preliminary concept plans to provide a starting point for engagement with the community around how development may proceed in the Lake Narracan precinct over the next 20 years and beyond.

Council officers and GAA have begun consultation with state government agencies and authorities, user groups of the lake and landowners within the precinct, in preparing these preliminary concept plans. There is an opportunity for the community to be involved in the development of the concept plans and the subsequent Lake Narracan PSP through two community engagement phases.

The next step for the draft concept plans is to seek community input to these ideas through community engagement (Stage 1) and make any necessary changes before proceeding with further work on a more detailed development plan for the precinct (a Lake Narracan PSP).

ORDINARY COUNCIL MEETING MINUTES 07 OCTOBER 2013 (CM421)

A community engagement package of materials has been developed for Stage 1 community engagement and a series of engagement activities have been identified to ensure Councillors, the community, landowners, user groups and government agencies can have input into the development of the concept plans and subsequently the more detailed Lake Narracan Precinct Structure Plan to follow.

Assistance provided to Latrobe City Council to develop the Lake Narracan PSP as a direction of the *Latrobe Valley Roadmap* has to date resulted in expediting structure planning of the precinct. This also presents the opportunity for Council to request the Minister for Planning to undertake a future planning scheme amendment in accordance with the *Planning and Environment Act 1987*.

Attachments

1. Lake Narracan Study Area
2. Strategic Outlook for Moe/ Newborough & Lake Narracan
3. Lake Narracan Precinct Structure Plan - Next Steps
4. Community Engagement Package
5. Background Reports
6. Lake Narracan Map - User Groups
7. Council and Crown owned land map
8. Overhead Electricity Power Lines Plan
9. Photos of Electricity Easement Examples

RECOMMENDATION

1. That Council release the community consultation package for the Lake Narracan Precinct Draft Concept Plans, for the community engagement period of Monday 21 October 2013 to Monday 18 November 2013.
2. That the Mayor writes to the Minister for Planning to request the opportunity to provide an update on the project.

ALTERNATE MOTION

1. That Council defer the release of the Lake Narracan Precinct Draft Concept Plans for a period of four (4) weeks to allow discussion with the Lake Narracan User Group.
2. That the Lake Narracan User Group be provided with a full copy of the draft Plans and that a meeting of the Lake Narracan User Group be held as soon as possible.

Moved: Cr Gibson
Seconded: Cr Gibbons

**ORDINARY COUNCIL MEETING MINUTES
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That the Motion be adopted.

For the Motion

Councillor/s Rossiter, Gibbons, Middlemiss, Gibson, Kam, O'Callaghan, Harriman

Against the Motion

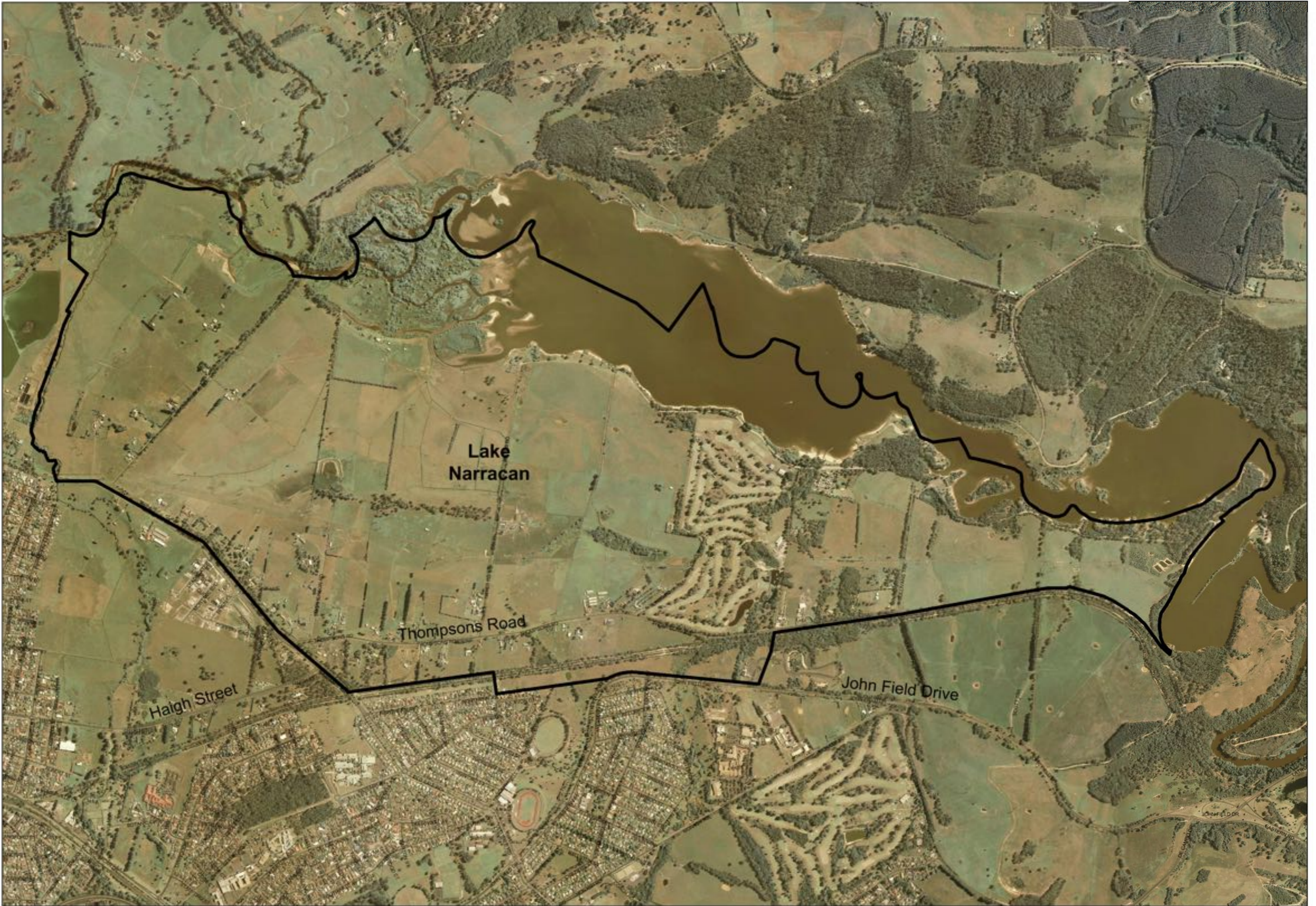
Councillor/s Sindt, White

The Mayor confirmed that the Motion had been CARRIED

16.7

Planning for Growth – Lake Narracan Precinct Draft Concept Plans Community Consultation Package

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Lake
Narracan

Thompsons Road

Haigh Street

John Field Drive



Strategic Outlook for MOE-NEWBOROUGH & LAKE NARRACAN

Prepared by the Growth Areas Authority
August 2013

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1. Introduction

Latrobe City Council with support of the state government is considering the potential for future development of the area between Lake Narracan and Moe-Newborough. This would involve the preparation of a Precinct Structure Plan (PSP) for the area. The key objectives of the PSP would be to:

- Ensure the delivery of high quality planning for the township that facilitates orderly and affordable residential and commercial development;
- Revitalise existing regional communities by harnessing growth opportunities; and
- Maximise the value and use of developable land within and immediately around the township while protecting high value agricultural land.

The existing Structure Plan (2007) for the entire Moe/Newborough and environs area will also be reviewed and updated as part of a broader Integrated Framework Plan Project.

The Growth Areas Authority has prepared this report to assist Latrobe City Council in considering the strategic justification for preparation of a PSP for the Lake Narracan area.

This report will:

- Provide an overview of recent and future population growth in the Moe - Newborough area and estimate the future demand for dwellings;
- Summarise current land supply in the township and the area covered by the Moe - Newborough Structure Plan and estimate the number of dwellings these sites could provide;
- Combine these two datasets to estimate how many years of residential land supply is available in the Moe-Newborough area;
- In consideration of the results of the above analysis, consider strategic justification for planning of the area between Lake Narracan and Moe - Newborough for residential development; and
- Analyse other factors that may influence the future demand for dwellings in the Moe/Newborough area

2. Population

The following section will provide a summary of the population and dwelling growth experienced in the Moe - Newborough area between 2001 and 2011, as well as population and dwelling forecasts between 2011 and 2036.

2.1. Historic Population & Dwelling Growth

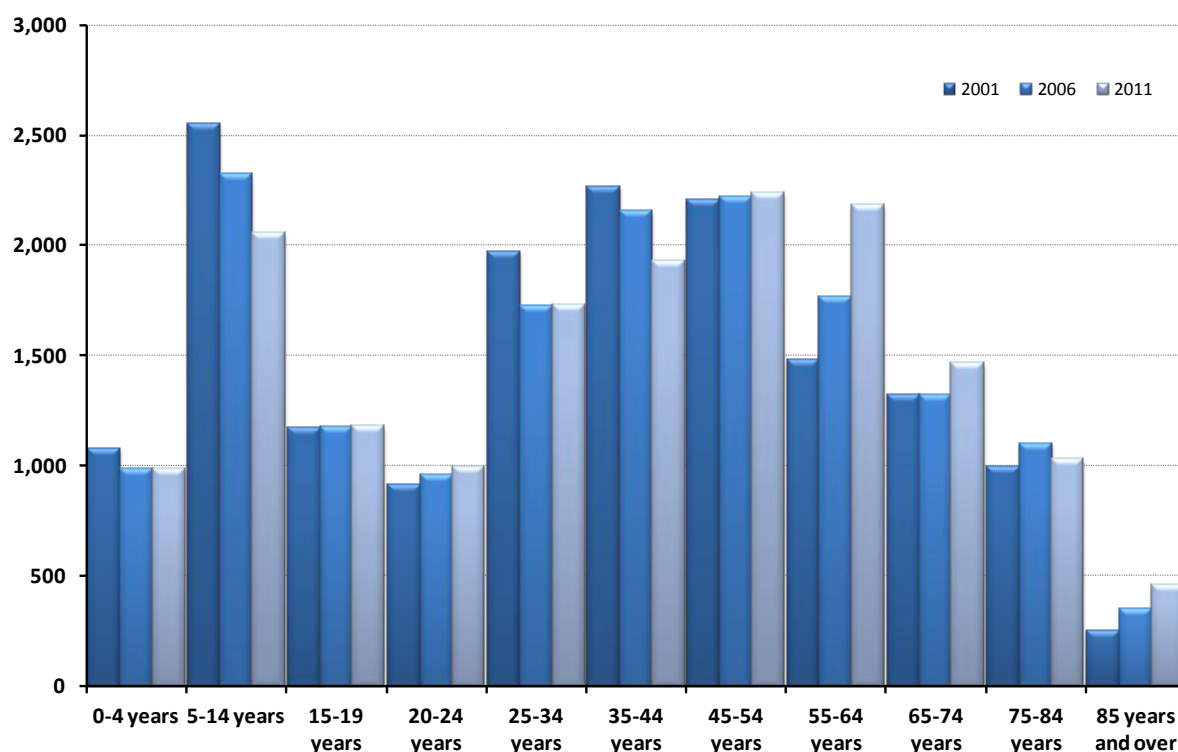
2.1.1. Population Growth

According to the 2011 Census, between 2001 and 2011 the population of the Moe - Newborough Statistical Local Area (including Lake Narracan and Yallourn) remained steady. Overall, there was a modest increase of 56 persons over the 10 year period.

While overall the total number of people in the area remained steady, the composition of the local population changed significantly. Younger age groups (0 to 14 and 25 to 44) decreased significantly (by approximately 1,150 persons) while older age groups (55 and over) increased significantly (by around 1,100 persons).

This change in population composition has resulted in an aging population. This aging population has resulted in a corresponding decrease in average household sizes. In 2011 the average household size in Moe - Newborough was 2.3, below the Regional Victorian average of 2.4 and a decrease from the Moe - Newborough 2001 average of 2.4.

Figure 1: Moe - Newborough Population Growth 2001 - 2011



Source: ABS Census 2011

While overall population numbers remained the same, the decreasing household size leads to an increased demand for dwellings, as a higher number of dwellings is required to house the same population.

2.1.2. Dwelling Growth

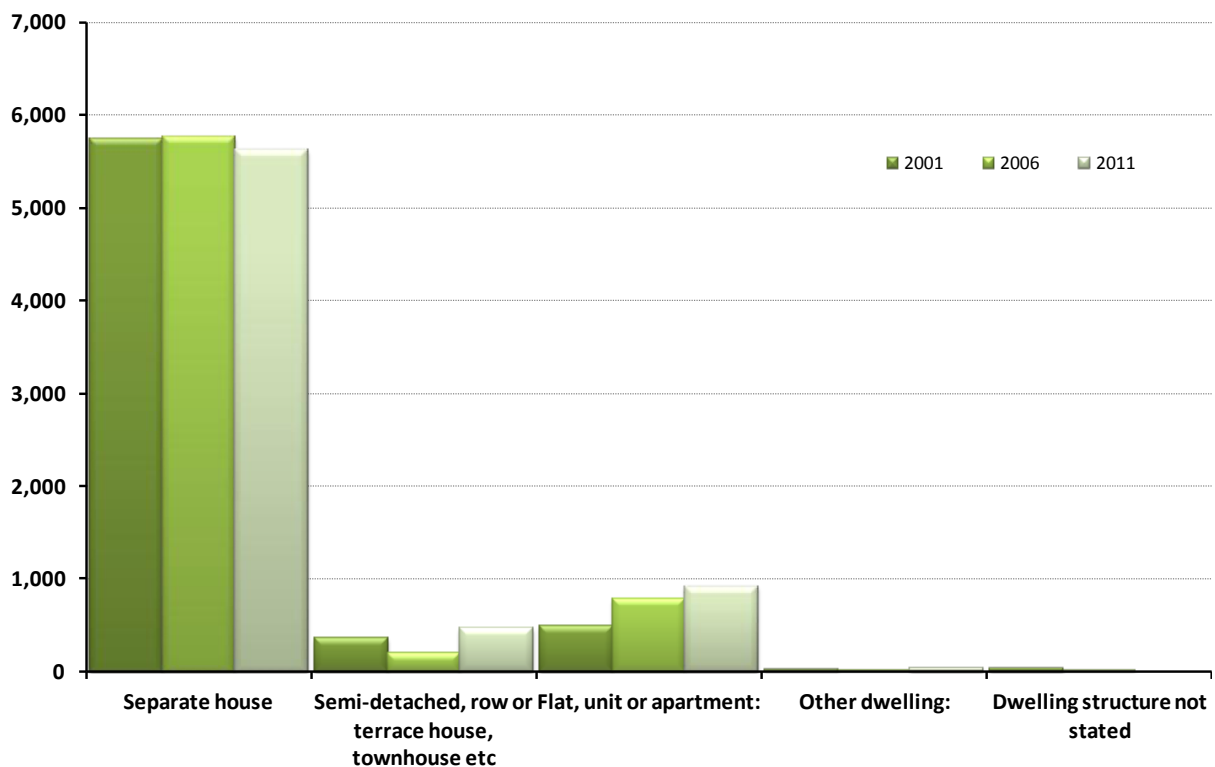
Based on the latest Census data, between 2001 and 2011 the number of dwellings in the Moe - Newborough area increased by 400, from 6,635 to 7,035. While the majority (80%) of dwellings are separate houses, over the 10 year period the number of medium and high density dwellings increased significantly, particularly when compared to Regional Victoria.

Semi-detached dwellings increased by over 100 dwellings during the 10 year period and in 2011 accounted for 7% of all dwelling stock in the Moe - Newborough area, compared to 4% in Regional Victoria.

Flats, units and apartments increased by over 400 dwellings, and in 2011 comprised 13% of dwellings in the local area, compared to 6% in Regional Victoria.

The number of separate houses in the Moe - Newborough area decreased by 125 between 2001 and 2011. This indicates that the Moe - Newborough area has high levels of dwelling diversity compared to the average for Regional Victoria.

Figure 2: Moe - Newborough Dwelling Growth 2001 - 2011



Source: ABS Census 2011

2.1.3. Dwelling Types

Almost half (49%) of all households in the Moe - Newborough area live in three bedroom houses, with a further 28.5% living in four and two bedroom houses (16.4% and 12.1% respectively). Almost 11% of households live in two and three bedroom apartments, these households are mostly comprised on lone person and group households, with relatively few family households living in this type of dwelling.

