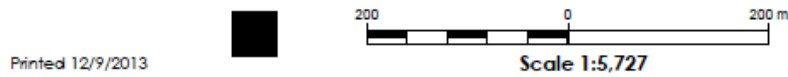


Appendix 1: Spatial layout of sub-division including Council reserve area



Location of reserve and tree



Printed 12/9/2013

Scale 1:5,727

Disclaimer: Title boundaries are indicative only. Not to be used for fencing or surveying purposes.



**MINUTES/ FOLLOW UP ACTIONS – Economic Development Advisory Committee Meeting**

<b>Date</b>	<b>26 August 2013</b>	<b>Time</b>	<b>2pm – 4pm</b>	<b>Location</b>	<b>Meeting Room (Alexandra)</b>	<b>File number</b>	<b>58/04/02</b>
<b>Attendance</b>	Cr Challen (Chair), Cr John Walsh, Cr Andrew Derwent, Margaret Abbey, Michael Chesworth, Bob Elkington, Lisa Wallace (Minute secretary), Anne Leadbeater, Matt Parsons, Matt Ellis.			<b>Apologies</b>			
<b>Meeting Objective</b>	Seek input and keep the advisory committee informed of key economic development initiatives						

<b>Item No</b>	<b>Description</b>	<b>Action</b>	<b>Who</b>	<b>Time</b>
1.	<b>Welcome</b>	Welcome to all.		
2.	<b>Minutes of Previous Meeting</b>	Minutes for 24 June 2013. Accepted. Moved – Cr John Walsh, Seconded – Michael Chesworth, Passed.		
3.	<b>Presentation – Rob Faggian Potential project – Agriculture Industry Transformation</b>	A presentation was made by Rob Faggian from Melbourne University regarding planning for future climate changes which may impact on the agricultural industry. A number of other Councils are participating in this project. It was agreed that Murrindindi Shire Council will also participate in this project. See power point presentation attached.		
4.	<b>Council Plan</b>  - <b>Implementation re growing shire rate base</b>  - <b>Vision 2030</b>	<b>Implementation re growing shire rate base</b> Broader elements are to be considered as part of Economic Development Strategy and the whole of Council will be involved. Key stakeholders also to be involved.  <b>Vision 2030 – The Opportunity</b> Two meetings have been held; second meeting had lower numbers, however progressing well. Next two meetings to be scheduled to allow completion within the timeframes.		
5.	<b>Chinese Delegation</b>  - <b>Dealing with potential Chinese investors</b>	<b>Dealing with potential Chinese investors</b> 17 Government officials visited Murrindindi to talk about disaster recovery, tourism and local industries. They also expressed an interested in how to set up an abattoir to export beef to the upper middle class in their city. The nature and scenery appealed to all and they also loved the farming aspect as a tourism experience. There is a possibility to host another group later in the year with more focus on		

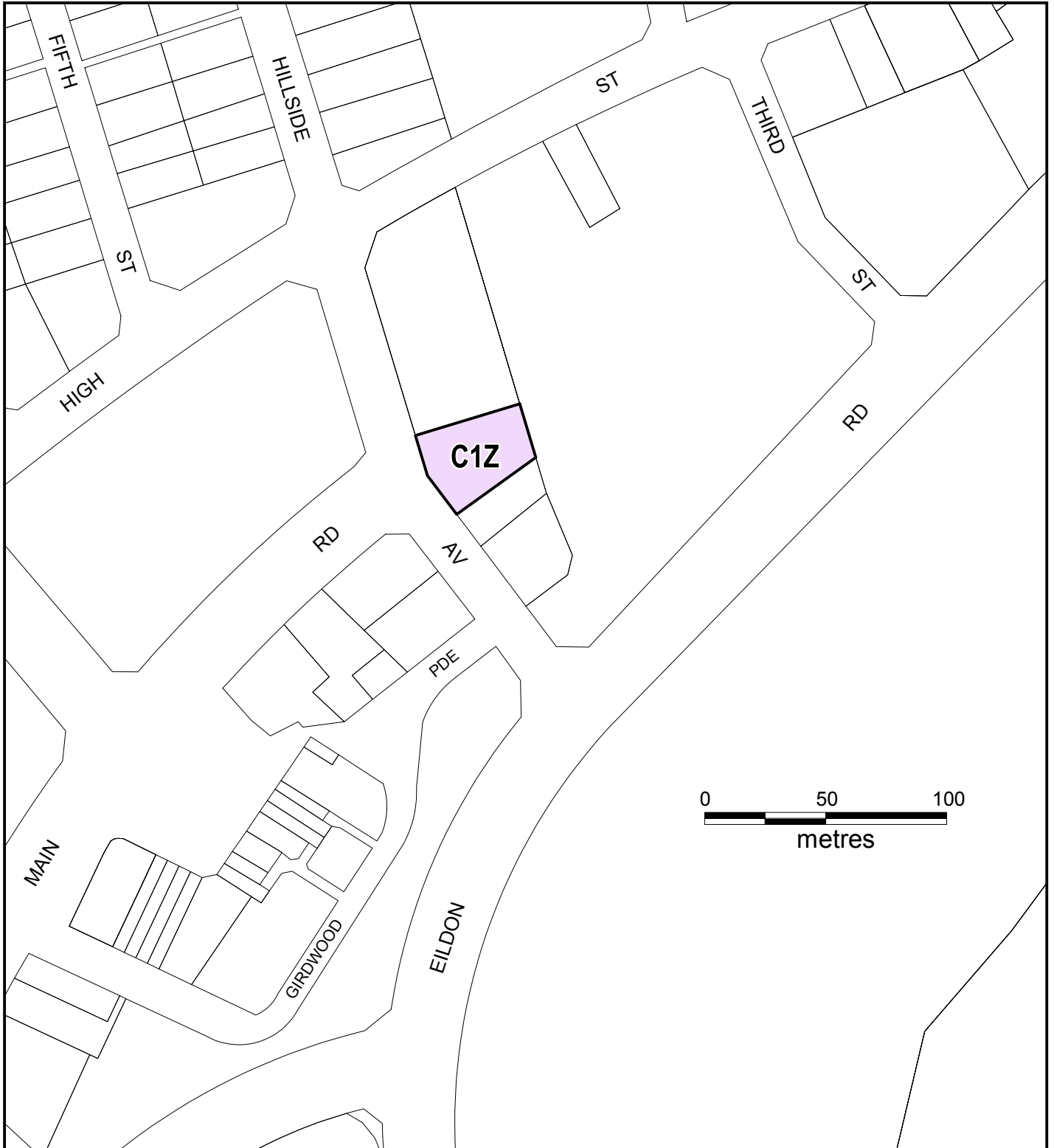
	<p>- <b>Murrindindi Beef Industry (Abattoir opportunity)</b></p>	<p>administration, finance and possibly trade. Council is liaising with RMIT and Melbourne City Council (sister city) on the visits.</p> <p><b>Murrindindi Beef Industry (Abattoir opportunity)</b> The Chinese delegates were keen to talk to producers and also interested in developing an abattoir purely to export directly to their city. Questions such as numbers of cattle in area, throughput of saleyards, likely volume and location issues were raised. They were seeking to understand what growers were doing and had a strong preference for more natural product/processes. It was suggested that the delegates should talk to Meat and Livestock Australia regarding exports but it was acknowledged that their interest was in wanting to talk to local producers.</p>		
6.	<b>Business Investment Prospectus</b>	<p>Daniel Roger from the Fire Recovery Unit (FRU) has almost completed discussions regarding the program funding with the Lake Mountain Alpine Resort Board. FRU are supportive of Council taking responsibility for the remainder of the project with terms and conditions, scope and timeframes to be determined..</p>	Bob	As soon as a response is forthcoming from FRU
7.	<p><b>Goulburn River Valley Tourism</b></p> <p>-Destination Management Plan</p> <p>-Victoria's 2020 tourism Strategy</p>	<p>GRVT are looking for an independent Chairperson and have a collated a list of potential candidates to be approached. The CEO's and senior officers from the four member Council's plan to meet together on 13 September 2013 with industry representatives and VTIC to look at the best governance structure and priorities for the GRVT.</p> <p><b>Destination Management Plan</b> Lisa Wallace is Council's representative on this committee. It is a significant project to be completed. A fact sheet was given to all present at the meeting.</p> <p><b>Victoria's 2020 tourism Strategy</b> Regional tourism is being pushed in the strategy; how to encourage visitors to stay longer and spend more. It is important to have quality internet access, etc for people to stay connected to each other as well as great facilities. The Rail Trail strategy will assist and look at ways to get businesses on board.</p>		
8.	<b>Advancing Country Towns update</b>	<p><b>Project updates/wrap up</b></p> <p>A launch will be held tomorrow at the Eildon Boat Club with Dr Bill Sykes in relation to the third initiative of the Advancing Country Towns project. This comprises three elements.</p> <ul style="list-style-type: none"> <li>• Lake Eildon Houseboat Industry Association (Boating Industry Association of</li> </ul>		