Figure 3: Moe - Newborough Dwelling Type by Household Type 2011

	Family Households	Lone Person	Group	Total
Separate house:				
None (includes bedsitters)	0.1%	0.2%	0.0%	0.1%
One bedroom	0.5%	1.6%	1.9%	0.9%
Two bedrooms	8.9%	17.7%	16.1%	12.1%
Three bedrooms	55.8%	36.5%	51.6%	49.0%
Four or more bedrooms	22.9%	4.9%	7.7%	16.4%
Number of bedrooms not stated	1.3%	2.9%	0.0%	1.8%
Semi-detached, row or terrace house, townhouse etc:				
None (includes bedsitters)	0.0%	0.0%	0.0%	0.0%
One bedroom	0.1%	2.8%	0.0%	1.0%
Two bedrooms	1.3%	2.4%	6.5%	1.8%
Three bedrooms	2.7%	2.1%	1.9%	2.5%
Four or more bedrooms	1.4%	0.5%	0.0%	1.0%
Number of bedrooms not stated	0.0%	0.7%	0.0%	0.2%
Flat, unit or apartment:				
None (includes bedsitters)	0.0%	1.3%	0.0%	0.5%
One bedroom	0.7%	8.8%	1.9%	3.5%
Two bedrooms	3.5%	14.3%	12.3%	7.4%
Three bedrooms	0.5%	0.6%	0.0%	0.5%
Four or more bedrooms	0.0%	0.0%	0.0%	0.0%
Number of bedrooms not stated	0.2%	2.0%	0.0%	0.8%
Other dwelling:				
None (includes bedsitters)	0.0%	0.3%	0.0%	0.1%
One bedroom	0.0%	0.5%	0.0%	0.2%
Two bedrooms	0.0%	0.0%	0.0%	0.0%
Three bedrooms	0.1%	0.0%	0.0%	0.0%
Four or more bedrooms	0.1%	0.0%	0.0%	0.0%
Number of bedrooms not stated	0.0%	0.2%	0.0%	0.1%

Source: ABS Census 2011

This data indicates that while there is a preference for separate houses in the Moe - Newborough area, there is acceptance of higher density dwelling types, suggesting that future developments that incorporated a variety of dwelling types would gain market acceptance.

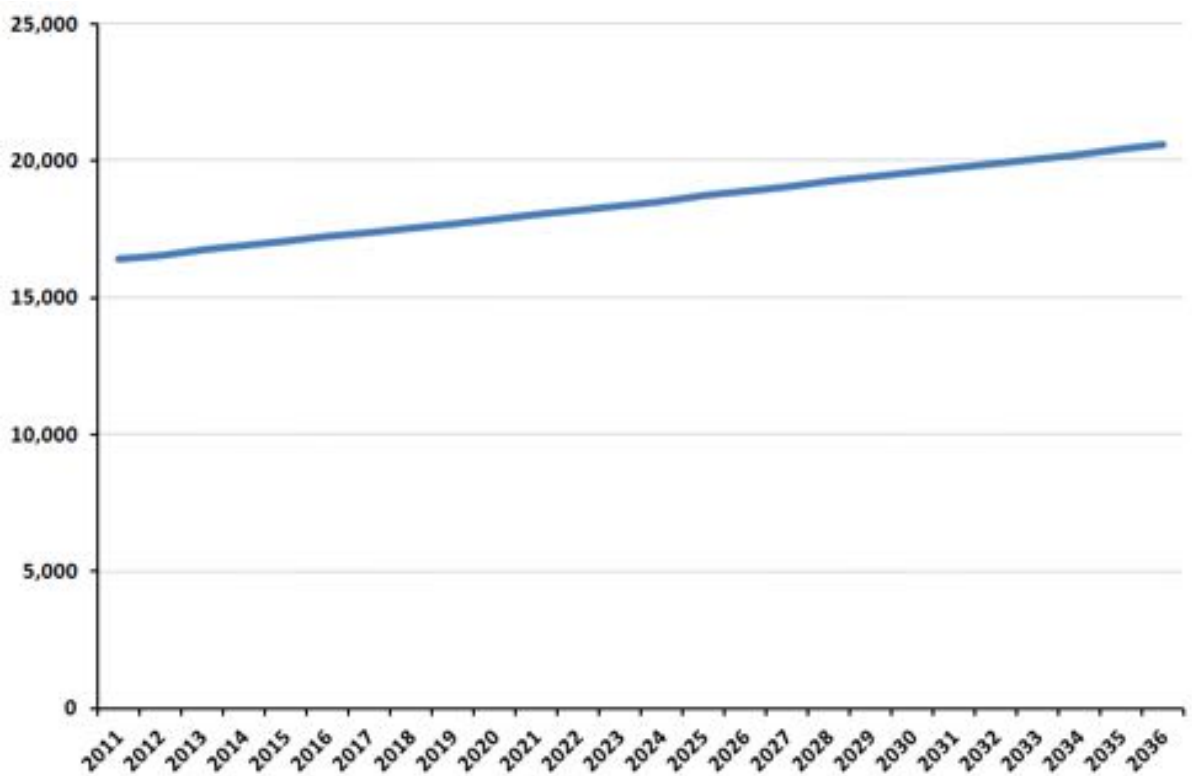
2.2. Future Population & Dwelling Growth

2.2.1. Population Forecasts

Forecast ID have prepared detailed population forecasts for the Latrobe City¹. For the Moe - Newborough area, the population is expected to grow by around 4,200 people between 2011 and 2036, increasing to 20,596 people at an average annual growth rate of 0.9%.

These population projections fall between the low and moderate growth scenarios contained in the Residential and Rural Residential Land Assessment prepared by Essential Economics in 2009.

Figure 4: Moe - Newborough Population Forecast 2011 - 2036



Source: Forecast ID 2012

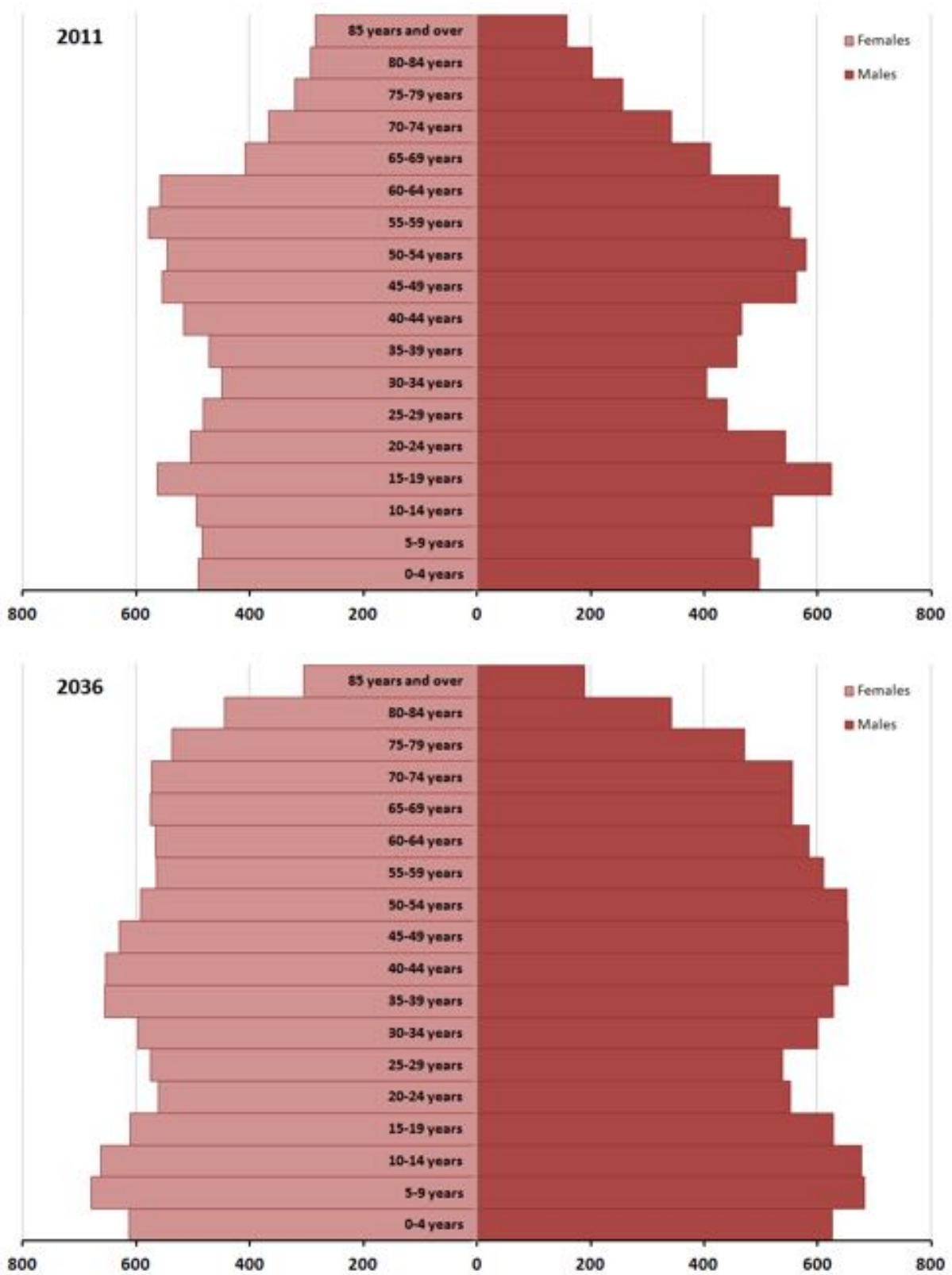
Based on the Forecast ID projections, the Moe - Newborough area will experience population growth in a number of age groups, both young and old. Over a third (36%) of population growth is expected to come from people aged 65 and over, increasing the ageing of the population experienced in recent years.

In contrast to recent trends, future population growth is also expected to come from some younger age groups, 47% of population growth is expected to come from people aged less than 14 and 30 to 44 years of age. This is illustrated in the figure overleaf.

¹ The geographical boundaries used in the Forecast ID forecasts does not match the geographical boundary used in the Census data. While the two boundaries are similar, the two data sets should not be directly compared.

The increase in population, particularly the ageing of the population (as household sizes continue to decrease) will result in an increased demand for dwellings in the Moe - Newborough area.

Figure 5: Moe - Newborough Population Forecast, by Age & Gender 2011 - 2036



Source: Forecast ID 2012

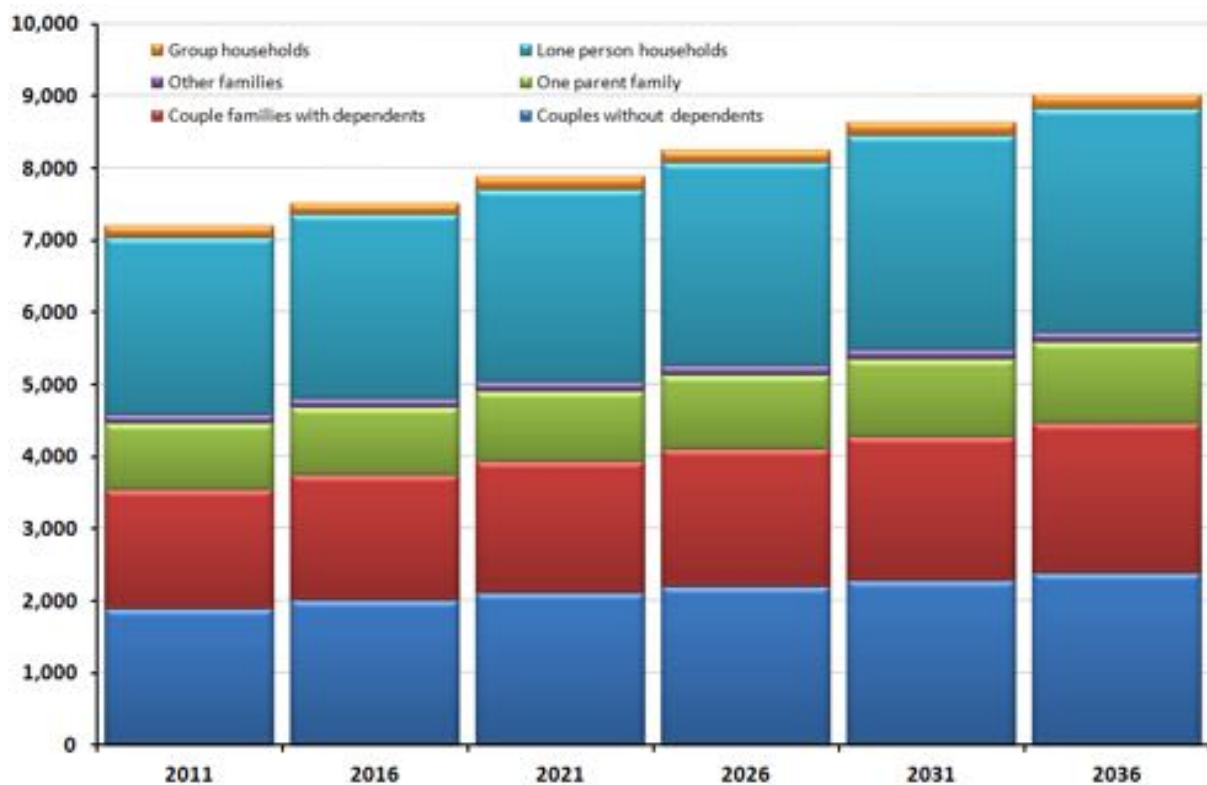
2.2.2. Dwelling Forecasts

Following the population forecasts, Forecast ID have also estimated the growth in households expected in the Moe - Newborough area. Between 2011 and 2036 it is forecast that the number of households in the local area will increase by over 1,800 households, from approximately 7,200 in 2011 to over 9,000 in 2036. This equates to 72 dwellings per annum.

While 50% of household growth is expected to come from couple households (both with and without dependants), lone person households are expected to be a significant source of growth, accounting for 35%.

The increase in lone person households will continue the trend of decreasing household sizes, which will lead to a higher number of dwellings being required to house the population growth than may have been required in the past.

Figure 6: Moe - Newborough Household Forecast 2011 - 2036



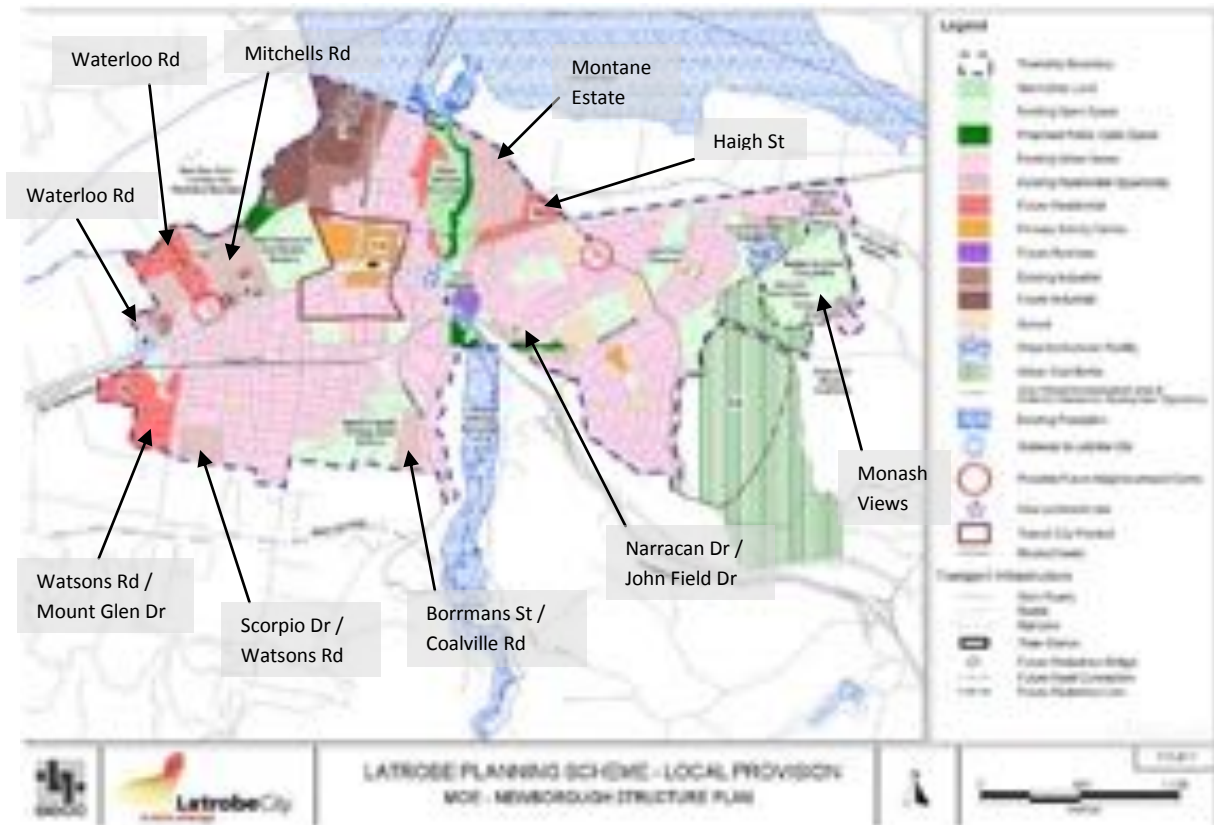
Source: Forecast ID 2012

If recent dwelling trends continue, the majority of future dwelling growth in the Moe-Newborough area will occur in new development areas, where new separate houses are most likely to occur. Some infill development may occur within the existing township area; however it is likely to be minimal in comparison.

3. Land Availability

The following section contains a summary of the various sites around the Moe - Newborough area that are likely to be available for future residential development, with reference to the Moe - Newborough Structure Plan where applicable. These sites are shown in the figure below.

Figure 7: Moe – Newborough Structure Plan



Source: Latrobe City 2007, Growth Areas Authority 2013

3.1. Existing Residential Opportunities

The following areas were classed as an ‘Existing Residential Opportunity’ in the Moe - Newborough Structure Plan. All areas have been assumed to have 70% of the gross area as developable.

3.1.1. Narracan Drive / John Field Drive

The Narracan Drive / John Field Drive area is located to the south of the existing Moe - Newborough area and is adjacent to the rail line. At 6ha this area could deliver between 42 and 63 future dwellings.

At this stage there has been no application submitted to develop this site.

Figure 8: Narracan Drive / John Field Drive

Gross Land Area (ha)	Net Developable Area (ha)	Number of Dwellings		
		10dw/ha	13dw/ha	15dw/ha
6	4.2	42	55	63

Source: Latrobe City, Growth Areas Authority 2013

3.1.2. Borrmans Street / Coalville Road

The Borrmans Street / Coalville Road area is located to the south of the existing Moe - Newborough area and to the west of Narracan Creek. Comprising 14ha, the area could deliver between 98 and 147 future dwellings.

A current planning application for this site for a 106 lot subdivision has been lodged with Latrobe City Council.

Figure 9: Borrmans Street / Coalville Road

Gross Land Area (ha)	Net Developable Area (ha)	Number of Dwellings		
		10dw/ha	13dw/ha	15dw/ha
14	9.8	98	127	147

Source: Latrobe City, Growth Areas Authority 2013

3.1.3. Scorpio Drive / Watsons Road

The Scorpio Drive / Watsons Road area is currently being developed and is currently in its third stage. Located to the south west of the existing Moe - Newborough area, when complete the site could deliver between 91 and 137 dwellings.

Figure 10: Scorpio Drive / Watsons Road

Gross Land Area (ha)	Net Developable Area (ha)	Number of Dwellings		
		10dw/ha	13dw/ha	15dw/ha
13	9.1	91	118	137

Source: Latrobe City, Growth Areas Authority 2013

3.1.4. Waterloo Road

The smaller Waterloo Road site (west of the larger development area) is located to the west of the existing township. While a three lot subdivision for this site has been approved no development has started as yet. If developed at more conventional densities, the site could yield between 35 and 53 dwellings.

Figure 11: Waterloo Road

Gross Land Area (ha)	Net Developable Area (ha)	Number of Dwellings		
		10dw/ha	13dw/ha	15dw/ha
5	3.5	35	46	53

Source: Latrobe City, Growth Areas Authority 2013

3.1.5. Mitchells Road

The Mitchells Road site is located to the north west of the existing township. At 21ha, the site could deliver between 147 and 221 future dwellings.

A planning permit for a 153 lot subdivision has been approved by Latrobe City Council.

Figure 12: Mitchells Road

Gross Land Area (ha)	Net Developable Area (ha)	Number of Dwellings		
		10dw/ha	13dw/ha	15dw/ha
21	14.7	147	191	221

Source: Latrobe City, Growth Areas Authority 2013

3.1.6. Montane Estate

Montane Estate is located to the north of the existing Moe - Newborough area. The Estate has been partially developed, with a further application for a 97 lot subdivision currently being assessed by Council.

Figure 13: Montane Estate

Gross Land Area (ha)	Net Developable Area (ha)	Number of Dwellings		
		10dw/ha	13dw/ha	15dw/ha
26	18.2	182	237	273

Source: Latrobe City, Growth Areas Authority 2013

3.2. Future Residential Opportunities

The following areas were classed as 'Future Residential' in the Moe - Newborough Structure Plan. All areas have been assumed to have 70% of the gross area as developable. These areas have now been rezoned to residential as a result of a rezoning by the Minister for Planning in 2011.

3.2.1. Monash Views

Monash Views is located to the east of the existing Moe - Newborough area and is adjacent to the Yallourn Golf Course. Comprising approximately 31ha of land (excluding the golf course), Monash Views could deliver between 219 and 329 dwellings depending of the density of future development.

A draft development plan for the area has been endorsed by Latrobe City Council. Due to constraints on the site, this development plan is likely to yield 221 dwellings (11 dwellings/ha).

Figure 14: Monash Views

Gross Land Area (ha)	Net Developable Area (ha)	Number of Dwellings		
		10dw/ha	13dw/ha	15dw/ha
31.3	21.9	219	285	329

Source: Latrobe City, Growth Areas Authority 2013

3.2.2. Haigh Street

Haigh Street is located to the north of the existing Moe - Newborough township, adjacent to Montane Estate. The site has very little development to date with no planning approvals currently granted. The site may be encumbered by exiting vegetation, if fully developable; this site could yield between 105 and 158 dwellings.

Figure 15: Haigh Street

Gross Land Area (ha)	Net Developable Area (ha)	Number of Dwellings		
		10dw/ha	13dw/ha	15dw/ha
15	10.5	105	137	158

Source: Latrobe City, Growth Areas Authority 2013

3.2.3. Watsons Road / Mount Glen Drive

Watsons Road / Mount Glen Drive is located to the west of the existing township, with the potential to yield between 182 and 273 dwellings. The site is currently undeveloped with no planning approvals granted for the site.

Figure 16: Watsons Road / Mount Glen Drive

Gross Land Area (ha)	Net Developable Area (ha)	Number of Dwellings		
		10dw/ha	13dw/ha	15dw/ha
26	18.2	182	237	273

Source: Latrobe City, Growth Areas Authority 2013

3.2.4. Waterloo Road

Waterloo Road is located to the north west of Moe - Newborough and has the potential to yield between 315 and 473 dwellings. An initial development plan for the area has been submitted to Latrobe City Council.

Figure 17: Waterloo Road

Gross Land Area (ha)	Net Developable Area (ha)	Number of Dwellings		
		10dw/ha	13dw/ha	15dw/ha
45	31.5	315	410	473

Source: Latrobe City, Growth Areas Authority 2013

3.3. Summary

From the Moe - Newborough Structure Plan there are over 200ha of land identified in the local area as being available for residential development now and in the future. Of these 200ha, around 140ha have recorded some interest in developing, part or all of, the site. Depending on the dwelling densities together these areas could yield between 989 and 1,484 dwellings.

There are a further 61ha identified that have not yet recorded any intention of developing. If these sites were to develop, they could potentially yield a further 427 to 641 dwellings.

If all of the identified sites were to be developed, they could provide between 1,416 and 2,125 dwellings for future residents of the Moe - Newborough area.

The potential supply in the Moe-Newborough area identified in this report is notably different (lower) from that identified in the Residential and Rural Residential Land Assessment prepared by Essential Economics in 2009, however given the four to five year gap between the two reports this is not unexpected.

Figure 18: Land Supply Summary

Development Site	Gross Land Area (ha)	Net Developable Area (ha)	Number of Dwellings		
			10dw/ha	13dw/ha	15dw/ha
Existing Residential Opportunities					
Planning / Development Commenced					
Monash Views	31.3	21.9	219	285	329
Scorpio Drive / Watsons Road	13	9.1	91	118	137
Waterloo Road	5	3.5	35	46	53
Mitchells Road	21	14.7	147	191	221
Montane Estate	26	18.2	182	237	273
Sub-total	96.3	67.4	674	877	1,012
Planning / Development Not Yet Commenced					
Narracan Drive / John Field Drive	6	4.2	42	55	63
Borrmans Street / Coalville Road	14	9.8	98	127	147
Sub-total	20	14	140	182	210
Future Residential Opportunities					
Planning / Development Commenced					
Waterloo Road	45	31.5	315	410	473
Sub-total	45	31.5	315	410	473
Planning / Development Not Yet Commenced					
Haigh Street	15	10.5	105	137	158
Watsons Road / Mount Glen Drive	26	18.2	182	237	273
Sub-total	41	28.7	287	373	431
Totals					
Planning / Development Commenced Sub-total	141.3	98.9	989	1,286	1,484
Planning / Development Not Yet Commenced Sub-total	61	42.7	427	555	641
Total	202.3	141.6	1,416	1,841	2,125

Source: Latrobe City, Growth Areas Authority 2013

4. Land Supply Analysis

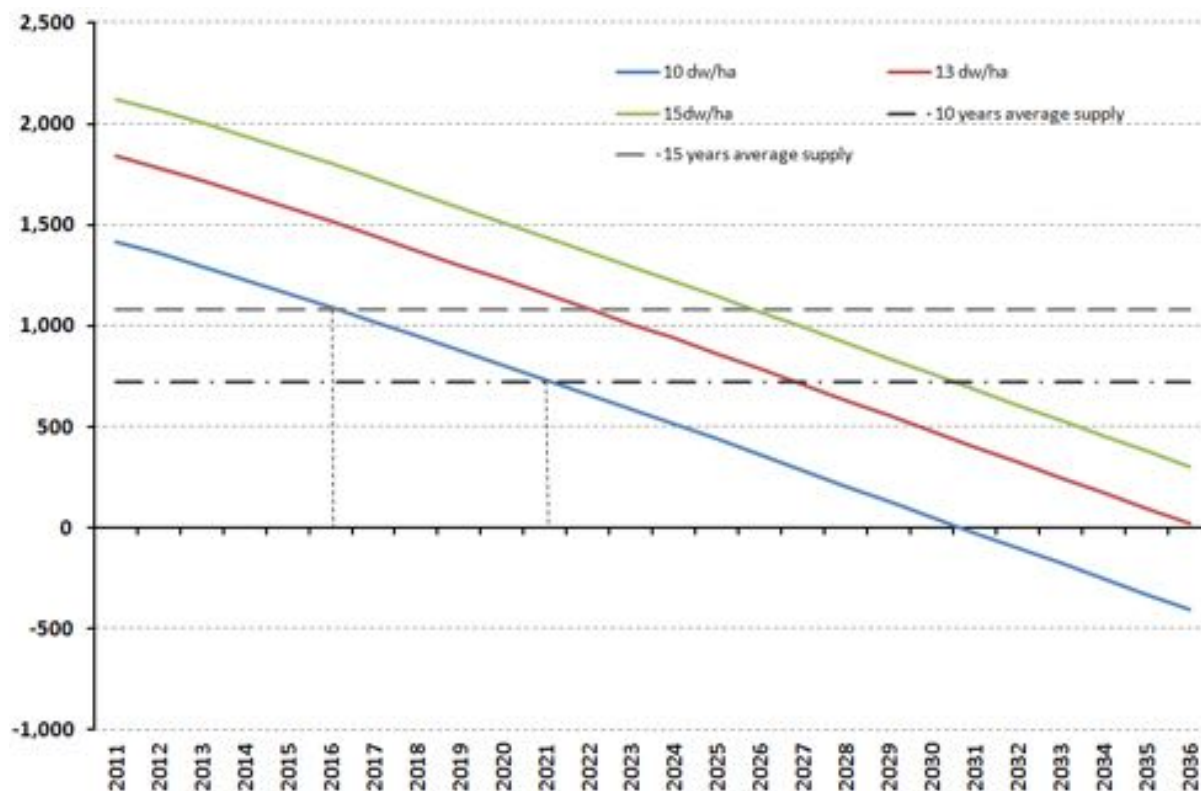
The following section combines the data presented in Section 3 and 4 to provide an estimate of the length of time until the currently identified land supply stocks in the Moe - Newborough area are exhausted.

4.1. Land Supply Timeline

Based on the population projections prepared by Forecast ID and discussed in Section 2, the Moe - Newborough area will require an average of 72 new dwellings per annum to house the growing population. An average growth of 72 dwellings per annum, is consistent with the lower end of the Residential and Rural Residential Land Assessment, being between the low and moderate forecast scenarios.

If all of the areas identified in Section 4 were fully developed at a density of between 10 and 15 dwellings per hectare (Council policy is currently aimed at 11 dwellings per hectare), land available for residential development would be exhausted sometime between 2031 and 2040, as illustrated in the figure below.

Figure 19: Land Supply



Source: Forecast ID 2012, Latrobe City, Growth Areas Authority 2013

However, this assumes that all of the land identified will be developed. Should some of the sites be found to be encumbered or land owners choose not to develop, additional land for residential development may be required much earlier.

The State Planning Policy Framework, Clause 11.02-1 states that there should be plans “to accommodate projected population growth over at least a 15 year period and provide clear direction on locations where growth should occur”.

From the conservative estimate above, residential land supplies in Moe - Newborough could be exhausted in 18 years (with all land identified in the Moe – Newborough Structure Plan developed at 10 dwellings per hectare), suggesting that now is the time to identify additional future development sites. The time taken to fully investigate a sites potential for future development as well for the rezoning process could result in land supplies being bolstered just as they fall below the 15 year timeframe.

5. Lake Narracan

The following section considers the strategic justification for planning of the area between Lake Narracan and existing Moe – Newborough.

5.1. Strategic Outlook

There are a number of justifications for the ordered planning of the Lake Narracan area which include:

- Long term supply
- Healthy housing market and
- Reinvestment in the community

5.1.1. Long Term Supply

As discussed in the previous section, the State Planning Policy Framework includes a Clause regarding long term supply of residential land, at least 15 years ahead. While there is currently enough land available in the supply chain for the area to meet this policy, under a conservative estimate this may soon drop below the 15 year level.

Preparing a PSP for Lake Narracan at this time will ensure the continued long term supply of future residential land for the Moe – Newborough and wider Latrobe City area as it evolves into a regional city. Orderly planning now, will reduce the chance of ad hoc out of sequence development in the future if long term land supply is not maintained.

5.1.2. Moe-Newborough as Part of the Broader Region

As part of the Draft Gippsland Regional Growth Plan, Latrobe City (comprising Moe-Newborough, Traralgon, Morwell and Churchill) has been identified as a Regional City. As part of this Plan, Moe-Newborough has been nominated as an area to “proactively encourage and facilitate opportunities for major-scale development in areas identified for significant growth” (page 65).

A strong focus of the Draft Gippsland Regional Growth Plan is future economic development of the region. In the Plan, Latrobe City has been identified as an area that should encourage or strive for (page 21):

- “diverse commercial centres supporting healthcare, retail, manufacturing and professional services”
- “focus on low carbon energy industry propelling innovation and investment across the region” and
- “food manufacturing hubs that add value to local agricultural products”

Should the economic development of the region be successful there will be significant job growth. Increased job opportunities will lead to increased demand for housing, which Moe-Newborough is well situated to supply.

5.1.3. Healthy Housing Market

One of the key aspects of a healthy housing market is for there to be multiple development fronts. Having multiple development fronts creates competition, not only in price but also built form, giving buyers and future residents more opportunities.

In addition to this, a number of sites currently available for development have shown no indication of development plans. These sites may never develop, and could lead to gaps in the market and supply. Having multiple development fronts reduces the possibility of a tight housing market if some sites are not developed.

The first key objective of the Moe - Newborough Structure Plan 2007, is to 'provide for high amenity housing choice' (page 10). High amenity lifestyle housing choice is a product that is not generally supplied in the Latrobe housing market at the moment. Housing around Lake Narracan will certainly provide this, and provides the opportunity to offer different housing choices to what is available in the main township.

Beyond Moe-Newborough, other towns within the Latrobe City Council area and Baw Baw Shire are constrained due to a range of factors include coal, flood plains and land use buffers. These constraints will limit the amount of growth able to occur elsewhere and may direct additional growth towards Moe-Newborough.

5.1.4. Reinvestment in the Community

The planning and development of Lake Narracan has the potential to provide significant benefit to the existing Moe - Newborough community in a number of ways.

Firstly, development along Lake Narracan will create a connection to the lake that will be available to all members of the community. The connection to the lake will provide significant community benefit through the enhancement of recreation opportunities, both passive along the banks of the lake and active in or on the lake itself.

Increasing access to the lake can also lead to increased economic activity through tourism. Enhancing the lake experience for tourists has the potential to increase local economic activity and create jobs for residents.

Increased economic activity initiated by enhancing the connection to Lake Narracan can potentially act as a spring board to revitalising the existing Moe-Newborough area. This could lead to redevelopment in the town centre and again create local job opportunities.

There are currently a number of projects funded by Council, Federal and State Governments, including the Moe Activity Centre Plan project and an affordable housing project that are likely to start this process.

5.1.5. Planning for Lake Narracan

The above analysis demonstrates a need to plan for additional residential land in the Moe-Newborough area. When considering what area/s should be planned to meet future demand, Lake Narracan is a logical choice due to:

- It is adjacent to existing development

- It already has high amenity value and
- Future development in other areas is constrained (e.g. topography, existing industrial uses).