		<p>Victoria will provide support)</p> <ul style="list-style-type: none"> <li>• Eildon Big Fish Challenge and Food &amp; Wine Festival</li> <li>• Alexandra to Eildon rail trail extension concept plan.</li> </ul> <p>The Big Fish event team (Alexandra Events Corporation Ltd), attended the 4x4 Camping and Fishing show, held at the Melbourne Showgrounds, promoting the event, fishing and our region. All went extremely well.</p> <p>The two previous initiatives – Early Years and Skills, Training and Workforce Development are progressing. A draft report of Early Years Integration study is with Naomi McNamara, Manager Community Services. The Community Services team is working to develop a Welcome Kit for new parents.</p> <p>The Skills training and workforce development initiative comprises:</p> <ul style="list-style-type: none"> <li>• Murrindindi Training Needs Analysis (MTNS) completed and printed/distributed</li> <li>• Agreement with MTI to formulate two groups which are:</li> </ul> <ol style="list-style-type: none"> <li>1) Network of HR managers of the larger employers in the Shire – to consolidate training, employment opportunities and traineeships/apprenticeships</li> <li>2) Network of training providers, education, industry representatives and local businesses to drive industry-led training and employment.</li> </ol> <p>The ACT project manager role is coming to an end – approximately 5 weeks to go. Agencies will then lead the ACT project initiatives. \$300K un-allocated in ACT project awaiting the outcome of the Trail Concept plan and could then be allocated towards the cost of construction or alternative projects.</p>		
	<p><b>Other items:</b></p> <p><b>a) Investment attraction project updates (only if time permits)</b></p> <ol style="list-style-type: none"> <li>1. United Petroleum Kinglake</li> <li>2. Mt Pinniger Resort Eildon</li> <li>3. Kinglake Conference Centre</li> <li>4. Marysville Hotel and Conference Centre</li> <li>5. Marysville Micro Brewery</li> </ol>	<p><b>Toolangi Zip Line</b> DEPI is currently looking for alternative sites but still focussing on the Toolangi Forest area. The next step, once a site is identified, will be to get back to the proponent via Rob Black. This is still a work in progress.</p> <p><b>United Petroleum Kinglake</b> Finalising plans, possibly mid December.</p> <p><b>Mt Pinniger Resort Eildon</b> Looking at new sites with existing service areas.</p> <p><b>Kinglake Conference Centre</b> A good space with investors – haven't come back to MSC as yet.</p>		

		<p><b>Marysville Hotel and Conference Centre (Vibe)</b> Construction is progressing well; lots of local labour and flow on to other trades in the area.</p> <p><b>Marysville Micro Brewery</b> The proposal was successful in gaining planning permit – now firming up investors.</p>		
	<b>b) <u>Additional matters</u></b>	<p><b>Tourism review</b> – The Yarra Ranges Regional Marketing Board has undertaken a review, and the board has approved the bulk of recommendations from the review.</p> <p><b>MBTA</b> The group has developed a series of business events to share information and seek industry support. Five events will be held via the KRBN throughout September 2013.</p>		
	<b>Meeting closed:</b>	<b>4pm</b>		
	<b>Next Meeting:</b>	<b>Monday 11 November 2013 &amp; Monday 9 December 2013</b>		

# MURRINDINDI PLANNING SCHEME

## LOCAL PROVISION

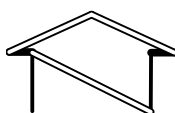


### LEGEND

**C1Z** COMMERCIAL 1 ZONE

Part of Planning Scheme Map 13

## AMENDMENT C51



# REGIONAL GROWTH PLANS

A VISION FOR VICTORIA

## HUME

Prepared in partnership between  
local government and state  
agencies and authorities



## REGIONAL GROWTH PLAN

An integrated, strategic land use plan for the Hume Region

September 2013

(Final draft for consideration by councils)



**Acknowledgement**

The Hume Regional Growth Plan has been developed with input from a range of organisations, specifically those organisations represented on the Hume Regional Growth Plan Project Steering Committee and Technical Working Group, as follows:

Alpine Shire Council	Office of Aboriginal Affairs Victoria	Goulburn Valley Water
Benalla Rural City Council	Alpine Resorts	NevRwaste (North East Regional Waste Management Group)
Greater Shepparton City Council	Country Fire Authority	North East Catchment Management Authority
Indigo Shire Council	Department of Education and Early Childhood Development	North East Water
Mansfield Shire Council	Department of Health	Resource GV (Goulburn Valley Regional Waste Management Group)
Mitchell Shire Council	Department of Human Services	State Emergency Service
Moira Shire Council	Department of Environment and Primary Industries	VicRoads
Murrindindi Shire Council	Department of State Development, Business and Innovation	
Strathbogie Shire Council	Department of Transport, Planning and Local Infrastructure	
Towong Shire Council	Environment Protection Authority Victoria	
Wangaratta Rural City Council	Goulburn Broken Catchment Management Authority	
Wodonga Council	Goulburn-Murray Water	

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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.

**Biodiversity:** the variety of all life forms – different plants, animals and micro-organisms, the genes they contain and the ecosystems of which they form a part.

**Bioenergy:** energy generated from organic matter such as agricultural waste.

**Biofuels:** 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.

**Carbon farming:** a method of allowing farmers and land managers to earn carbon credits by storing carbon or reducing greenhouse gas emissions on the land.

**Central Business District (CBD):** the area comprising the core commercial, civic and community functions of a town.

**Cultural heritage:** captures both Aboriginal cultural heritage and historic heritage.

**Earth resources:** these comprise minerals, petroleum, extractive and geothermal industries.

**Ecosystem services:** the conditions and processes through which natural ecosystems, and the species of those natural ecosystems, sustain and fulfil human life.

**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 (i.e. ecosystem services such as nutrient filtration, research and education, intrinsic and amenity value).

**Extractive Industry Interest Area (EIIA):** identified areas around major centres in Victoria where it is possible that a quarry could be placed within defined constraints.

**Food bowl:** Greater Shepparton, Moira, Swan Hill, Campaspe, Gannawarra and Loddon councils form part of Victoria's food bowl, which specialises in irrigation-based industries including dairy, horticulture and viticulture, as well as dry land farming operations and agriculture-related industries (such as food processing and packaging).

**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.

**Goulburn-Murray Water Connections Project:** formerly known as the Northern Victoria Irrigation Renewal Project (NVIRP), it is a \$2 billion irrigation modernisation project in Victoria's food bowl.

**Higher order services:** services provided in a limited number of locations that have a large catchment area, such as a university or department store.

**Historic heritage:** history tells the stories of our past and identifies events; historic heritage is the contemporary representation of those stories. Historic heritage is many things – archaeological sites, buildings, structures and precincts, gardens, trees and cemeteries, cultural landscapes, shipwrecks and relics, and significant objects.

**Housing diversity:** the provision of a range of different housing types to suit different ages, lifestyles and incomes.

**Housing stress:** where the cost of housing is high relative to household income.

**Industry or agricultural clusters:** geographic concentration of businesses and activities that relate to each other or work together.

**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.

**Landscape connectivity:** broad corridors of vegetation that have been established to connect areas of high natural value such as national parks.

**Living Murray Icon sites:** the Murray-Darling Basin Ministerial Council's Living Murray program identified six priority Icon sites that will benefit from improved water management regimes. The sites have ecological, economic and cultural heritage significance to Aboriginal people and to the whole community, but have historically been subject to negative impacts from river regulation. The Barmah-Millewa Forest is the only icon site in the Hume Region.

**National Broadband Network (NBN):** high-speed internet network being provided across Australia.

**Nature-based tourism:** any activity that relies on experiences directly related to natural attractions including ecotourism, adventure tourism, wildlife tourism and extractive tourism (e.g. fishing or gold panning).

**Natural hazard:** a naturally occurring source of potential harm or a situation with the potential to cause loss, for example, bushfire or flood.

**Natural resources:** naturally occurring commodities such as oil, gas, minerals, fisheries, timber or solar energy potential.

**Overlays:** planning scheme provisions generally related to a particular issue, such as heritage or flooding.

**Peri-urban hinterland:** the area around a large settlement into which cities expand, or which cities influence.

**Planning scheme:** policies and provisions for the use, development and protection of land, prepared by councils or the Minister for Planning.

**Regional cities:** are the 10 largest cities outside metropolitan Melbourne (Ballarat, Bendigo, Geelong, Horsham, Latrobe, Mildura, Shepparton, Warrnambool, Wangaratta and Wodonga). The 10 relevant municipalities are represented by the Regional Cities Victoria group and together advocate a whole-of-government approach to delivering services and infrastructure.