Together these reasons indicate that the planning for the development of Lake Narracan is strategically justified and should proceed in a methodical, well thought out way. In parallel, it is also important that Latrobe City with support from the State Government continue to identify opportunities for revitalisation and redevelopment within the existing Moe – Newborough township.

Planning for Lake Narracan in conjunction with Moe - Newborough will ensure that the areas complement each other and work together towards the key objectives of:

- Ensuring the delivery of high quality planning for the township that facilitates orderly and affordable residential and commercial development;
- Revitalising existing regional communities by harnessing growth opportunities; and
- Maximising the value and use of developable land within and immediately around the township while protecting high value agricultural land.

6. Conclusion

Latrobe City Council with support of the State Government is considering the potential for future development of the area between Lake Narracan and the existing township of Moe - Newborough. However, before this planning can proceed, the need for the future development of Lake Narracan must be strategically justified.

In recent years, population growth in the Moe - Newborough area has been steady in terms of overall population numbers. However, the age composition of the population has shown a number of changes, predominantly an ageing of the population with a corresponding decrease in the average household size.

The decreasing household size has led to an increase in the number of dwellings in the area, as more dwellings are required to house the same number of people. The last ten years has seen a notable increase in housing types other than separate houses, indicating that the Moe - Newborough area has high levels of dwelling diversity and density, especially when compared to Regional Victoria averages. This suggests that the local market is already accepting of other dwelling types and would be likely to take up new housing forms in Lake Narracan.

Despite recent population trends, population projections for Moe - Newborough suggest the area will increase by approximately 4,200 people between 2011 and 2036. While the ageing of the population is expected to continue, population projections also suggest an increase in younger age groups, indicating a return of young families to the area.

These population projections suggest there will be demand for over 1,800 new dwellings in the Moe - Newborough area between 2011 and 2036, at an average of 72 dwellings per annum. This projection is consistent with the low and moderate growth scenarios contained in the Residential and Rural Residential Land Assessment prepared by Essential Economics in 2009 (approximately 50 to 100 dwellings per annum).

From the Moe-Newborough Structure Plan there is around 200ha of land identified for future residential development. While most of these sites have shown at least some indication of development plans, 30% of the land identified has remained stagnant. This land may not be developed and may reduce the land practically available for development from the total amount identified by the Moe – Newborough Structure Plan.

If we assume that all the land that has been identified for development does in fact get developed, at an average density of 10 dwellings per hectare, currently land supply stocks could be exhausted by 2031. While this is greater than the 15 year timeframe specified in the State Planning Policy Framework Clause 11.02-1, it would be prudent to start planning for additional land now to ensure land supply stocks do not drop below this level. The need to start planning now is due to the time required to identify the land, prepare a strategic plan (including background research to identify opportunities and constraints, and prepare a planning scheme amendment to rezone the identified land.

In addition to the need to ensure 15 plus years of supply, there are a number of strategic reasons for planning the development of Lake Narracan. These include supporting key directions of Latrobe

City, supporting a healthy housing market by having multiple development fronts and delivering housing with high amenity (one of the key objectives of the Moe - Newborough Structure Plan).

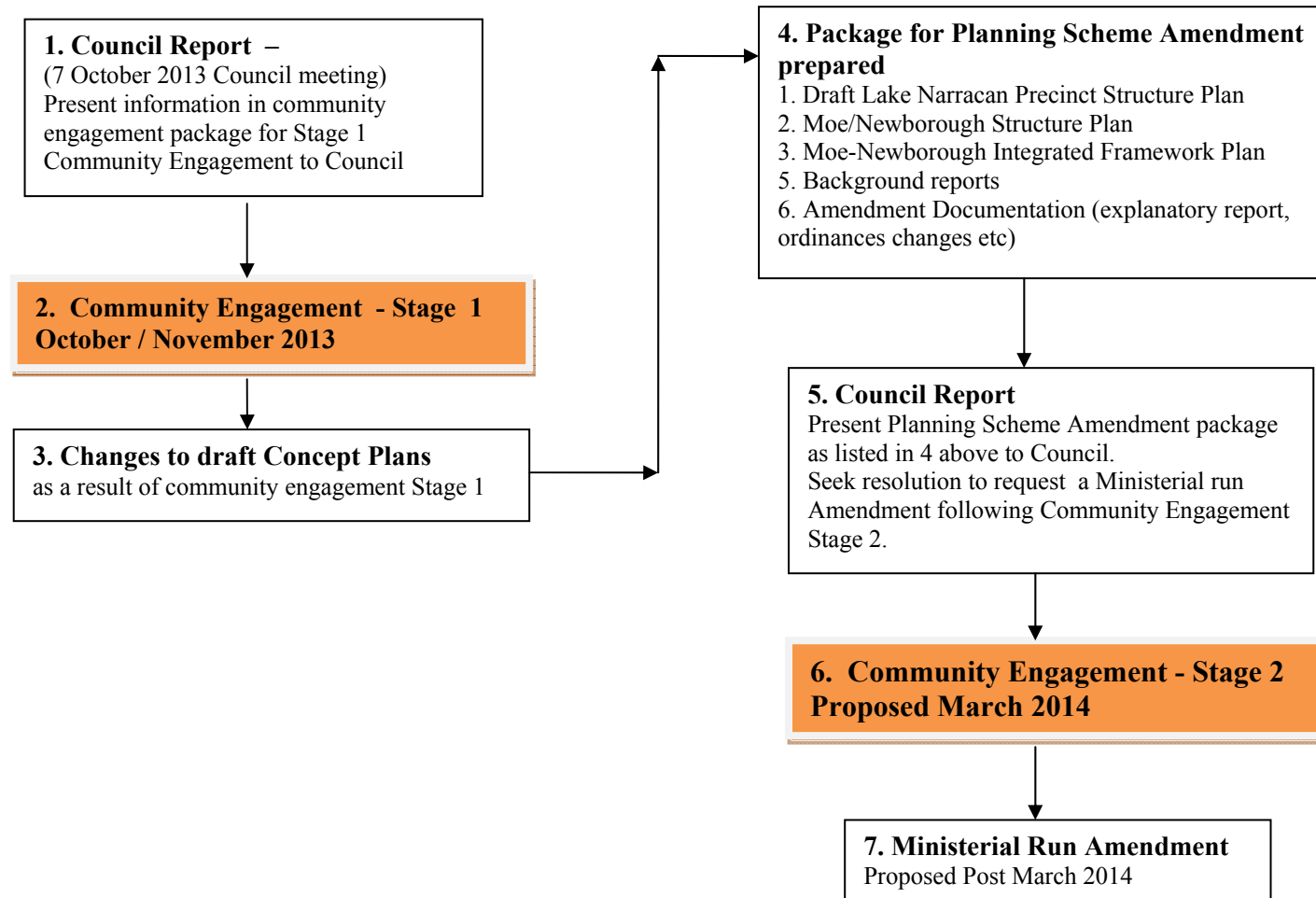
In addition the development of Lake Narracan will provide a number of community benefits to existing and future residents alike. These include providing increased access to the lake which will enhance the recreational opportunities that the lake provides, as well as potentially leading to increased economic activity which may create local job opportunities. Finally, development of Lake Narracan may act as a spur for redevelopment and revitalising the existing township, again potentially creating more local job opportunities.

The planning for, and eventual development of, Lake Narracan has the potential to provide a significant benefit to the local community, for both existing and future residents, and should proceed in a well thought out manner to ensure the best outcomes possible.



Growth Areas Authority Level 29, 35 Collins Street MELBOURNE VIC 3000
www.gaa.vic.gov.au

partners in creating new communities





Planning the Lake Narracan Precinct Transforming the Residential Market

Latrobe City Council in conjunction with the Growth Areas Authority is currently preparing a Precinct Structure Plan for the Lake Narracan area (see figure 1 below). The Precinct Structure Plan will outline how the Lake Narracan area can be developed over time for residential, recreational and other land uses. It will also outline the broad environmental, social and economic opportunities for the future use and development of the land within the precinct.

Draft Concept Plans

Preliminary concept plans have been prepared to provide a starting point for engagement with the community around how development may proceed in the Lake Narracan precinct over the next 20 years and beyond. These plans are described as;

- A draft Lake Narracan Concept Plan
- A draft Lake Narracan Trails Plan
- A draft Lake Narracan Foreshore Enlargements Plan
- A draft Moe-Newborough Integrated Framework Plan

Figure 1 – Lake Narracan Precinct Area



GROWTH AREAS AUTHORITY

The Growth Areas Authority is a statutory authority responsible for overseeing the preparation of Precinct Structure Plans in Melbourne's growth areas and more recently in regional areas such as the Latrobe Valley.

BACKGROUND REPORTS

Background material, including the Strategic Outlook for Moe/ Newborough & Lake Narracan is available from Latrobe City Council's website at:
<http://www.latrobe.vic.gov.au>

Vision for the Precinct

Landscape, Environment & Views

- Protection of environmental values such as prominent stands of trees, native vegetation along the lake foreshore, nationally significant Strzelecki Gums, and views to the lake, the Baw Baw Ranges and beyond.

Enhancing Recreation

- Provide increased community access to the lake, retention of existing recreational activities and creation of new recreational activities on and around the lake.
- Establish a continuous foreshore link between parkland, pedestrian/cyclist paths and a foreshore road along the southern side of the lake between Sullivans Track and Becks Bridge Road for the wider community to enjoy.
- Create an open space network that includes the foreshore parkland and a large centrally located district park offering views across the precinct, to the lake and the Baw Baw Ranges. The open space and trail network will integrate with the existing electricity easements.

History & Themes

- Establish new residential neighbourhoods that take their identity from the existing areas of the lake, such as Becks Bay, Turras Reach, Fernlea Channel and Thompsons Bay.
- Reference the previous township of Yallourn, by using key road names from the historic town such as 'Broadway' and 'Centreway', and open space names such as 'Monash Square'.

Improved Connectivity

- Create key road and open space links to improve connections between the centre of Moe and Newborough with the lake. (Refer to the draft Lake Narracan Trails Plan)

Commercial activity

- Provide two new village centres for the daily convenience shopping needs of new residents and visitors, while supporting the Moe town centre as the major shopping destination of the area.

Diverse Residential Product

- Provide a range of housing types in proximity to the lake not seen in other locations in the municipality.
- New residential areas away from the lake will provide for more typical housing seen in existing townships of the municipality.
- Opportunities for larger lots to be created in key locations.

Old Yallourn Township map

Vision for Moe and Newborough

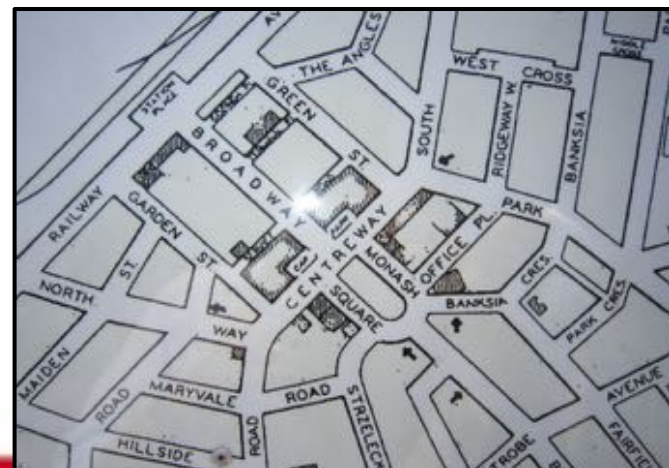
- Development of the Lake Narracan precinct will assist with the long term revitalisation and enhancement of the Moe and Newborough area.
- Latrobe City's role as the Regional City of Gippsland, will be enhanced (refer to the draft Moe-Newborough Integrated Framework Plan accompanying this newsletter).



Views along the Lake Narracan foreshore, looking west.



Skiing on Lake Narracan



Next Steps –

1. Community Engagement

Latrobe City Council is inviting you to provide your thoughts and comments on the draft concept plans that have been prepared. Following the community engagement period, the draft concept plans will be updated where possible to reflect community feedback as well as best practice and legislation in planning.

2. Preparation of a Precinct Structure Plan

With consideration of feedback received on the draft Concept Plans, Latrobe City Council with assistance from the Growth Areas Authority will then prepare a draft Precinct Structure Plan (PSP) for the Lake Narracan area. The draft PSP will outline in detail the long term plan for this new residential area. Additional documents will also be prepared to accompany the PSP, including:

- Native Vegetation Precinct Plan – which will outline existing native vegetation which must be retained and which may be removed (which will remove the need to obtain approval for vegetation removal for individual developments).
- Development Contributions Plan – which will outline how important infrastructure and facilities to support development of the Lake Narracan area, will be delivered and funded.

During this stage of the project, additional detailed work will also be undertaken to support the preparation of the above documents, including an Integrated Water Management Strategy to confirm stormwater quality treatment requirements to protect the water quality of the lake, and to confirm water supply arrangements for the area.

3. Planning Scheme Amendment

Latrobe City Council will again seek the views of land owners and the community on the draft Lake Narracan Precinct Structure Plan and associated documents. The Moe Structure Plan will be updated to include the Lake Narracan area, and outline key linkages between this area and existing township of Moe and Newborough.

Pending resolution of any matters raised during the community engagement period, the Lake Narracan Precinct Structure Plan will be introduced to the Latrobe Planning Scheme by way of a Planning Scheme Amendment. This Planning Scheme Amendment may be undertaken by Latrobe City Council or Council may request the Minister for Planning to undertake this process in accordance with the *Planning and Environment Act 1987*.

URBAN GROWTH ZONE

It is proposed that the Urban Growth Zone will be applied to land in the Lake Narracan precinct.

The Urban Growth Zone (UGZ) applies to land that has been identified for future urban development.

The UGZ has four purposes:

- To manage the transition of non urban land into urban land
- To encourage the development of well planned and well serviced new urban communities in accordance with an overall plan
- To reduce the number of development approvals needed in areas where an agreed plan is in place
- To safeguard non-urban land from use and development that could prejudice its future urban development.

Under the UGZ a Precinct Structure Plan is required to be prepared and is a key document that triggers the conversion of non – urban land into urban land.



Have Your Say

The Lake Narracan Precinct Draft Concept Plans and Background reports will be available on Council's website at <http://www.latrobe.vic.gov.au>.

You can also review these documents in hardcopy during business hours at Latrobe City Council's Service Centres in Moe, Morwell, Churchill and Traralgon.

Information Sessions

Latrobe City Council will be holding an information evening on <insert details> where you can view all plans and documents and ask questions about the proposal.

Insert session details

One on one discussion sessions will be held on <insert details>. If you would like to book a discussion session, please contact Kiesha Jones, Urban Growth Project Officer on 5128 5751 or via email Kiesha.Jones@latrobe.vic.gov.au.

Making a Comment

You can make comments on the draft Concept Plans up until <insert details> by writing to Gail Gatt, Senior Strategic Planner, Latrobe City Council, PO Box 264, Morwell VIC 3840 or via email Gail.Gatt@latrobe.vic.gov.au.

Via the Community Sounding Board <insert details>

Further Information

Gail Gatt
Senior Strategic Planner
(03) 5128 6133
Gail.Gatt@latrobe.vic.gov.au

Kiesha Jones
Urban Growth Project Officer
(03) 5128 5751
Kiesha.Jones@latrobe.vic.gov.au

VISION

The Lake Narracan area is characterised by undulating farmland, prominent stands of trees, views to the lake and the hills beyond, and a number of locations for recreation access to the lake.

The future residential development of this area will retain the existing character of the lake foreshore, and provide for increased community access to the lake and creation of new recreational activities on and around the lake. A continuous foreshore treatment comprising parkland, pedestrian/cyclist paths and a foreshore road will be established along the southern side of the lake between Sullivans Track and Becks Bridge Road for the wider community to enjoy.

Key road and open space links will be created to more directly link the centre of both Moe and Newborough with the lake. An extensive network of pedestrian and cyclist paths will be established throughout the precinct, linking to the heart of existing Moe and Newborough.

New residential neighbourhoods will be established that take their identity from the existing areas of the lake, such as Becks Bay, Turras Reach, Fernlea Channel and Thompsons Bay. The development of this area also offers the opportunity to reference the previous township of Yallourn, by using key road names from the historic town such as 'Broad Way' and 'Centre Way', and open space names such as 'Monash Square'.

Two new village centres will provide for the daily convenience shopping needs of new residents and visitors, but support the Moe town centre as the major shopping destination of the area. The new village centres also offer the opportunity to establish cafes and restaurants adjacent to the lake for the wider community to enjoy. This area is also a suitable location for a holiday park offering short stay accommodation for visitors to enjoy the amenity of the lake and the recreational activities that it offers.