**Rural land use:** a broad term representing the use of land outside urban areas, and includes activities such as agriculture, rural living, forestry and extractive industry.

**Rural living:** land in a rural setting used and developed for dwellings that are not primarily associated with agriculture.

**Sensitive uses:** land uses that have high amenity expectations such as housing, schools or hospitals.

**Social infrastructure:** includes community facilities, services and networks that help communities meet their social needs and maximise their potential wellbeing, such as sports and recreation facilities, schools and hospitals.

**Terrestrial habitats:** 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 of these habitats 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.

# EXECUTIVE SUMMARY

The Hume Regional Growth Plan provides a regional approach to land use planning in the Hume Region, which includes the municipalities of Alpine, Benalla, Greater Shepparton, Indigo, Mansfield, Mitchell, Moira, Murrindindi, Strathbogie, Towong, Wangaratta and Wodonga. The plan is accompanied by a background paper, which documents the information and considerations that were taken into account when developing the plan. The plan identifies opportunities to encourage and accommodate growth and to manage change in the region over the next 30 years, building on the directions of the Hume Strategy for Sustainable Communities 2010–2020 and striving to help achieve the following vision for the Hume Region:

## Hume Strategy for Sustainable Communities 2010–2020 Vision

**“The Hume Region will be resilient, diverse and thriving. It will capitalise on the strengths and competitive advantages of the four sub regions, to harness growth for the benefit of the region and to develop liveable and sustainable communities.”**

The plan identifies:

- locations where future development will be supported, assessed at a regional scale
- environmental, economic, community and heritage assets that should be conserved, maintained or sensitively developed
- key regional priorities for future infrastructure planning and development to support growth.

## Regional overview

The Hume Region is located strategically along major national road and rail transport routes that provide key opportunities for further growth and development.

In 2011, the region had a population of 276,300 people and is expected to grow to around 354,000 by 2041, an increase of approximately 80,000 people. This estimate excludes population growth in those areas in Mitchell Shire within the recently expanded urban growth boundary for metropolitan Melbourne.

Unlike many other regions, Hume is not dominated by a single city. Instead, it contains three large regional cities and a number of smaller regional centres, as well as a range of other settlement types including townships and villages, alpine resorts, rural residential locations and farming areas. The southern part of the region lies within the peri-urban influence of Melbourne. The regional cities and centres act as hubs, providing services to networks of smaller settlements.

The regional economy is based on access to natural resources such as water and productive land, environmental assets and proximity to major transport links. Agriculture, manufacturing and tourism are important industry sectors.

## Challenges

Key challenges for the Hume Region are summarised in Section 8 of this plan and discussed in the background paper. They include finding the most effective ways to:

- adapt to the potential impacts of climate change
- support communities
- provide for residential, commercial and industrial expansion
- assist agricultural industries to remain competitive
- provide transport and other infrastructure to meet the needs of communities and industries
- protect and enhance environmental assets
- manage exposure to natural hazards
- diversify the economy, increase employment and fill skills gaps.

## Principles

In line with the Hume Strategy, this plan seeks to develop:

- efficient and sustainable settlements
- sustainable rural communities
- a healthy environment and a celebrated heritage
- healthy, vibrant and resilient communities
- a thriving and dynamic economy
- a mobile and connected region.

## Regional land use framework

### Regional economy

Hume's economy relies heavily on agriculture and manufacturing, including processing of farm produce. Economic forces and policy changes at international and national levels are impacting on businesses in the region, providing challenges and opportunities. This plan seeks to assist in developing a more diverse regional economy, while maintaining and enhancing key regional economic assets.

Freight and logistics represent a major opportunity to capitalise on national and intrastate transport links. Ensuring serviced employment land is provided in proximity to urban growth areas, and that transport and infrastructure are integrated with development, will help facilitate economic and employment growth. Public and private sector investment will ensure Central Business Districts are vibrant and attractive places to do business. Recent modernisation of irrigation systems in the region provides opportunities for additional investment to increase food production and attract new processing industries. Protecting strategically important agricultural land will maintain options for future changes in production in response to market demands. Alternative energy generation, mining and extractive industries are also sectors with strong growth potential. The region's key tourism assets will be supported and enhanced.

Maintaining liveability and access to transport, communications technology, education and lifestyle choices will be important to ensure the region remains attractive to businesses and individuals.

### Environment and heritage

The Hume Region contains a rich array of environments and heritage places that are important for their intrinsic environmental and cultural values and their contribution to the economy.

This plan seeks to recognise and promote environmental and heritage assets and maximise the regional benefit from them, while planning for the potential impacts of climate change and natural hazards. It focuses on protecting and enhancing landscapes, terrestrial habitat, waterways, soils, the public land estate and Aboriginal cultural heritage and historic heritage.

Planning needs to manage exposure of communities, heritage, settlements, agricultural land and infrastructure to natural hazards and risks such as flood and bushfire.

### Settlement

This plan seeks to focus, manage and direct future growth and development to take advantage of regional strengths and consolidate and build on existing settlement networks. Growth will be focused in the regional cities and will be supported in other settlements that can provide appropriate land, infrastructure and services.

Urban growth locations outlined in this plan have been selected on the basis of available physical and social infrastructure, access to employment, protection of environmental assets and avoidance of natural hazards. Increasing the diversity and affordability of housing will improve choice, provide for the needs of older people and those on low incomes and help to attract new residents to the region.

## EXECUTIVE SUMMARY

In the **Central Hume** sub-region, the links between Wangaratta and Benalla and their surrounding communities will be strengthened to improve access to employment and services. Wangaratta has sufficient land zoned or identified for future residential use to accommodate likely demand over the next 15 years. The growth frameworks developed for Wangaratta and Benalla identify strategic opportunities for urban development, including residential, commercial and industrial areas and potential infill sites. Growth is also likely in towns that have good access to Wangaratta or Benalla, including those in popular tourist areas. Key sub-regional settlements include Mansfield, Myrtleford and Bright (incorporating Porepunkah).

In the **Goulburn Valley** sub-region, major urban growth and development will be focused in Shepparton, including Mooroopna and Kialla. Shepparton has sufficient land zoned or designated for future residential use to meet likely demand over the next 15 years and the five residential growth corridors identified in the urban growth framework can accommodate up to 17,600 new residents. This level of population growth will require significant investment in physical and social infrastructure and increases in employment. Shepparton will continue to develop its role as a business, retail and services hub for the region, taking advantage of new opportunities in food production and processing, and transport and logistics. Redevelopment of the CBD and infill housing development will reinvigorate the centre of the city. Other urban areas in the sub-region will also grow, especially those that provide lifestyle opportunities or are located near popular tourist attractions. Key sub-regional settlements include Tatura, Numurkah, Nagambie, Nathalia, Euroa, Yarrawonga and Cobram.

The **Lower Hume** sub-region is close to Melbourne and has strong transport links to the metropolitan area. Melbourne's Urban Growth Boundary now encompasses Beveridge and Wallan in the southern part of the region. Zoned residential land and infill sites can provide between nine and 15 years' supply in different parts of the sub-region, and a further 15 years'

demand can be accommodated on land identified for future residential use in the southern part of the sub-region. Lower Hume currently lacks a major regional city or centre. Economic development in Seymour will be bolstered to improve access to employment and higher order services and to take advantage of its strategic location on the rail line. This plan contains a conceptual urban growth framework for Seymour, but further strategic planning is required. Investment in physical and social infrastructure will be needed to support increased demand. Other urban centres in the sub-region (outside metropolitan growth areas) are also expected to experience some growth and to continue to provide services to surrounding rural areas, including Yea, Alexandra, Broadford and Kilmore.

In the **Upper Hume** sub-region, major urban growth and development will be focused in Wodonga. The city has over 15 years' supply of residential land, either zoned or identified for future development, as well as substantial infill opportunities. The urban growth framework for Wodonga shows strategic opportunities for residential, industrial and commercial development. Population growth in Wodonga will be accommodated in seven existing growth fronts and medium- to long-term developments are planned for the Baranduda-Leneva area, which can accommodate up to 35,000 additional people over the next 20 to 50 years. Wodonga will continue to be a major economic driver for the region and beyond and will build on existing strengths in freight and logistics, manufacturing, defence, education, health, business services, major sporting events and arts and culture. This plan also acknowledges the influence of the combined urban area of Albury-Wodonga (recognised as one of Australia's 18 major cities) in the Upper Hume sub-region. Other urban centres in Upper Hume will continue to grow consistent with retaining their character and environment, particularly heritage townships, lifestyle settlements and tourist localities. Key sub-regional settlements include Barnawartha, Beechworth, Bellbridge, Chiltern, Corryong, Rutherglen, Tallangatta, Tangambalanga, Wahgunyah and Yackandandah.

Some smaller settlements may experience population decreases. This plan encourages an integrated approach to planning for and servicing these communities.