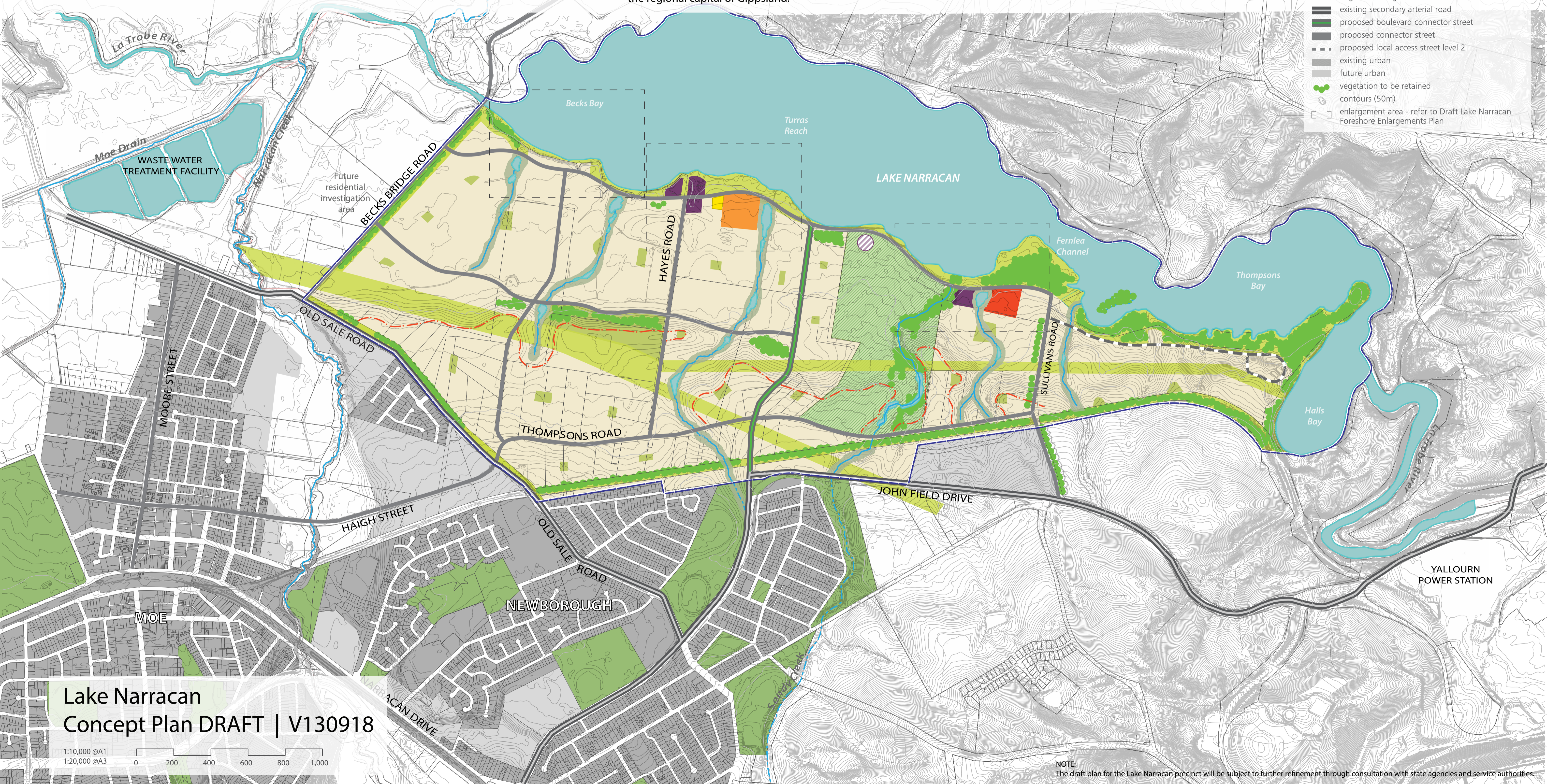
The amenity offered by the lake offers the ability to provide a range of housing types in proximity to the lake not seen in other locations in the municipality. The majority of the new residential areas away from the lake will provide for more typical housing seen in existing townships of the municipality, and will provide opportunities for larger lots to be created in key locations.

An open space network will be created that includes the foreshore parkland and a large centrally located district park offering views across the precinct and to the lake. The existing electricity easements that run through the precinct will be integrated to form part of the open space and trail network. The existing Moe golf course will be retained as a key recreation feature offered by the area. Significant biodiversity values such as prominent stands of trees, native vegetation along the foreshore and nationally significant Strzelecki Gums will be retained as important features of the area.

The development of the Lake Narracan area is one of a number of initiatives that will assist in the long term revitalisation and enhancement of the Moe and Newborough area. This project will also help reinforce Latrobe City as the regional capital of Gippsland.



- precinct area
- proposed village centre
- proposed residential
- proposed government primary school
- proposed community facilities
- existing golf course
- potential relocated golf club house & convention centre
- proposed new location for holiday park
- proposed open space (unencumbered)
- proposed open space (encumbered)
- proposed drainage open space (encumbered)
- existing open space
- waterways
- edge of existing terrace
- existing secondary arterial road
- proposed boulevard connector street
- proposed connector street
- proposed local access street level 2
- existing urban
- future urban
- vegetation to be retained
- contours (50m)
- enlargement area - refer to Draft Lake Narracan Foreshore Enlargements Plan

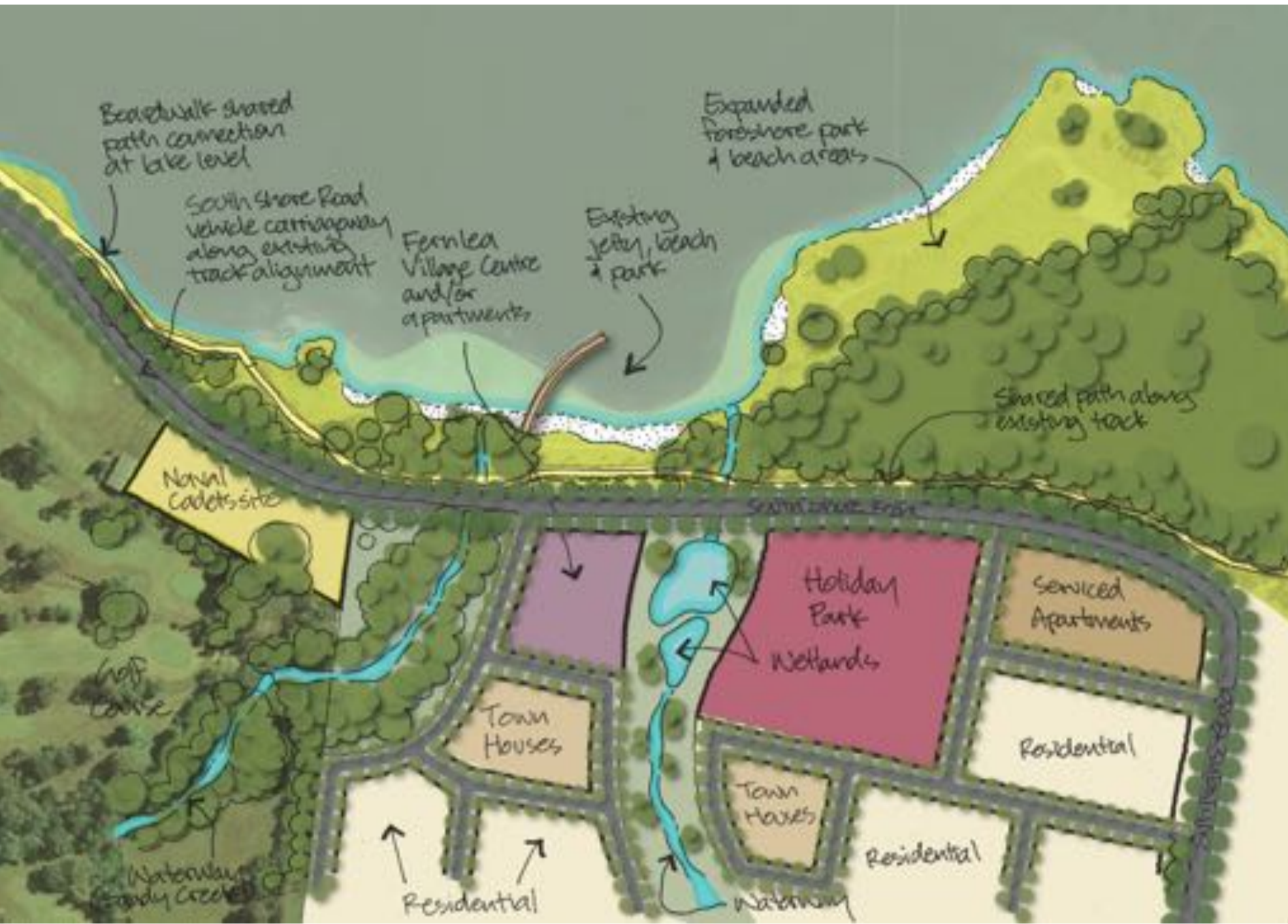


**Lake Narracan
Concept Plan DRAFT | V130918**

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NOTE: The draft plan for the Lake Narracan precinct will be subject to further refinement through consultation with state agencies and service authorities.

FERNLEA VILLAGE & FORESHORE PARK

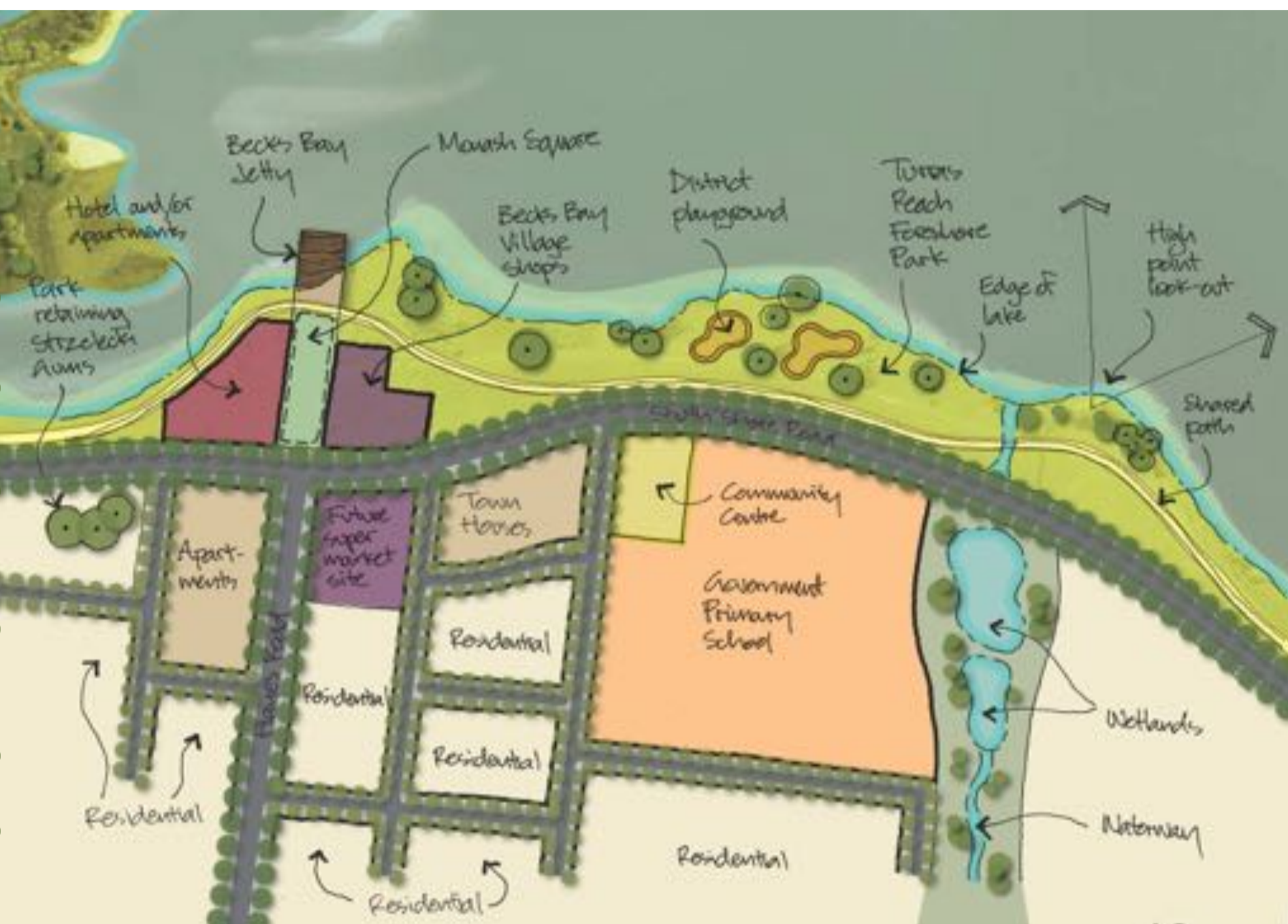


FERNLEA VILLAGE AND FORESHORE PARK

- Key concepts:
- Enhance existing jetty and beach area to create an expanded foreshore park
 - Provide local village shops to support daily convenience needs of surrounding residents and visitors, including cafes/restaurants
 - Potential location for a holiday park to provide short stay accommodation (eg. camping sites, on-site cabins)
 - Continue South Shore Drive to the west to create a continuous foreshore road through to Becks Bridge Road
 - Retain naval cadets in their current location and improve interface with South Shore Drive



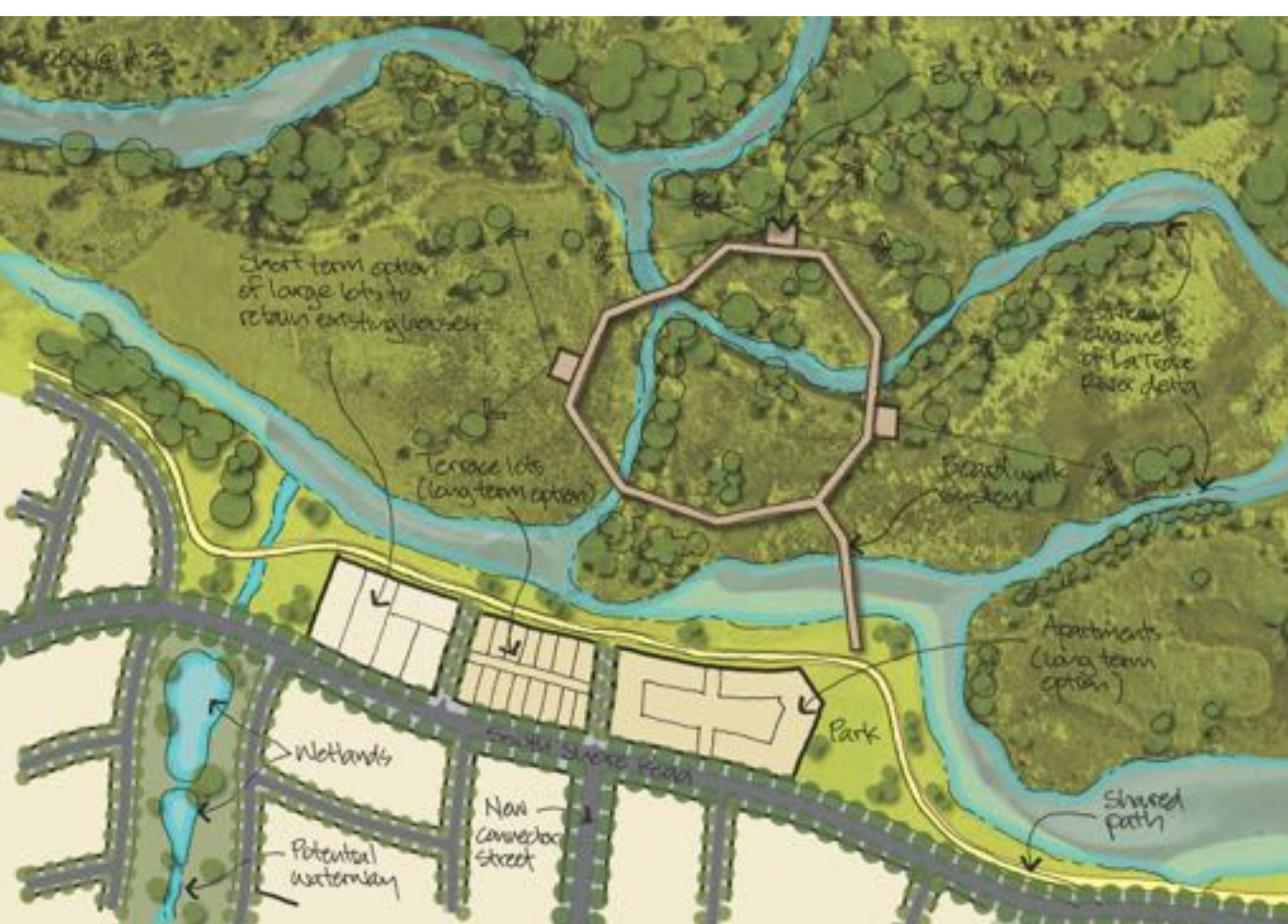
BECKS BAY VILLAGE & TURRAS REACH FORESHORE PARK



BECKS BAY VILLAGE AND TURRAS REACH FORESHORE PARK

- Key concepts:
- Create large foreshore park providing district playground and other recreation facilities
 - Provide government primary school and community centre (including kindergarten) to cater for future residents
 - Provide local village shops to support daily convenience needs of surrounding residents and visitors, including cafes/restaurants
 - Enable retention of existing house adjacent lake at end of Hayes Road with placement of South Shore Road to the south of this dwelling. Allow for option to redevelop this property as part of the new village centre (such as apartments and/or hotel).