Rural residential uses will be provided for in defined areas close to existing settlements to ensure this form of development does not impact adversely on productive agriculture or other broad scale rural uses.

### Transport and infrastructure

This plan seeks to support system improvements for the movement of people and freight and to plan strategically for future infrastructure needs.

The Hume and Goulburn Valley road and rail corridors form the backbone of the transport network in the Hume Region and will provide the focus for future investment. East-west road linkages are also important but are generally less well developed. Improving the capacity of the transport network will involve maximising the use of existing infrastructure, constructing new transport links such as town bypasses and bridges, facilities such as freight and logistics precincts, better provision for cycling and walking in and between urban centres, improving public transport and enhancing rail capacity. Several airports in the region have the ability to play a greater role in freight transport. The nature of the freight transport task is likely to change in the future, both in terms of commodities carried and the size of freight vehicles. This may have implications for the rural road network.

Social infrastructure is critical to developing vibrant and sustainable communities such as facilities providing educational, health and community services and opportunities for leisure and recreation.

Provision of energy supplies, information and communications technology, water supply and sewerage systems and waste disposal needs to be integrated with planning for urban growth. Expansion of reticulated natural gas is a priority for the region, as is the rapid rollout of the National Broadband Network.

### Key directions for regional growth

This plan is intended to complement and guide local land use planning by providing directions for managing future growth and change to capitalise on the Hume Region's competitive advantages, opportunities and strengths by:

- supporting the development of a more diverse regional economy while managing and enhancing key regional economic assets
- protecting environmental and heritage assets and maximising the regional benefits from them, while managing exposure to natural hazards and the potential impacts of climate change
- focusing growth and development to maximise the strengths of existing settlements
- supporting the improvement of people and freight movement and planning strategically for future infrastructure needs.

Table 4 sets out strategies consistent with these directions that will help achieve the objectives identified in this plan.

### Delivering regional growth

The key planning directions of this plan will be implemented through municipal planning schemes. Table 5 identifies specific actions required, including detailed planning studies and cooperative programs. Implementation of the plan will be integrated with the overall implementation of the Hume Strategy and will be monitored and assessed through processes already established for that purpose. The plan is intended to be adaptable and able to respond to new information. It will be reviewed every four to five years.



Photo courtesy of Alpine Shire



# 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 Figure 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, will provide a long-term vision for Victoria. Collectively the regional growth plans will inform a 'Vision for Victoria'. 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 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. They reflect state and local government objectives.

Regional growth 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.

The regional strategic plan for the Hume Region, the Hume Strategy for Sustainable Communities 2010–2020 (the Hume Strategy), represents regional aspirations and sets an agenda for regional development and long-term strategic planning. It establishes strategic directions for the region under a number of themes, including land use and infrastructure.

The Hume Strategy includes goals focused on:

- natural resources protected and enhanced for current and future generations
- healthy, vibrant and resilient communities
- a thriving and dynamic economy
- an integrated network of efficient and high-functioning transport systems
- an efficient and sustainable pattern of urban and rural land use and development.

The Hume Strategy also establishes four key directions for regional settlement planning:

- directing future population growth to settlements with the greatest capacity to accommodate it
- maximising the use of existing infrastructure and services and facilitating strategic investment in future infrastructure and services
- retaining productive rural land for agriculture and other compatible rural uses
- ensuring efficient use of land use planning resources in the region.

The Hume Regional Growth Plan provides an opportunity to refine and implement these directions.

Figure 1: The eight regional growth plans



Source: Department of Transport, Planning and Local Infrastructure

The Hume Strategy recognises the Hume Region is comprised of four distinct but interconnected sub-regions. The four sub-regions (Central Hume, Goulburn Valley, Lower Hume and Upper Hume) are shown in Figure 2. These sub-regions cover the municipalities of Alpine, Benalla, Greater Shepparton, Indigo, Mansfield, Mitchell, Moira, Murrindindi, Strathbogie, Towong, Wangaratta and Wodonga.

The Hume Strategy identifies the need to undertake regional scale planning work to provide a common approach to land use issues affecting the Hume Region. This plan provides land use planning responses to those issues, to help achieve the Hume Strategy’s goals and implement its key directions.

This plan will provide high level guidance for land use planning at the local level and inform the decision making of a range of agencies regarding future investment in the region. Detailed direction on local issues will be provided through subsequent local planning processes such as structure plans, growth framework plans and amendments to planning schemes (see Figure 3).

Figure 2: Hume sub-regions



Source: Department of Transport, Planning and Local Infrastructure

Figure 3: Where does the regional growth plan fit?

Regional planning	Local planning
<b>Regional strategic plans</b> Shorter- to medium-term priorities and directions for regions	<b>Council plans</b> Shorter- to medium-term priorities and actions for councils
<b>Regional growth plans</b> Long-term strategic direction for land use planning for regions	<b>Municipal Strategic Statements</b> Long-term strategic direction for land use planning for councils

## 2. Why we need this plan

Regional growth plans will translate and integrate emerging statewide regional land use planning policy. They will provide the basis for regional coordination and future planning of infrastructure to support regional land use objectives.

This plan:

- 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 conserved, maintained or developed
- provides direction for accommodating growth and change including residential, employment, industrial, commercial, agriculture and other rural activities
- identifies which areas of land can accommodate growth and which are to be maintained
- identifies opportunities for supporting regional level infrastructure, providing an essential contribution to the long-term sustainability of the region.



The plan will help councils by streamlining planning policy and potentially reducing the strategic workload of councils by providing a land use linkage between state government vision and direction and local level implementation. It will also contribute to broader regional goals.

The plan provides a regional strategic land use framework for growth<sup>1</sup> and change. It is a strategic direction-setting document that identifies long-term land uses and growth objectives. It is not intended to be used 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 the plan.

The plan will provide solutions to common issues across Hume but will not reduce attention to local issues or replace local planning, for example, identification of future industrial and other employment locations or consistent regional approaches to matters such as planning for key resources, waste, tourism and heritage.

### Note:

The Hume Region's boundary includes future metropolitan growth areas extending into the southern part of the region (Mitchell Shire). Metropolitan growth will be planned for through a separate Metropolitan Planning Strategy process and this plan only considers regional growth outside future metropolitan areas.

<sup>1</sup> Unless specified, the term 'growth' used in this document refers to both economic growth and population growth and does not necessarily mean outward expansion of settlements.

### 3. How this plan will be used

The key land use planning directions of the Hume Regional Growth Plan will be implemented through the state planning system as it is applied by each council in the Hume 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.

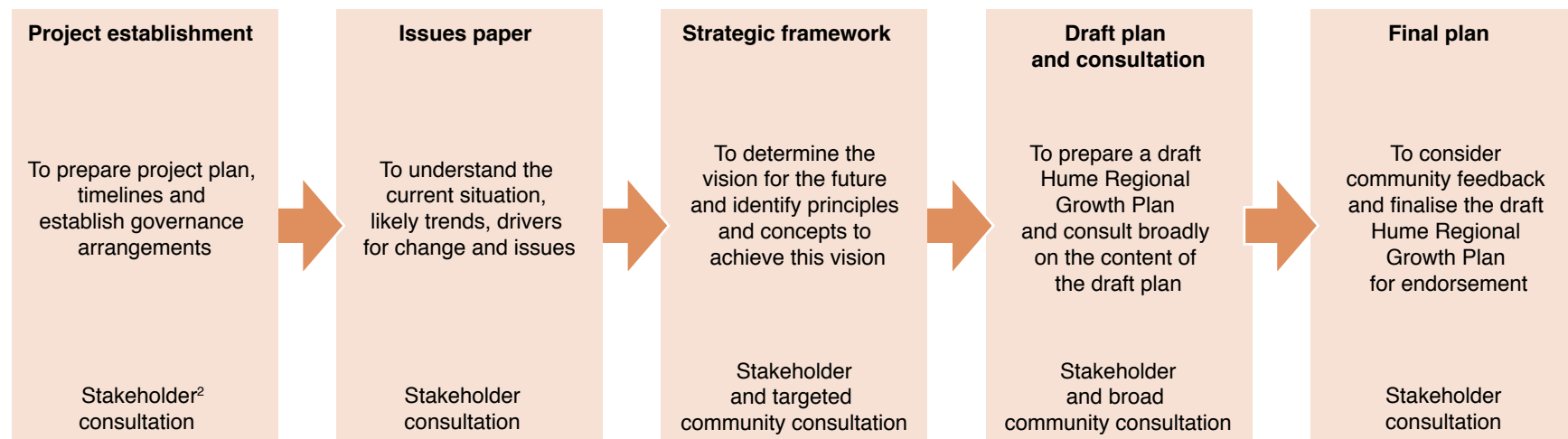
The plan will be used to guide and inform future land use planning work across the Hume Region, including subsequent reviews of each council's municipal strategic statement.