LATROBE RIVER DELTA



LATROBE RIVER DELTA

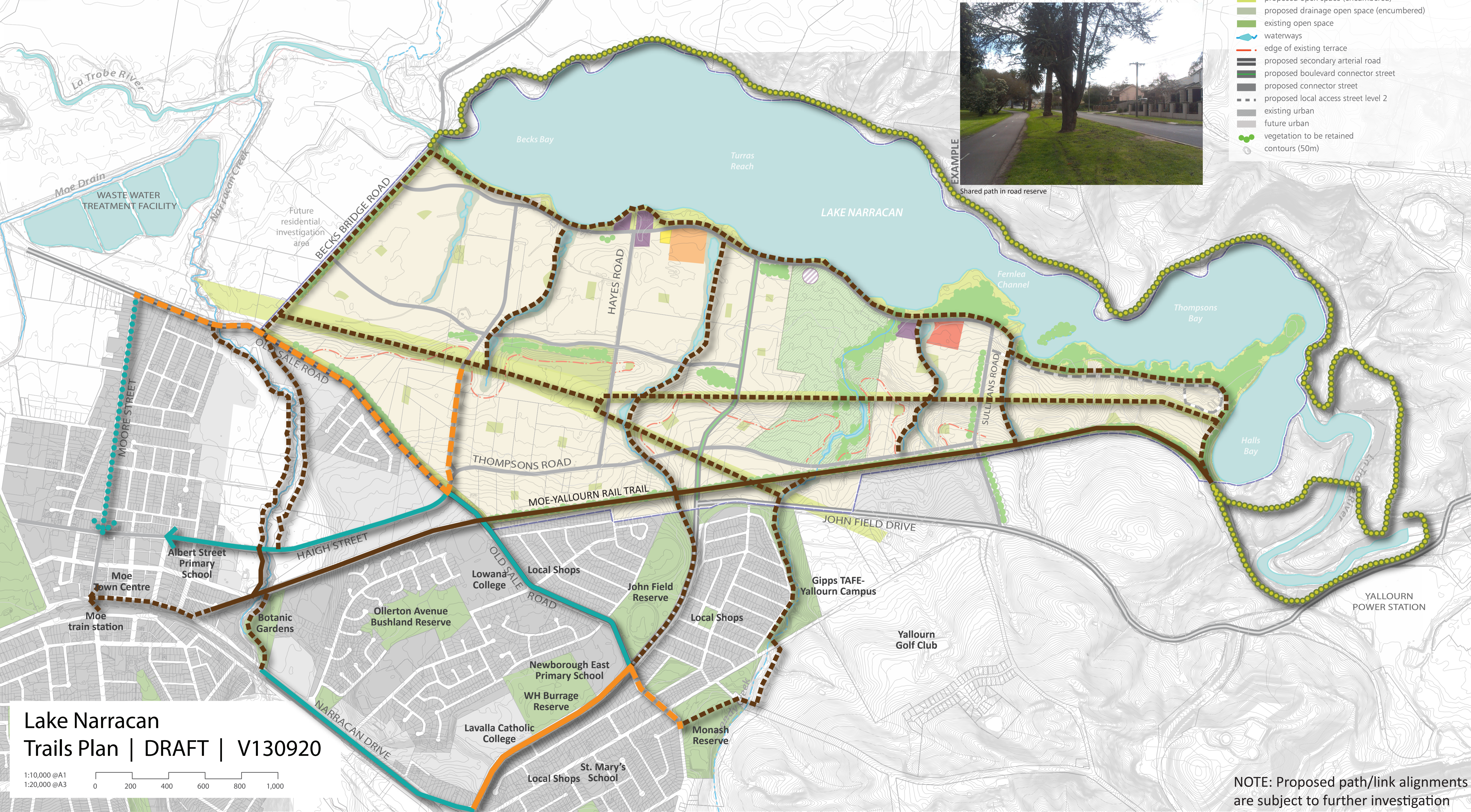
- Key concepts:
- Provide boardwalk access through delta area of lake to enable appreciation of bird life in this area (including bird hides)
 - Allow for retention of existing houses adjacent to the lake with placement of South Shore Road to the south of these dwellings
 - Provide continuous share path along foreshore, including between lake and retained existing houses
 - Long term weed removal and habitat improvement in the delta area

NOTE: Refer to Lake Narracan Draft Concept Plan for enlargement locations.

-  proposed shared path (in open space)
-  existing shared path (in open space)
-  potential lake circuit shared path
-  proposed shared path in road reserve
-  existing shared path in road reserve
-  proposed on-road bike lanes
-  existing on-road bike lanes



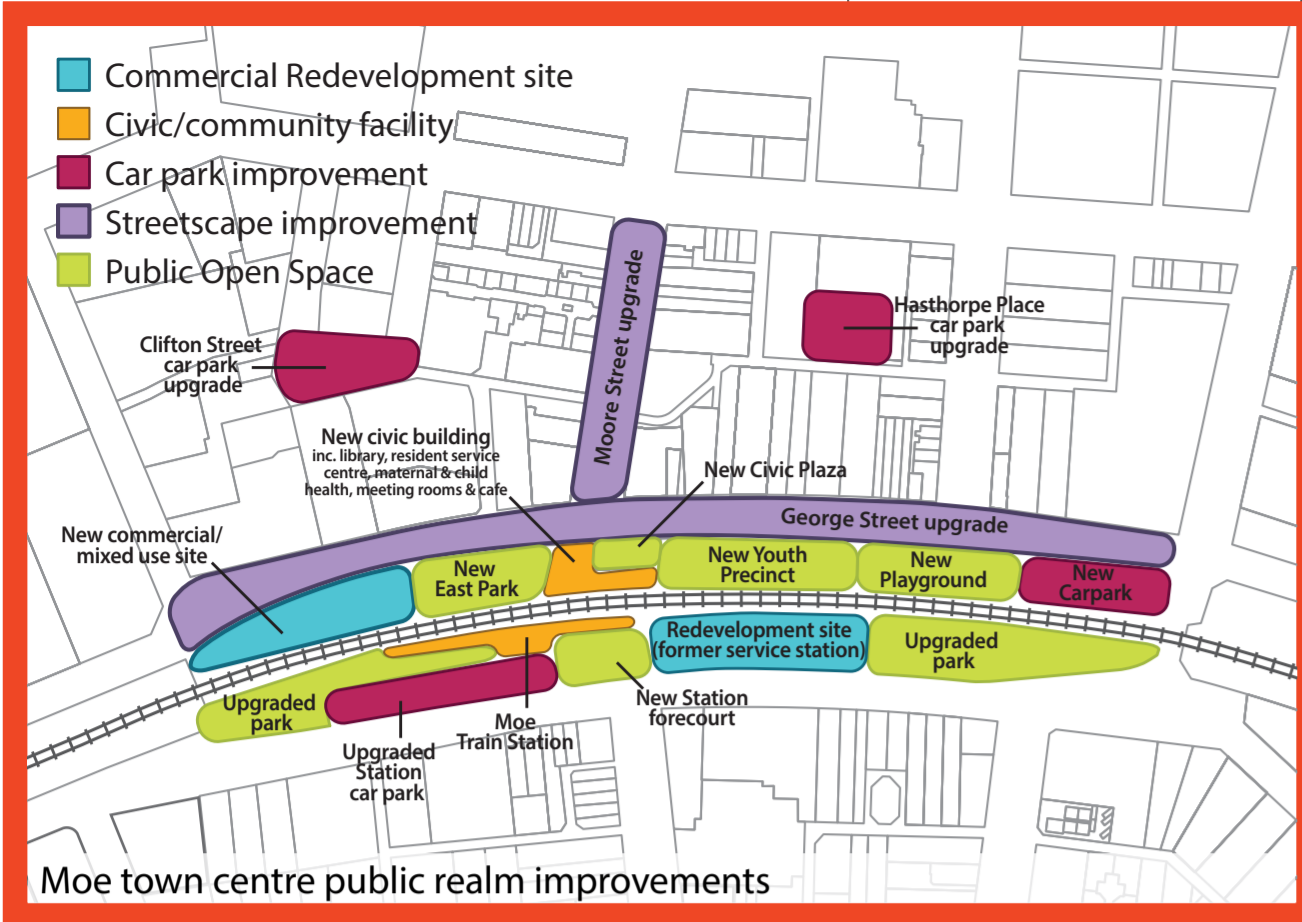
-  precinct area
-  proposed village centre
-  proposed residential
-  proposed government primary school
-  proposed community facilities
-  existing golf course
-  potential relocated golf club house & convention centre
-  proposed new location for holiday park
-  proposed open space (unencumbered)
-  proposed open space (encumbered)
-  proposed drainage open space (encumbered)
-  existing open space
-  waterways
-  edge of existing terrace
-  proposed secondary arterial road
-  proposed boulevard connector street
-  proposed connector street
-  proposed local access street level 2
-  existing urban
-  future urban
-  vegetation to be retained
-  contours (50m)



Lake Narracan Trails Plan | DRAFT | V130920

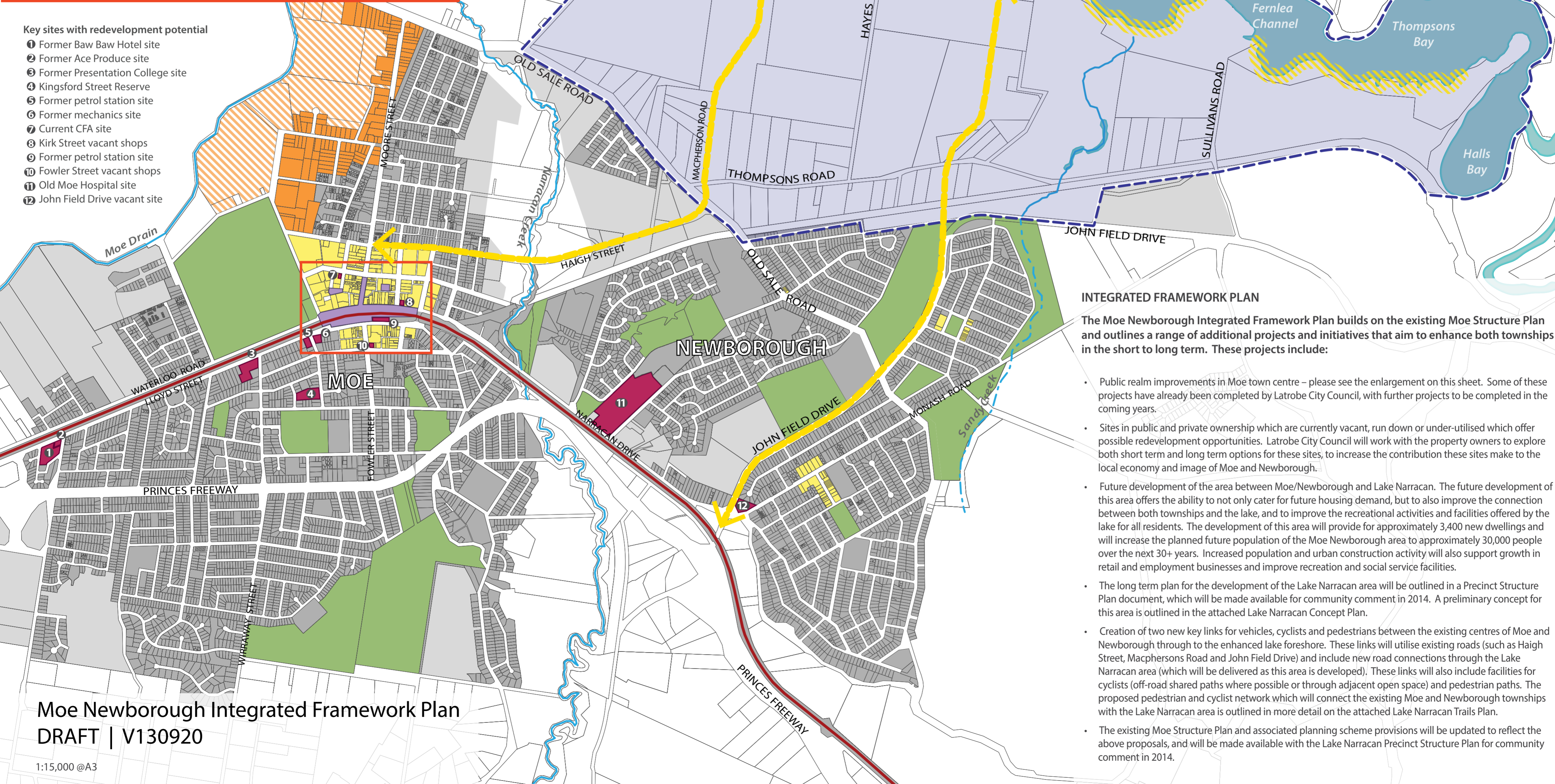
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NOTE: Proposed path/link alignments are subject to further investigation



- lake narracan precinct area
- public realm improvements by Latrobe City Council
- potential redevelopment sites
- proposed new vehicle, cyclist & pedestrian connection between Moe, Newborough & Lake Narracan
- improved lake foreshore access & facilities
- existing open space
- waterways
- existing industrial
- future industrial
- existing town centre
- existing urban
- future urban
- gippsland rail line

- Key sites with redevelopment potential**
- 1 Former Baw Baw Hotel site
 - 2 Former Ace Produce site
 - 3 Former Presentation College site
 - 4 Kingsford Street Reserve
 - 5 Former petrol station site
 - 6 Former mechanics site
 - 7 Current CFA site
 - 8 Kirk Street vacant shops
 - 9 Former petrol station site
 - 10 Fowler Street vacant shops
 - 11 Old Moe Hospital site
 - 12 John Field Drive vacant site



INTEGRATED FRAMEWORK PLAN

The Moe Newborough Integrated Framework Plan builds on the existing Moe Structure Plan and outlines a range of additional projects and initiatives that aim to enhance both townships in the short to long term. These projects include:

- Public realm improvements in Moe town centre – please see the enlargement on this sheet. Some of these projects have already been completed by Latrobe City Council, with further projects to be completed in the coming years.
- Sites in public and private ownership which are currently vacant, run down or under-utilised which offer possible redevelopment opportunities. Latrobe City Council will work with the property owners to explore both short term and long term options for these sites, to increase the contribution these sites make to the local economy and image of Moe and Newborough.
- Future development of the area between Moe/Newborough and Lake Narracan. The future development of this area offers the ability to not only cater for future housing demand, but to also improve the connection between both townships and the lake, and to improve the recreational activities and facilities offered by the lake for all residents. The development of this area will provide for approximately 3,400 new dwellings and will increase the planned future population of the Moe Newborough area to approximately 30,000 people over the next 30+ years. Increased population and urban construction activity will also support growth in retail and employment businesses and improve recreation and social service facilities.
- The long term plan for the development of the Lake Narracan area will be outlined in a Precinct Structure Plan document, which will be made available for community comment in 2014. A preliminary concept for this area is outlined in the attached Lake Narracan Concept Plan.
- Creation of two new key links for vehicles, cyclists and pedestrians between the existing centres of Moe and Newborough through to the enhanced lake foreshore. These links will utilise existing roads (such as Haigh Street, Macphersons Road and John Field Drive) and include new road connections through the Lake Narracan area (which will be delivered as this area is developed). These links will also include facilities for cyclists (off-road shared paths where possible or through adjacent open space) and pedestrian paths. The proposed pedestrian and cyclist network which will connect the existing Moe and Newborough townships with the Lake Narracan area is outlined in more detail on the attached Lake Narracan Trails Plan.
- The existing Moe Structure Plan and associated planning scheme provisions will be updated to reflect the above proposals, and will be made available with the Lake Narracan Precinct Structure Plan for community comment in 2014.

Attachment 5

LAKE NARRACAN BACKGROUND STUDIES

Due to being large in size, background reports can be provided electronically or in hard copy form via request.