### 4. How this plan was prepared

The plan was developed in five broad phases. The purposes and consultation processes undertaken as part of each phase are shown in Figure 4.

The plan has been developed through a series of issues papers, regional workshops, analysis of information provided by all partners in the process and public consultation.

Figure 4: Hume Regional Growth Plan process



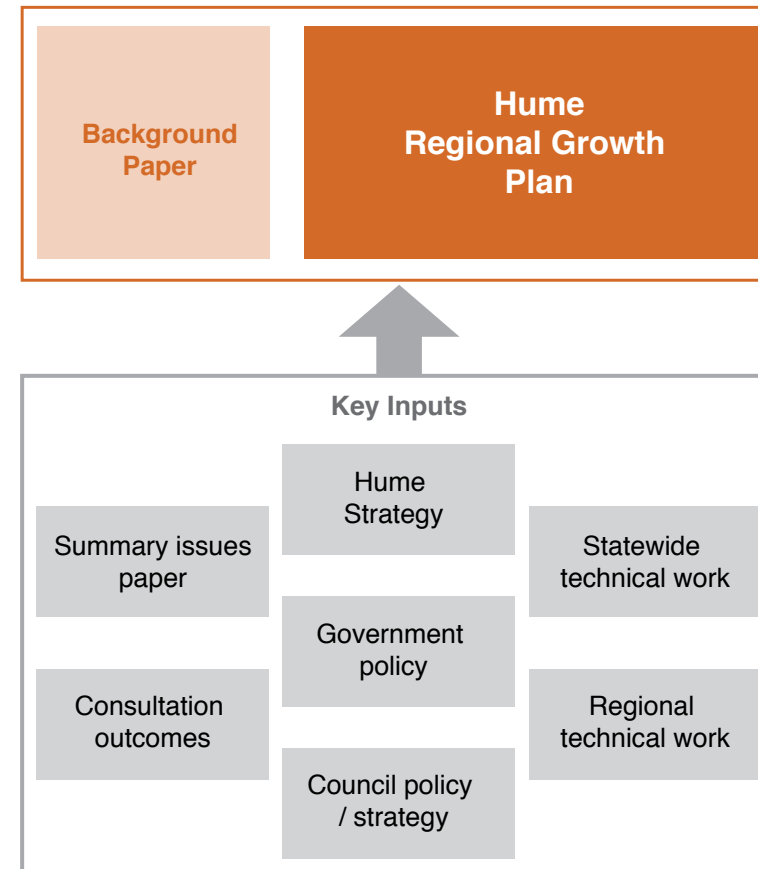
<sup>2</sup> Stakeholders include councils and state government agencies and authorities.

The Hume Strategy underpins directions and initiatives contained in the plan. This plan is accompanied by a background paper that documents the information and considerations that have been taken into account when preparing the plan. The background paper has been published alongside the plan to:

- provide background data on the existing characteristics of the region’s environment, economy and communities
- summarise current information on the changes the region is expected to experience in the next 30 years
- discuss in more detail the challenges and opportunities facing the region during this period
- support the key strategic directions for land use and development set out in the plan.

A number of sources of information and reports have informed the development of this plan, as have extensive stakeholder and public consultation. Figure 5 provides an overview of key inputs and products as they relate to the plan.

Figure 5: *Hume Regional Growth Plan – key products and inputs*



## 5. Components of this plan

The plan contains five parts:

### Part A: Introduction

Provides an overview of the context of the plan, explains why it is needed and describes how it was prepared.

### Part B: Regional overview

Provides a snapshot of the region, a vision for the region and land use principles to achieve the vision.

### Part C: Towards the regional growth plan

Establishes the regional land use framework, which outlines land use directions in relation to the economy, environment, urban and rural settlement and infrastructure.

### 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

Identifies actions and outlines how the plan will be implemented.



*Photo courtesy of Strathbogie Shire Council*



Sculptures at Woodland Grove Wodonga Photo courtesy of Tourism Victoria



# PART B

## REGIONAL OVERVIEW

This part of the Hume Regional Growth Plan includes a broad overview of the Hume Region including what is driving growth and change, what land use challenges the region faces, and a proposed vision outlining a desired future for the region.

### 6. Snapshot of the region

The Hume Region is growing and changing. It also has the capacity to accommodate a greater share of Victoria's growth. In the future the region will face challenges and opportunities that will affect its economy, environment and way of life.

The region is strategically located from a national perspective with key interstate transport linkages traversing the region. The region's location within a national context is shown in Figure 6.

In 2011 the population of the region was around 276,300 people. This population is projected to increase by close to 80,000 people to 354,000<sup>3</sup> by 2041, not including the metropolitan growth area in the southern part of Mitchell Shire.

The number of people aged 55 or over is predicted to increase significantly in the future. Such growth and demographic change can offer considerable economic benefits, but may also present challenges.

The region has a wide variety of settlement types ranging from Melbourne's peri-urban regions to regional cities such as Shepparton, Wangaratta and Wodonga (each with broader catchments), regional centres such as Benalla, townships and villages, rural residential areas and small and relatively isolated communities, including a number of alpine resorts.

Table 1: Projected population

Local Government Area	Estimated Resident Population			Land area (km <sup>2</sup> )
	2011**	2021**	2031**	
Alpine	12,900	13,200	13,600	5005
Benalla	14,300	15,300	16,000	2351
Greater Shepparton	63,900	71,300	77,800	2420
Indigo	16,200	17,200	18,200	2044
Mansfield	8000	9000	10,200	3892
Mitchell*	35,400	42,500	45,600	2862
Moira	29,500	33,200	36,900	4078
Murrindindi	13,600	16,500	17,900	3889
Strathbogie	10,100	10,500	11,100	3302
Towong	6300	6400	6600	6673
Wangaratta	29,000	30,300	31,600	3764
Wodonga	37,100	43,000	48,400	433
<b>Total</b>	<b>276,300</b>	<b>308,400</b>	<b>333,800</b>	<b>40,713</b>

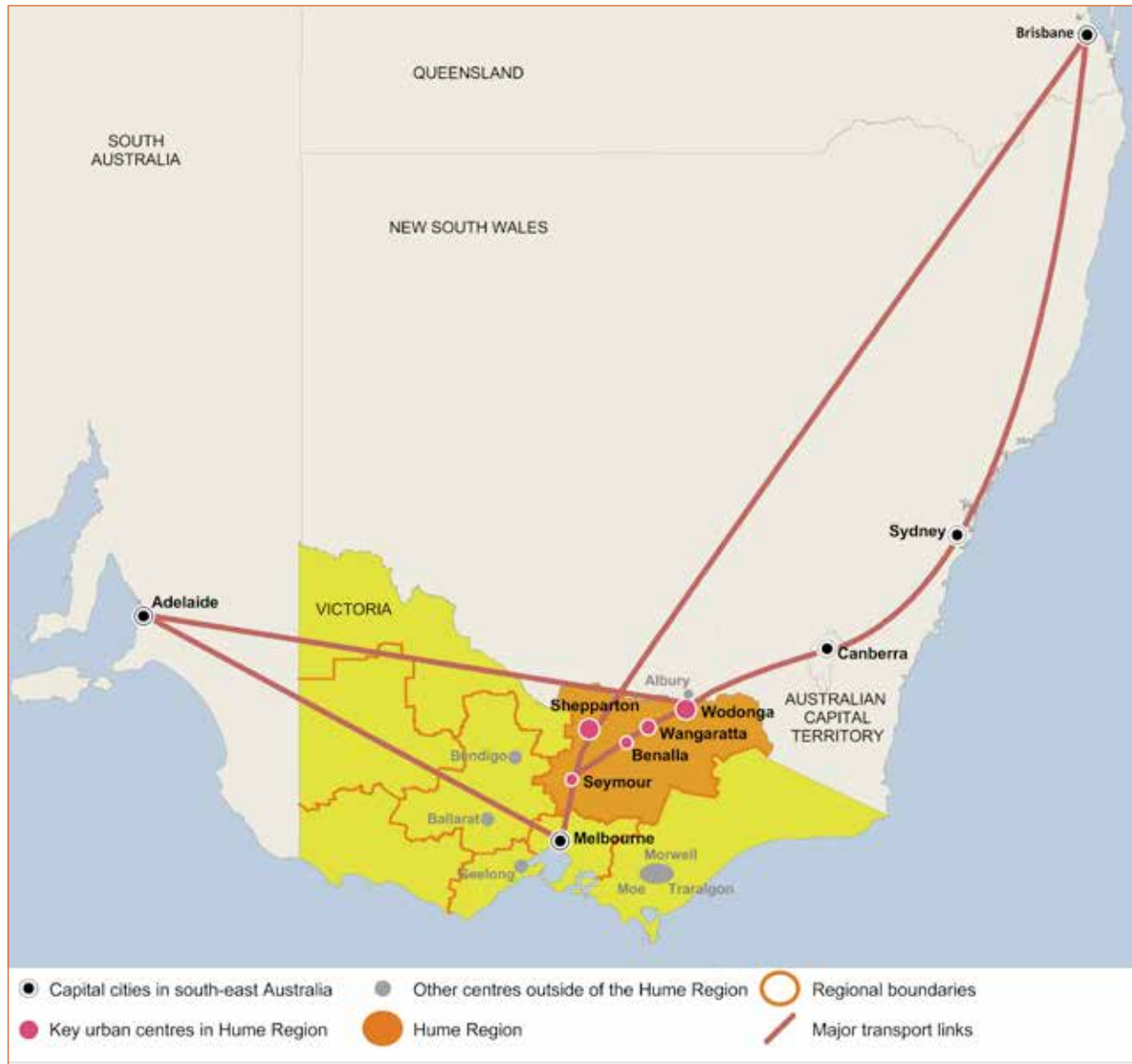
\* Figures for Mitchell Shire excludes expected metropolitan growth in the southern part of the LGA

\*\* Source: Victoria in Future 2012 (Department of Transport, Planning and Local Infrastructure)

Note: DTPLI does not publish projected totals for LGAs beyond 20 years (2031)

3 Based on Department of Transport, Planning and Local Infrastructure unpublished projections 2012

Figure 6: National context



Source: Department of Transport, Planning and Local Infrastructure

The larger regional cities of Shepparton, Wangaratta and Wodonga support a network of smaller settlements across the region extending into other regions and states (particularly the Campaspe Shire and the southern Riverina of New South Wales) making services and facilities reasonably accessible to most communities.

This dispersed pattern of services and infrastructure can mean long travel distances and a reliance on private vehicles.

The region's economy is based on access to natural resources, such as water and productive agricultural land (including extensive irrigated areas), environmental assets (such as significant areas of natural beauty), heritage assets and the strategically important Melbourne-Canberra-Sydney (Hume corridor) and Melbourne-Brisbane (Goulburn Valley corridor) national road and rail transport corridors. The economy is reliant on agriculture (largely irrigated in the Goulburn Valley) and a significant manufacturing industry. Tourism is also an important industry and employer for the Hume Region.

Strategic assets of regional and/or national significance include:

#### Network of settlements

Population centres around high-functioning regional hubs (Shepparton, Wangaratta and Wodonga), located along major transport routes, which support and are supported by a network of other settlements. Settlements also have distinct characteristics providing attractive places to live and work.

#### Accessibility

High performance, nationally significant interstate road and rail transport routes and airports that support regional connectivity and provide access to markets. Key transport links also provide access to services and infrastructure in large urban centres outside the region, such as Albury and Melbourne.

#### Water

Availability of reliable, high quality water resources, such as rivers and water infrastructure, providing a competitive advantage (particularly for irrigated agriculture), which is likely to become more important in the future under the influence of climate change and the Murray-Darling Basin Plan.

#### Attractive environment and heritage

Picturesque and valuable environments and landscapes, including large areas of public land, not only attracting new residents and visitors to the region, but also providing important environmental values. Tourism products that are based largely around the quality of the natural environment and the region's heritage assets.

#### Rural production

Land, water and associated infrastructure that provide for a variety of rural production throughout the region, contributing to the economy, including inputs into food manufacturing.

#### Facilities

Major health and learning facilities, including universities, TAFEs, schools and libraries. Education is available at all levels of the learning spectrum and at key locations across the Hume Region.

#### Diverse economic base

An economy built on manufacturing, agriculture and food processing, health and human services and facilities, defence, tourism, retail, freight and logistics industries.

#### Social capital

A growing, culturally diverse population within engaged, connected, safe and inclusive communities.

## 7. Drivers of change

Key drivers of land use change in the Hume Region are likely to include:

- preparing for the potential impacts and opportunities arising from climate change
- impacts of climatic conditions such as long-term droughts, wide spread flood and an increase in the number of days of extreme heat and fire danger
- the impacts and opportunities related to the Murray-Darling Basin Plan
- irrigation modernisation and investment opportunities created by the Goulburn-Murray Water Connections Project (previously known as the Northern Victoria Irrigation Renewal Project)
- strong transport links connecting the region to intrastate and interstate markets and services as well as gateways for international trade (including potential future links such as high speed rail)
- access to growing Asian markets
- decentralisation of freight handling in Victoria
- environmental and heritage assets and liveability attracting visitors and new residents to the region
- changes in economic sectors, particularly agriculture and manufacturing
- economic adjustments to initiatives that support national and global action to reduce greenhouse gas emissions, such as a price on carbon
- adaptation and take-up of information and communications technology, such as mobile phone coverage, the National Broadband Network and the 'Digital Hume' Project
- major redevelopment of central business areas and urban renewal in key urban centres
- regional demographic change, such as an ageing population and global demographic trends.

## 8. Challenges for growth

A number of key challenges have been identified and discussed in the background paper. Of the challenges identified, climate change is expected to cut across all themes. In the Hume Region, climate change is predicted to result in increasing temperatures, fewer and heavier rainfall days and an increase in the number and severity of events requiring emergency response. Other key challenges are briefly summarised as follows:

### Supporting communities

How to support communities and meet their changing needs, including for different forms of housing and transport options, considering changing demographics, diversity and social indicators.

### Settlement

How to ensure that residential growth areas maximise the use of infrastructure, retain urban character and avoid hazardous areas, and how to support the sustainability of small and rural communities.

### Rural land use

How to assist agricultural industries to remain competitive in the face of climate change, industry restructuring, government policy, irrigation modernisation, economic conditions and pressure from non-agricultural uses.

### Transport and infrastructure

How to meet community and business needs for transport and infrastructure, including public transport, roads, water, energy, information and communications technology, and waste management.

### Environmental assets and natural hazards

How to protect and enhance biodiversity, reduce the potential impacts of climate change and irrigation system improvements on the natural environment and manage exposure to natural hazards, especially bushfire and flood.

### Economy

How to support economic diversification and increase accessibility to employment while adapting to changes influencing the regional economy.

## 9. Vision for the region

The Hume Strategy vision for the region is:

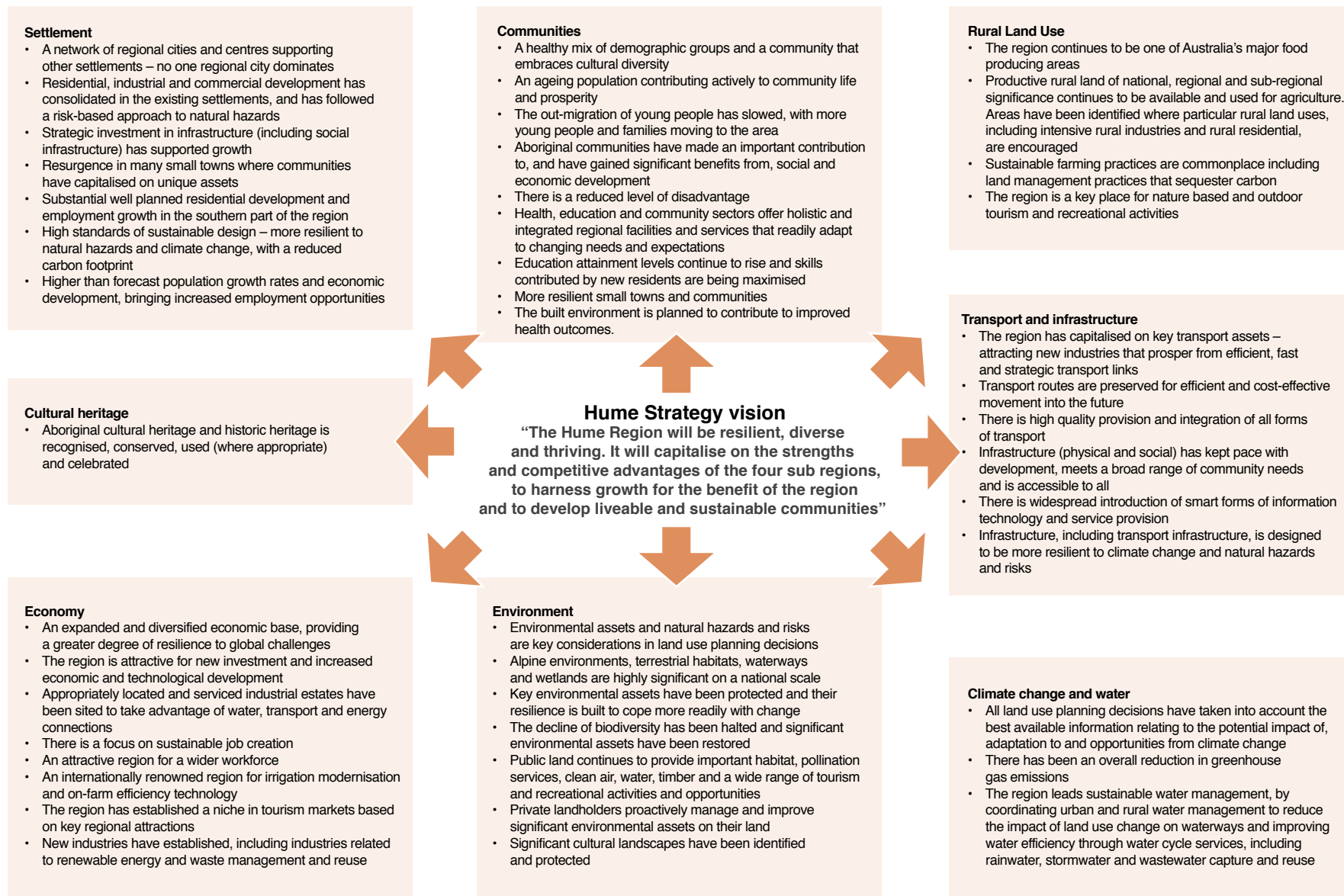
*The Hume Region will be resilient, diverse and thriving. It will capitalise on the strengths and competitive advantages of the four sub regions, to harness growth for the benefit of the region and to develop liveable and sustainable communities.*