Exclusive Use and Special Purpose Areas for the purposes of Clause 13

(a) Those waters of Lake Narracan designated Area A are set aside for manually propelled vessels

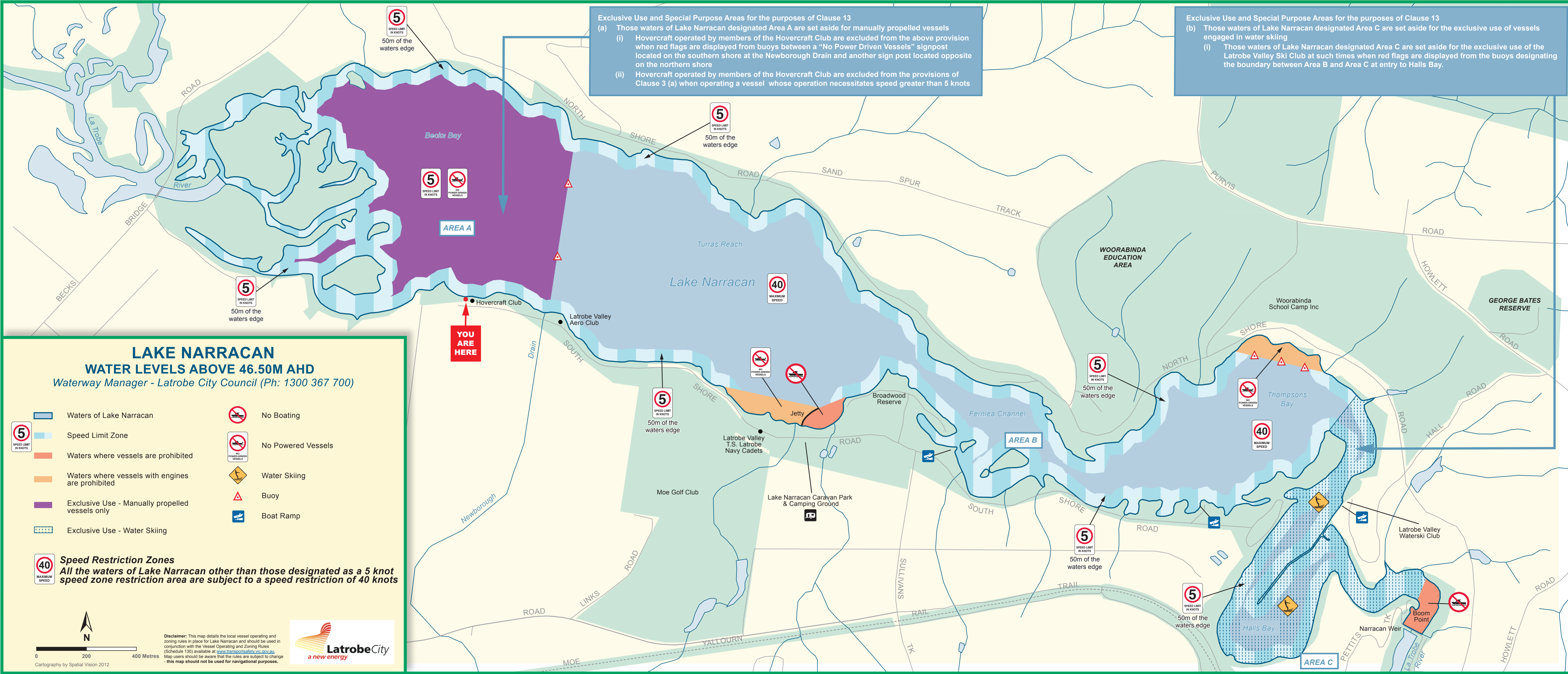
(i) Hovercraft operated by members of the Hovercraft Club are excluded from the above provision when red flags are displayed from buoys between a "No Power Driven Vessels" signpost located on the southern shore at the Newborough Drain and another sign post located opposite on the northern shore

(ii) Hovercraft operated by members of the Hovercraft Club are excluded from the provisions of Clause 3 (a) when operating a vessel whose operation necessitates speed greater than 5 knots

Exclusive Use and Special Purpose Areas for the purposes of Clause 13

(b) Those waters of Lake Narracan designated Area C are set aside for the exclusive use of vessels engaged in water skiing

(i) Those waters of Lake Narracan designated Area C are set aside for the exclusive use of the Latrobe Valley Ski Club at such times when red flags are displayed from the buoys designating the boundary between Area B and Area C at entry to Halls Bay.



LAKE NARRACAN

WATER LEVELS ABOVE 46.50M AHD

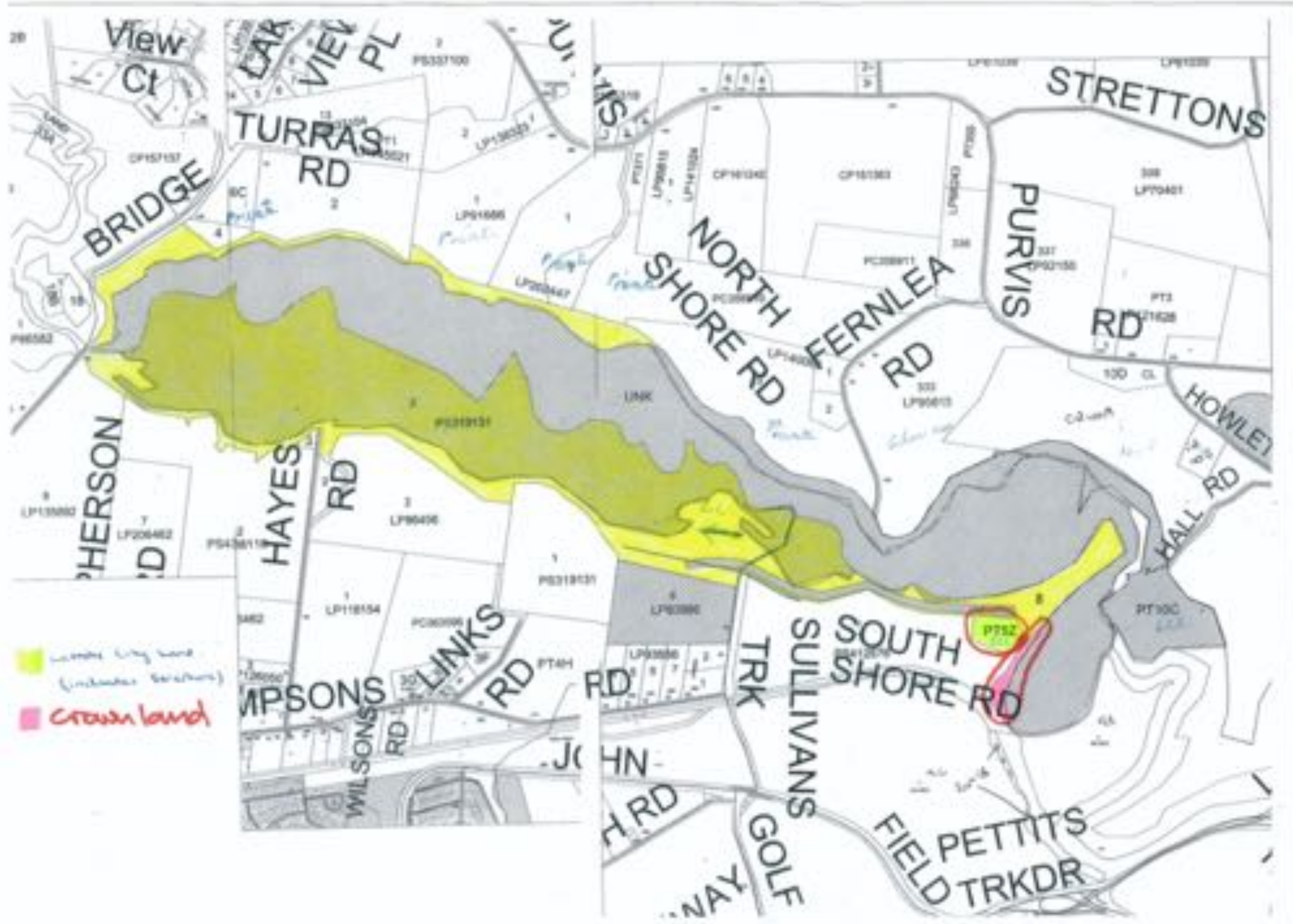
Waterway Manager - Latrobe City Council (Ph: 1300 367 700)

	Waters of Lake Narracan		No Boating
	Speed Limit Zone		No Powered Vessels
	Waters where vessels are prohibited		Water Skiing
	Waters where vessels with engines are prohibited		Buoy
	Exclusive Use - Manually propelled vessels only		Boat Ramp
	Exclusive Use - Water Skiing		

Speed Restriction Zones
 All the waters of Lake Narracan other than those designated as a 5 knot speed zone restriction area are subject to a speed restriction of 40 knots

Disclaimer: This map details the local vessel operating and zoning rules in place for Lake Narracan and should be used in conjunction with the Vessel Operating and Zoning Rules (Schedule 130) available at www.transportandsafety.vic.gov.au. Map users should be aware that the rules are subject to change - this map should not be used for navigational purposes.

Cartography by Spatial Vision 2012



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Title - Address	Width of Easement	Powerline on Map
LP 206462 – 50 McPhersons Road, Newborough	120 meters	Yellow and Purple
LP93886 – 75 Sullivans Track, Newborough	54 meters	Yellow Powerline
PS 636142 – Links Road, Newborough	57 meters	Yellow Powerline
PS 412577 – 295 Monash Road, Newborough	73 meters	Purple Powerline
LP 116154 – 50 Hayes Road, Newborough	76 meters	Purple Powerline
LP 116154 – 50 Hayes Road, Newborough	61 meters	Yellow Powerline



Examples of easements integrated into residential areas within Victoria

SP AusNet Guidelines allow that Easements can be used for:

- Pathways
- Open space / landscaping
- Playground equipment
- Ground level sporting activities (tennis, football, cricket, golf, basketball, netball etc)
- Market gardens, orchards, nurseries
- Car parking
- Water storage dams



High voltage
powerlines

Ringwood Heights
Primary School

Ringwood North



Whealers Hill Tennis Club



Hillcroft Estate, Dove Terrace, South Morang



HA Smith Reserve, Hawthorn

Image Date: December 2009

16.8 COUNCIL POLICY SPECIAL CHARGE SCHEME POLICY

General Manager

Governance

For Decision

PURPOSE

The purpose of this report is to present for Council's consideration the new Special Charge Scheme Policy 13 POL-1.

DECLARATION OF INTEREST

No officer declared an interest under the Local Government Act 1989 in the preparation of this report.

STRATEGIC FRAMEWORK

This report is consistent with Latrobe 2026: The Community Vision for Latrobe Valley and the Latrobe City Council Plan 2013-2017.

Latrobe 2026: The Community Vision for Latrobe Valley

Strategic Objectives – Built Environment

In 2026, Latrobe Valley benefits from a well planned built environment that is complementary to its surroundings and which provides for a connected and inclusive community.

Latrobe City Council Plan 2013 – 2017

Promote the integration of roads, cycling paths and footpaths with public transport options and public open space networks to facilitate passive recreation and enhance the liveability and connection of Latrobe City..

Support and advocate for integrated solutions that improve accessibility to and within Latrobe City.

Promote and support private sector investment in the development of key infrastructure within the municipality.

Ensure public infrastructure is maintained in accordance with community aspirations.

Shaping Our Future

An active connected and caring community supporting all.

Legislation

Local Government Act 1989

Provides Council with powers to implement a Special Charge Scheme.

ORDINARY COUNCIL MEETING MINUTES 07 OCTOBER 2013 (CM421)

BACKGROUND

Council policies are reviewed or developed on a regular basis to ensure that they reflect the direction of Council, fair and equitable community representation and comply with legislative requirements. At its ordinary meeting held on 22 April 2013 Council resolved to review the Contributory Scheme Policy.

During the review process, the following policies were determined to all contribute to Council's Contributory Scheme:

1. Contributory Scheme Policy 11 POL-3
2. Sealing of Unsealed Roads Policy 11 POL-4
3. Construction of New Footpaths in Residential Areas Policy 11 POL-4
4. Construction of Pathways in Rural Areas Policy 11 POL-3

It was deemed appropriate to create a new Special Charge Scheme Policy which incorporates all of the above policies and prepare it as one consolidated policy. This will create clarity in the special charge scheme process for members of the community, and also result in less conflicts and ambiguity between the different policies.

Upon adoption of the Special Charge Scheme Policy the four policies mentioned above will be revoked.

ISSUES

A benchmarking exercise has been completed across a range of other Councils while developing the draft Special Charge Scheme policy. The benchmarking included the following organisations

1. City of Greater Geelong
2. City of Casey
3. Whitehorse City Council
4. South Gippsland Shire Council
5. Wellington Shire Council
6. Baw Baw Shire Council

When drafting the new Special Charge Scheme Policy to incorporate and combine the policy content of the abovementioned policies, it became apparent that the current contribution factor for residents is minimal compared to the actual cost of construction of the infrastructure to Council. Based on this, a number of options have been provided in detail which are outlined in this report.

It should be noted that the calculation of the maximum total levy for a Special Charge Scheme must comply with Section 163(2), (2A) and (2B) of the Act and the Guidelines made by the Minister for Local Government pursuant to Section 163(2C) of the Act.

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There are a range of different methods currently used to quantify the contribution a property owner will make to a Special Charge Scheme. The examples used below to highlight each option utilises information from the following recently adopted schemes.

- Retreat Road, Traralgon
 - 12 rateable properties
 - Distance of road sealed 1.2 kms
 - Total cost of scheme \$325,000

- O'Haras Road
 - 4 rateable properties
 - Distance of road sealed 600 metres
 - Total cost of scheme \$ 165,000

It is important to note the above total cost estimates are based on market price at the time the Scheme is created. These amounts do not reflect the internal project management and administration costs, nor do they accommodate any fluctuations in the market at the time the works are carried out, which in some cases may be up to five years after the scheme is created.

Option 1: - Current arrangement – Set Maximum Contribution Amount

A maximum of \$5,000 is paid per rateable property regardless of project cost and can be paid in full at completion of the project or by 20 equal instalments over a five year period (interest rates applicable to the latter).

Project	Total Cost	Maximum Residence Contribution	Total Resident Contribution	Council Contribution	% Council Contribution
Retreat Rd	\$325,000	\$5,000	\$60,000	\$265,000	82%
O'Haras Rd	\$165,000	\$5,000	\$20,000	\$145,000	88%

The set maximum figure of \$5,000 could be altered to better reflect current construction pricing. e.g. City of Casey apply this rule and cap the landowner cost at \$10,192, which is then adjusted by applying the Building Price Index at the time of works. An example of this method has been applied below.

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Project	Total Cost	Maximum Residence Contribution	Total Resident Contribution	Council Contribution	% Council Contribution
Retreat Rd	\$325,000	\$10,192	\$122,304	\$202,696	62%
O'Haras Rd	\$165,000	\$10,192	\$40,768	\$124,232	75%

Each year the policy would be required to be reviewed and adjusted by the Building Price Index.

Option 2: - Set Percentage based on Scheme Type

A set percentage of costs paid by Council/land owner per scheme type is applied per rateable property with the Landowner paying the lower contribution factor. The contribution can be paid in full at completion of the project or via a payment arrangement over a five year period (interest rates applicable to the latter).

The following percentages have been developed after a thorough review of all benchmarking documentation and percentages can be altered as deemed appropriate.

Scheme	Contribution %	
	Landowner	Council
Construction of new roads	25%	75%
Sealing / upgrade of unsealed roads	25%	75%
Residential Kerb & Channel	25%	75%
Residential Footpaths / Nature Strips	50%	50%
Rural Footpaths / Nature Strips	50%	50%
Traffic Management / Calming Devices	25%	75%
Drainage	In accordance with the Local Government Act 1989, Section 163B(1) Drainage works including easements, drains, upgrades & renewal programs can be enforced where it is deemed necessary by Council.	

Project	Total Cost	Maximum Residence Contribution	Total Resident Contribution	Council Contribution	% Council Contribution
Retreat Rd	\$325,000	\$6,770	\$81,250	\$243,750	75%
O'Haras Rd	\$165,000	\$10,312	\$41,250	\$123,750	75%

Option 2 is currently the preferred option as it provides a consistent Council contribution across all categories and has been included in the draft policy for the purposes of discussion. It should be noted that the percentages could be adjusted if deemed appropriate.

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Another element of the special charge scheme process that has been clarified in the draft policy is the requirement to identify properties that will have an obligation to contribute to a successful scheme. Properties that derive direct benefit from the sealing of a road will be required to contribute to an approved scheme.

In determining the apportionment of costs for each property a panel of Council officers will be formed to make an assessment of the benefit derived from the potential scheme taking into consideration frontage, area, benefit, access, usage and town planning zoning of land within the Scheme resulting in a contribution amount for each property. This assessment will then be provided to Council when considering each Special Charge Scheme.

FINANCIAL, RISK AND RESOURCES IMPLICATIONS

Risk has been considered as part of this report and it is considered to be consistent with the Risk Management Plan 2011-2014.

The Ministerial Guidelines made under Section 163(2C) of the *Local Government Act 1989* is used to calculate the maximum total amount that may be levied as special charge to be recovered from property owners for each particular project.