This plan is a long-term integrated regional land use plan. A vision has been developed for the plan to align with the strategic aspirations and directions set out in the Hume Strategy. According to this vision the region will have a range of characteristics in 2041 as shown in Figure 7.



Ballooning – Mansfield Photo courtesy of Mansfield Shire and Tourism Victoria

Figure 7: Summary of the vision for growth in 2041



## 10. Principles to achieve the vision

Land use planning principles derived from the Hume Strategy:

### Efficient and sustainable settlements

- Direct growth to settlements with the greatest capacity to accommodate it, such as the regional cities of Shepparton, Wodonga and Wangaratta, and Benalla
- Recognise and build on the strategic opportunities in and around Seymour
- Build on and strengthen the existing network of regional cities and settlement centres that support and are supported by a network of towns and villages
- Minimise risk to life and property from bushfire hazard
- Promote an efficient development pattern to maximise the use of existing infrastructure, complemented by investment in new infrastructure for growth areas.
- Design settlements to maximise resilience to natural hazards and climate change and take advantage of the opportunities from climate change
- Enhance liveability and promote excellence in sustainable design
- Ensure land use planning decisions adopt a triple bottom line approach and are based on the best available land capability data

### Sustainable rural communities

- Retain and protect productive rural land for agriculture and appropriate rural uses
- Support rural towns by providing access to key community infrastructure that can respond to changing needs over time
- Ensure future development makes a positive contribution to sustainability and embraces good urban design

### A healthy environment and a celebrated heritage

- Protect and enhance environmental assets and values
- Protect, maintain and enhance the region's significant cultural landscapes
- Ensure land use planning decisions consider responding to potential climate change impacts and any adaptation policies
- Adopt a sustainable and coordinated approach to urban and rural water management
- Recognise and value Aboriginal and historic heritage
- Ensure planning and infrastructure investment decisions are based on the best available information on the environment and natural hazards, including climate change impacts

### Healthy, vibrant, resilient communities

- Support innovative and flexible service delivery models and improve access to facilities and services
- Maximise the range of available and affordable housing choices to meet changing community needs
- Support culturally diverse communities and promote inclusive and connected communities
- Maximise opportunities for recreation and personal health outcomes

### A thriving and dynamic economy

- Support the expansion and diversification of the region's economy
- Build on the region's economic strengths and competitive advantages
- Capitalise on national transport links and tourist routes
- Encourage the creation of job opportunities to meet the needs of the growing population
- Identify the need for education facilities to ensure the population has access to higher learning
- Support industrial growth through value-adding

### A mobile and connected region

- Provide an efficient, integrated and connected transport network that responds to community, business and visitor needs
- Provide for efficient and effective transport movements within the region and to Melbourne and other key urban centres outside of the region
- Maximise community and business access to information and communications technology

The vision and principles above set the strategic directions for future land use in the Hume Region and provide the foundation on which this plan has been developed. The following parts of the plan provide more information about how this vision can be achieved.



*Photo courtesy Greater City of Shepparton*



# PART C

## TOWARDS THE REGIONAL GROWTH PLAN (REGIONAL LAND USE FRAMEWORK)

### 11. Regional economy

*The Hume Strategy aims for the Hume Region to have a thriving and dynamic economy into the future by capitalising on the region's competitive advantages, opportunities and strengths to continue to provide prosperity and vitality.*

#### Key facts about the regional economy:

A recent economic profile (unpublished: 2013) prepared by Regional Development Victoria includes the following key facts about the regional economy.

- For the period 2001 to 2011, the region contributed above 18 per cent to regional Victoria's Gross Regional Product.
- As a proportion of state output, Hume's share was 3.5 per cent in 2011.
- Over the past decade, the regional economy grew at an annual average rate of 2.2 per cent.
- Employment growth in the Hume Region between 2001 and 2011 was 13.5 per cent compared to 20 per cent for regional Victoria and 26 per cent for the state.
- Manufacturing and Agriculture, Forestry and Fishing are the two most significant regional economic sectors in the Hume Region, contributing \$3.1 billion out of the region's \$9 billion Gross Value Added.
- Agriculture, Forestry and Fishing employs only 2.6 per cent of Victoria's workforce, but 13.1 per cent of the Hume Region's workforce.
- Manufacturing and Agriculture, Forestry and Fishing provide three-quarters of the Hume Region's exports. Manufacturing exports alone were approximately \$4.5 billion in 2011.
- Hume's Agricultural, Forestry and Fishing exports make up almost 20 per cent of Victoria's exports in this sector.
- In 2011, Manufacturing comprised 57 per cent of the total inter-regional imports while 20 per cent of inter-regional imports were from the agriculture sector. Almost half (47 per cent) of the manufacturing imports were from the food product manufacturing subsector.
- The three sectors with the highest rates of growth between 2001 and 2011 were Construction, Administrative and Support Services and Mining.
- Against the trend in the national, state and other Victorian regional economies, manufacturing in the Hume Region experienced positive growth between 2001 and 2011.

Key socioeconomic issues for the region that may have an impact on economic diversity and growth include:

- relatively high unemployment rates (the highest of all regions in the state)
- youth out-migration
- low levels of educational attainment
- low incomes.

The Hume Region's economy is driven by the size and growth of its population, availability of physical and social infrastructure, the available labour force, density of manufacturing industries (co-location), access to natural resources (including water, irrigation infrastructure and productive agricultural land), iconic tourism destinations such as the Alpine areas and the Murray River, and its strategic location on the Hume (Melbourne-Canberra-Sydney) and Goulburn Valley (Melbourne-Brisbane) national road and rail freight and transport corridors. Access to south-east Australia's population, industry and services is a significant locational advantage of the Hume Region, which continues to attract investment. Major interstate transport corridors (Hume and Goulburn Valley) offer opportunities for transport logistics and warehousing as well as freight movement through and within the region.

The regional economy is becoming more sophisticated and diverse, but there is still a high reliance on manufacturing and agriculture. This is an economic challenge, particularly due to exposure to changing climatic conditions, the impact of the Murray-Darling Basin Plan, fluctuations in the value of the Australian dollar, the global labour market and Australia's trade policies. How businesses respond to these challenges while improving productivity will be of paramount importance to the regional economy as will leveraging off and capitalising on the \$2 billion irrigation modernisation investment and on-farm irrigation efficiency program in the Goulburn Valley. Agricultural production and associated food processing will continue to be an important contributor to the region's economy. The region's natural beauty is a drawcard for the tourism industry, which will continue to be important to generate regional wealth and interest from investors.

Key challenges for the region are existing skills shortages and the provision of additional employment opportunities to support the projected regional population growth of around 80,000 people by 2041<sup>4</sup>. New job opportunities are likely to become available in the Melbourne metropolitan area, which will

be growing into the southern parts of the region (to include places such as Beveridge and Wallan), but the majority of new jobs will need to be provided elsewhere across the region.

### Overall approach

Taking into account the vision and principles set out in Part B of this plan, the Hume Strategy and other regional factors the overall approach is to **support the development of a more diverse regional economy while managing and enhancing key regional economic assets**. An expanded, diverse regional economic base will provide greater resilience to global changes. Future directions to achieve this are discussed in Sections 11.1 through to 11.3. These directions build on the strengths and opportunities of the regional economy.

## 11.1 Business, industry and services: working in the Hume Region

### a) Encourage urban growth where supported by employment, transport services and commerce

The availability of industrial and commercial development opportunities in key locations for urban growth and change will play an important role in providing employment and supporting the development of a more diverse economy. Physical infrastructure must be provided to ensure industrial areas are market ready.