Although a scheme may be declared by Council, each individual project will still be required to be referred to a capital works program for consideration. At the completion of the construction works, the particular charge that each property owners is liable for will be invoiced. Charges levied under Special Charge Schemes may be paid in a lump sum immediately following completion of the works or via a payment arrangement to be paid within 5 years. Current interest rates will apply to the latter method of payment.

INTERNAL/EXTERNAL CONSULTATION

Engagement Method Used:

There has been a range of community consultation activities completed in preparation of this report, including letters, feedback forms and a community meeting.

A notice of intention to declare a Special Charge Scheme was advertised in the Latrobe Valley Express on 20 May 2013 and asked for submissions on the proposed scheme to be submitted by 20 June 2013.

Details of Community Consultation / Results of Engagement:

No submissions were received during the advertised period.

OPTIONS

The following options are available to Council:

1. Adopt the new Special Charge Scheme Policy:

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2. Not adopted the new policy and continue with the existing Council Policies.
3. Seek further information and amend policy.

CONCLUSION

The proposed Special Charge Scheme policy has been compiled in accordance with the statutory requirements of the *Local Government Act 1989*.

There have been a range of engagement activities throughout the preparation of this Special Charge Scheme and the funds collected from the scheme would be used to defray the cost of future projects.

Attachments

1. Special Charge Scheme Policy 13 POL-1

RECOMMENDATION

1. That Council adopts the new Special Charge Scheme Policy 13 POL-1 and revokes the Contributory Scheme Policy 11 POL-3, the Sealing of Unsealed Roads Policy 11 POL-4, the Construction of New Footpaths in Residential Areas Policy 11POL-4 and the Construction of Pathways in Rural Areas Policy 11 POL-3.
2. That the Council Policy manual be updated and made available to the public.

Moved: Cr White
Seconded: Cr Middlemiss

That the Recommendation be adopted.

For the Motion

Councillor/s Gibbons, Middlemiss, Gibson, Sindt, O'Callaghan, White

Against the Motion

Councillor/s Rossiter, Kam, Harriman

The Mayor confirmed that the Recommendation had been CARRIED

16.8

Council Policy Special Charge Scheme Policy

1	Special Charge Scheme Policy 13 POL-1	1002
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Document Name: **Special Charge Scheme Policy**

13 POL-1

Adopted by Council: **Date of Council Meeting**

Policy Goals

To ensure an equitable and consistent approach is used to implement, administer and deliver Special Charge Schemes under Section 163 of the Local Government Act 1989 in relation to the construction of new roads, sealing / upgrade of unsealed roads, kerb and channel, footpaths, nature strips, traffic calming & management devices, drainage works, including easements, drains and associated infrastructure works throughout the municipality.

Relationship to Latrobe 2026 & Council Plan

This policy relates to the following Strategic Objectives contained within Latrobe 2026: The Community Vision for Latrobe Valley and the Council Plan:-

Latrobe 2026:

In 2026, Latrobe Valley demonstrates respect for the importance of rules and laws to protect people's rights, outline obligations and support community values and cohesion.

Appropriate, Affordable & Sustainable Facilities, Services & Recreation

Latrobe 2026:

In 2026, Latrobe Valley benefits from a well-planned built environment that is complementary to its surroundings and which provides for a connected and inclusive community.

Council Plan 2013 - 2017

- To promote and support a healthy, active and connected community.
- To provide facilities and services that are accessible and meet the needs of our diverse community.
- To enhance the visual attractiveness and liveability of Latrobe City.

Policy Implementation

In accordance with Section 163 of the Local Government Act 1989, Council can impose a special charge for works or services on property owners who Council believes receive a 'special benefit' from the provision of those works or services.

In September 2004, Local Government Victoria established the *Special Rates and Charges Ministerial Guidelines* which ensure the schemes are fair and equitable.

This policy relates to all property owners in the Latrobe City who are affected by a special charge scheme where it is considered that the construction of such works will be of special benefit to those who would be required to pay a Special Charge to assist in the funding of local street infrastructure schemes. Refer also Appendix 1 for a summarised process flow.

Scheme	Contribution %	
	Council	Landowner
Construction of new roads	25%	75%
Sealing / upgrade of unsealed roads	25%	75%
Residential Kerb & Channel	25%	75%
Residential Footpaths / Nature Strips	50%	50%
Rural Footpaths / Nature Strips	50%	50%
Traffic Management / Calming Devices	25%	75%
Drainage	*TBD	

*In accordance with the Local Government Act 1989, Section 163B(1) Drainage works including easements, drains, upgrades & renewal programs can be enforced where it is deemed necessary by Council.

A scheme may be initiated by recommendation of Council, a request from a resident/owner or by other interested or affected parties.

Where the final costs exceeds the Council estimated cost because of design and market influences rather than changes requested by residents, Council will meet the additional costs based on 10% beyond the original estimated cost.

It is important to note programmed capital, maintenance and rehabilitation works are planned for and funded by Council and cannot take part in a special charge scheme arrangement. Where residents prefer to have the scoped works altered and/or undertaken sooner, a Special Charge Scheme may be considered.

Council may survey property owners to determine their support towards a proposed scheme and consider these findings during its deliberations. Generally, a majority of support from property owners is required for a scheme to proceed, however Council may choose to proceed with works without the majority of support, where it is deemed the works will provide benefit to abutting properties and the broader community.

An internal panel will be assembled to determine the level of benefit the potential scheme will provide to not only the property owners, but also the surrounding community. An assessment will be completed to determine which properties will derive direct benefit from the works in question. In determining the apportionment of costs for each property Council take into consideration frontage, area, benefit, access, usage and town planning zoning of

land within the Scheme resulting in a recommendation as to which properties are to be included in the scheme. This assessment will be presented to Council when considering the scheme.

One or more of the following will be assessed for each scheme type:

Construction of new roads and Sealing / upgrade of unsealed roads:

- Current usage / anticipated usage (of all vehicle types);
- Property owner and/or community support;
- Demonstrated need / necessity;
- Link to schools, community facilities, existing roads, other transport modes, etc.; and
- Road class assessment, e.g. width, road base, depth of pavement, alignment, etc.

Residential Kerb & Channel:

- Current / proposed capacity and/or table drain / pit location;
- Rainfall trends and topographical assessment;
- Property owner and/or community support; and
- Demonstrated need / necessity.

Residential Footpaths / Nature strips and Rural Footpaths / Nature strips:

- Current usage / anticipated usage;
- Property owner and/or community support;
- Demonstrated need / necessity; and
- Link to schools, community facilities, existing pathways/nature strips, other transport modes, etc.

Traffic Management / Calming Devices:

- Current road way usage;
- Property owner and/or community support;
- Demonstrated need / necessity; and
- Link to schools, community facilities, existing road types, other transport modes, e.g. emergency services, etc.

Drainage:

- Current / proposed capacity;
- Existing / proposed development area considerations;
- Rainfall trends and topographical assessment;
- Property owner and/or community support; and
- Demonstrated need / necessity.

Council will notify all affected property owners and may hold a public meeting advising interested parties of the conceptual design, overall process, proposed apportionment, method of payments, submissions and objections process, etc.

Special Charge Schemes will generally be prepared at least 12 months in advance of proposed construction to provide sufficient time for a detailed consultation process to be undertaken, and in cases where Council is required to contribute a share of the cost of the works, time to provide sufficient funding in its capital works program.

Schemes may include all works, materials, charges, overheads and costs to install the required infrastructure, including project management, design, traffic management, road pavement works, nature strip works, driveway, drainage works, kerb and channel, street furniture, landscaping services, lighting and intersection works, etc.

The Ministerial Guidelines made under Section 163(2C) of the Local Government Act 1989 is used to calculate the maximum total amount that may be levied as a special charge to be recovered from property owners for each particular project. There are no definitive guidelines for the calculation of the actual amount, known as the apportionment, to be charged to individuals. The underlying principle is that a property must receive benefit from the proposed works before a cost can be levied. The apportionment method must be reasonable, fair, and equitable for each individual proposal. Consultation with affected people will assist in this determination prior to the declaration of the proposed Special Charge Scheme. Previous determinations of the Victorian and Civil Administrative Tribunal may be used as a guide.

Project, engineering and administrative costs may be associated with the preparation and implementation of a scheme. These costs will be recovered as part of the overall scheme amount. Charges levied under Special Charge Schemes may be paid in a lump sum immediately following completion of the works or via a payment arrangement to be paid within 5 years. Current interest rates will apply to the latter method of payment.

Once Council resolves to declare a Special Charge Scheme and in accordance with Section 223 Hearing of the Local Government Act 1989, a public notice of 'Intention to Declare' will be published in local newspapers, along with a formal notice of scheme details and costs sent to each property owner inviting submissions from all interested parties. Hardcopy details of the special charge scheme will also be available at each Council Service Centre for viewing by the general public.

Only written submissions received within the consultation period (28 days) will be considered by Council. Following a review of these submissions, Council may resolve to:

- proceed without any modification to the original declaration, "declares" the special charge and proceed by serving formal notice;
- abandon the scheme; or
- undertake significant modifications to the original scheme which would require the process to recommence; or
- undertake minor modifications to the original scheme, return to the "Intention to Declare" stage or proceed by serving formal notice.

The authors of all submissions received and property owners affected by the proposed scheme will be notified regarding Council's discretion.

Property owners have the right to appeal to the Victorian Civil and Administrative Tribunal (VCAT) regarding Council's decision. Objections should address the criteria in Section 185 of the Local Government Act 1989. All applications will be administered by the VCAT and must be submitted within 30 days of the notice levying the special charge being issued.

VCAT may determine in favour of the scheme where Council will initiate the special charge scheme process and works, or they may notify Council of their objection to the scheme, to which Council may review and modify or abandon the special charge scheme.

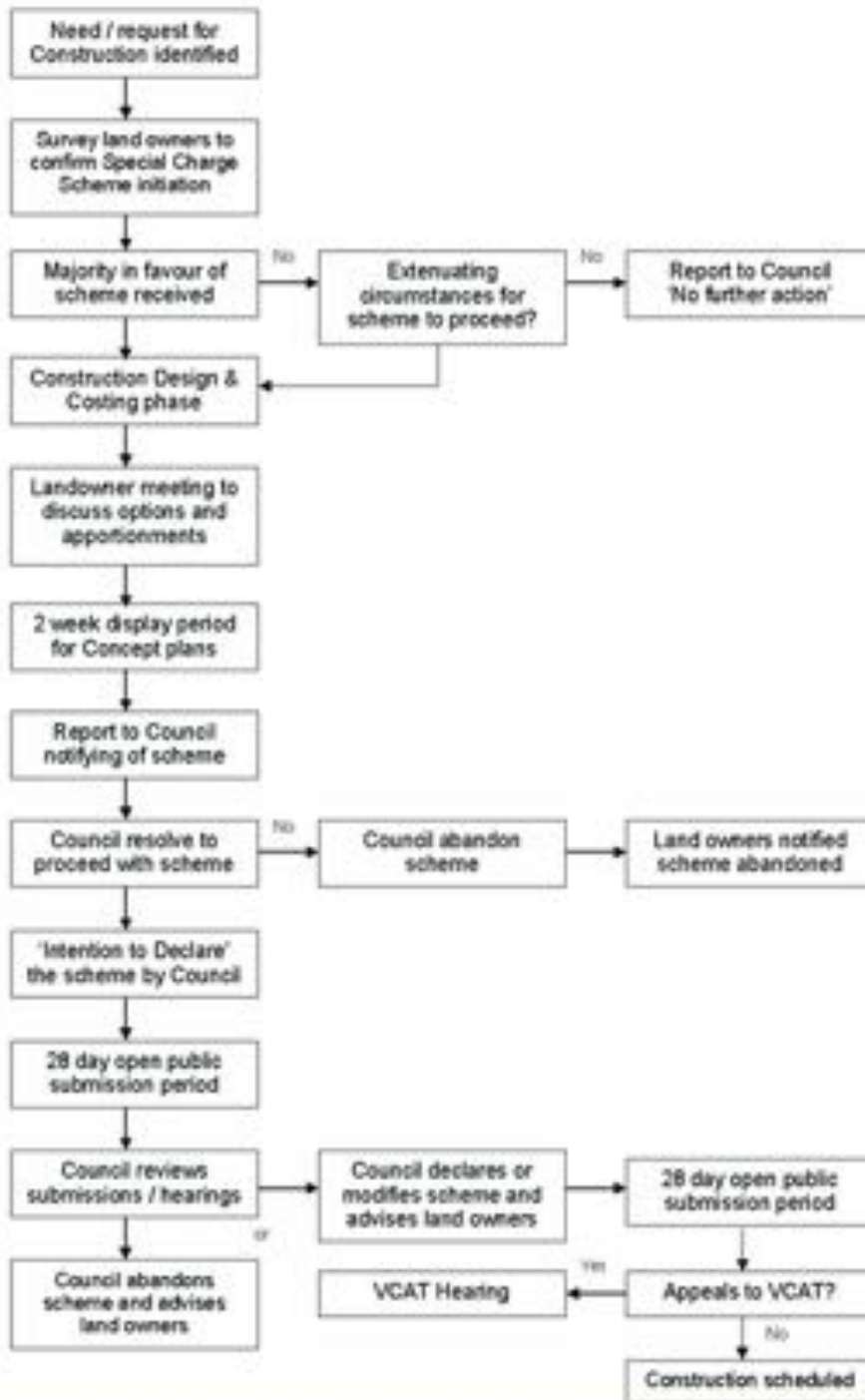
This policy has been reviewed after giving proper consideration to all the rights contained within the Charter of Human Rights and Responsibilities Act 2006, and any reasonable limitation to human rights can be demonstrably justified.

Charter acknowledgement - for internal auditing purposes only:

YES/NO Name: _____ Date: / / 2013

Signed: _____ Date: / / 2013
Chief Executive Officer

Appendix 1 – Special Charge Scheme Process Flow



ORGANISATIONAL EXCELLENCE

16. ORGANISATIONAL EXCELLENCE

Nil reports

MEETING CLOSED TO THE PUBLIC

17. MEETING CLOSED TO THE PUBLIC

Section 89(2) of the Local Government Act 1989 enables the Council to close the meeting to the public if the meeting is discussing any of the following:

- (a) Personnel matters;
- (b) The personal hardship of any resident or ratepayer;
- (c) Industrial matters;
- (d) Contractual matters;
- (e) Proposed developments;
- (f) Legal advice;
- (g) Matters affecting the security of Council property;
- (h) Any other matter which the Council or Special Committee considers would prejudice the Council or any person;
- (i) A resolution to close the meeting to members of the public.

RECOMMENDATION

That the Ordinary Meeting of Council closes this meeting to the public to consider the following items which are of a confidential nature, pursuant to section 89(2) of the Local Government Act (LGA) 1989 for the reasons indicated:

18.1 Adoption of Minutes

Agenda item 18.1 *Adoption of Minutes* is designated as confidential as it relates to a matter which the Council or special committee considers would prejudice the Council or any person (s89 2h)

18.2 CONFIDENTIAL ITEMS

Agenda item 18.2 *Confidential Items* is designated as confidential as it relates to a matter which the Council or special committee considers would prejudice the Council or any person (s89 2h)

18.3 ASSEMBLY OF COUNCILLORS

Agenda item 18.3 *Assembly of Councillors* is designated as confidential as it relates to a matter which the Council or special committee considers would prejudice the Council or any person (s89 2h)

18.4 AUSTRALIA DAY COMMITTEE NOMINATIONS

Agenda item 18.4 *Australia Day Committee Nominations* is designated as confidential as it relates to a matter which the Council or special committee considers would prejudice the Council or any person (s89 2h)

18.5 LCC-119 LANDSLIP REMEDIATION WORKS AT BUDGEREE ROAD, BOOLARRA

Agenda item 18.5 *LCC-119 Landslip Remediation Works At Budgerree Road, Boolarra* is designated as confidential as it relates to

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contractual matters (s89 2d)

18.6 LCC-116 LANDSLIP REMEDIATION WORKS AT JEERALANG WEST ROAD, JEERALANG JUNCTION

Agenda item 18.6 *LCC-116 Landslip Remediation Works At Jeeralang West Road, Jeeralang Junction* is designated as confidential as it relates to contractual matters (s89 2d)

18.7 2013/14 COMMUNITY GRANTS PROGRAM

Agenda item 18.7 *2013/14 Community Grants Program* is designated as confidential as it relates to a matter which the Council or special committee considers would prejudice the Council or any person (s89 2h)

18.8 2013/14 COMMUNITY GRANTS PROGRAM - PROJECT NO MCW131400061

Agenda item 18.8 *2013/14 Community Grants Program - Project No MCW131400061* is designated as confidential as it relates to a matter which the Council or special committee considers would prejudice the Council or any person (s89 2h)

The Meeting closed to the public at 8.57 pm

The meeting re-opened to the public at 9.34 pm

There being no further business the meeting was declared closed at 9.34 pm

I certify that these minutes have been confirmed.

Mayor: _____

Date: _____