A supply of good quality housing and social infrastructure (such as health and education facilities) and recreation opportunities support economic development and liveability, and contribute to attracting and retaining a workforce. Recent increases in online shopping are influencing the region's retail sector. The amount and configuration of future retail floor space in urban locations requires further consideration.

<sup>4</sup> This figure excludes expected metropolitan growth in the southern part of the region.

**b) Provide strategic employment locations**

Employment areas need to be appropriately located and serviced to take advantage of water, infrastructure, information and communications technology, transport and energy connections. Key urban employment locations for the future include the regional cities of Shepparton, Wangaratta and Wodonga and the urban centres of Benalla and Seymour. Some residents will continue to access jobs outside the region in places such as Albury, Melbourne and in Campaspe Shire.

Providing sufficient amounts of serviced industrial land in urban locations will be critical to the economy of the Hume Region. Results from the Urban Development Program, Regional Industrial Reports<sup>5</sup> for the City of Greater Shepparton, City of Wodonga and Rural City of Wangaratta, indicate there is in excess of 15 years of industrial zoned supply in these three municipalities.

Investment in renewal or development of physical infrastructure and services will further support economic growth and employment in existing and emerging manufacturing enterprises. Existing employment areas will need to be protected from encroachment by new or changing sensitive land uses (including schools, hospitals and houses) to avoid potential adverse impacts, such as from noise and odour.

**c) Improve land use planning processes to support improved responses to investment and business opportunities**

In order to support a more diverse economy and key economic sectors, such as manufacturing, further consideration should be given to improving the ability of businesses to respond quickly to investment and business development opportunities. Streamlining land use planning processes and providing a consistent regional approach could contribute to improving this ability. A consistent, streamlined approach could be applied to industry clusters identified at a regional or sub-regional scale to support investment in these locations.

**d) Build on existing business and industry and attract new investment**

Adequate supplies of land, water, physical and social infrastructure, technology and transport, a skilled workforce, quality education and affordable housing are factors that will help attract new investment, support growth of existing business and industry, and increase economic development in the Hume Region.

Significant public sector investment will also be needed in the CBD of key urban centres, such as Shepparton and Wodonga, to reinforce their role as major retail and service hubs. Public sector investment will help stimulate private sector investment in these areas, which in turn will help create vibrant and attractive CBD and promote business activity and employment.

The recent \$2 billion investment in irrigation modernisation and on-farm irrigation efficiency improvements in the Goulburn Valley have significant potential to attract further investment and provide opportunities for capitalising on growing and emerging markets for food products in places like China and India.

The Hume Region is likely to be an attractive option for an expanded workforce due to its liveability and investment in educational facilities, information and communications technology and improved transport links. Technological advances will also support alternative working arrangements such as home-based businesses and telecommuting. Infrastructure will also be needed to support renewable energy initiatives, such as solar energy generation, and energy from waste, including green waste from primary production and the timber industry. Opportunities may exist in the region to co-locate industries to maximise resource use efficiency and minimise waste generation and waste treatment costs.

<sup>5</sup> These reports include the 2011 Urban Development Program, Regional Industrial Reports for the City Greater Shepparton and the Rural City of Wangaratta, and the 2009 Urban Development Program, Regional Industrial Report for the City of Wodonga.

**e) Protect, maintain and enhance tourism assets**

The Hume Region will continue to offer tourism attractions such as food and wine, snow and other nature-based experiences, long-distance cycling, art and culture and unique cultural heritage. Environmental and cultural heritage assets such as alpine areas, national parks and other public land, water bodies and scenic landscapes contribute to the economy and liveability of the region by attracting visitors and new residents. Protecting, maintaining and enhancing these key regional assets will contribute to building a more diverse economy and sense of place for the region.

This plan supports nature-based tourism that takes advantage of environmental assets without compromising their values. Examples of key tourism places in the region include alpine resorts, lakes (such as Hume, Eildon and Dartmouth), rivers (such as the Murray River), wetlands (such as the Barmah Forest and Winton Wetlands) and public land (such as the Alpine National Park).

Tracks and trails, including rail trails, will continue to offer recreation and tourism experiences in the region. Opportunities exist to develop complementary land uses, infrastructure and services, such as accommodation, transport to trails and cycle loops, to support and build on existing tracks and trails.

Alpine resorts have the potential to offer a range of tourism activities throughout the year. Supporting further development of year-round attractions will contribute to the long-term viability of alpine resorts, with winter tourism under threat from the potential impacts of climate change, which will reduce the average snow cover and number of snow days, and will help diversify the region's tourism product. The fire hazard presented by the environments within which alpine resorts are located will need to be considered when planning for the further development of these resorts. Locations in close proximity to alpine resorts support tourism activities at resorts by offering accommodation and alternative activities.

Tourism has become an important adjunct to many agricultural enterprises, providing additional income through activities such as cellar door and farm gate sales and accommodation. Attractive rural landscapes could provide opportunities for niche farming and associated tourism. Rural tourism activities could also contribute to the diversification of the region's tourism product and mitigate potential economic impacts on the tourism industry as a result of climate change, such as reduced snow cover and water available for recreational purposes.

Rural tourism activities should be strategically planned to ensure they are compatible with other rural land uses and protect landscape and heritage values. High quality and diverse tourist accommodation options, both urban and rural locations, will be encouraged in appropriate locations.

The Hume Region is home to several cultural and sporting events that attract a large number of visitors. Providing and improving venues for such events will strengthen the region's ability to accommodate these types of events and attract more visitors.

The improvement of infrastructure could also help support tourism activities in the region.

**f) Maximise transport assets to support the regional economy**

The Hume Region will continue to capitalise on its national transport links, for both passengers and freight, to support the regional economy. Making the best use of the region's strategic transport assets involves continuing development of the existing freight and logistics precinct at Wodonga (LOGIC freight activity centre), establishing a consolidated freight and logistics precinct south of Mooroopna and at the proposed Beveridge Interstate Freight Terminal, and exploring opportunities to develop a future freight logistics precinct (road, rail and air) and pilot training facilities at Mangalore Airport.

Freight and logistics precincts in the region form part of a national network including existing precincts in southern New South Wales, which also serve the region. Building the capacity of freight routes will assist with the movement of goods and support the regional economy. However, passenger rail services to Melbourne are inadequate in comparison to other regions and limit business and investment attractiveness. Affordable, regular and convenient passenger rail services could help attract a wider workforce to the region. Safeguarding transport and tourism routes, such as national touring routes, for future use will help support the regional economy.

The potential implementation of high speed rail between Melbourne and Sydney following a route through the region and associated station locations (as discussed in Section 14.1) could have significant economic advantages for the region, including improved access to and from the region. The progress of this potential project should be considered as part of future reviews of this plan.

## 11.2 Agriculture

The Hume Region will continue to be one of Australia's major food-producing areas. The Goulburn Valley is part of the Goulburn Murray Irrigation District, which is a significant agricultural area and is expected to continue to deliver a significant proportion of Victoria's agricultural product (currently about 25 per cent of the total value of the state's agricultural production). Agricultural production will be supported through the protection and enhancement of key agricultural assets including land and water resources.

Maintaining and enhancing the contribution of these strategic resources to the production of a diverse range of agricultural commodities is a key component of the region's economic future. These resources support a resilient agricultural sector with the capacity to adapt to future economic and climatic changes and the potential impacts of the Murray-Darling Basin Plan.

Modernisation of irrigation and regional drainage infrastructure, together with improved on-farm efficiency will help protect valuable water resources

and support future investment in agriculture. Some agricultural sectors are expected to become more intensive in the future. Opportunities to establish intensive agricultural clusters in strategic locations supported by ancillary infrastructure (including drainage works) will be explored further. New agricultural opportunities may emerge in the region over time including new commodities, technology changes and emerging industries, such as energy farming and carbon markets.

### a) Support the protection of strategic farmland

High quality agricultural land is a finite resource and is an essential basis for many forms of agriculture. The reference in the Victoria Planning Provisions (Clause 14.01-1) to protecting 'productive farmland that is of strategic significance in the local or regional context' is an important precept in rural land use planning. It implies a selective approach, the identification of land of better productivity and versatility that has a long-term and strategic role in the production of food and fibre. It also helps support and protect the significant investment in irrigation modernisation in the Hume Region.

Strategic agricultural areas in the region are defined as having versatility in production, being of significant scale, located in proximity to value-adding processing and having access to secure water supplies (see Figure 8).

Section 9 of the background paper provides more detail about how areas of strategic significance were identified. These areas will be given the highest level of protection to ensure agriculture remains a viable industry for the future, including providing certainty for investors. From a regional perspective, measures to protect areas identified as strategic agricultural land of national, state, regional or sub-regional significance should include:

- directing proposals for settlement in these areas to existing centres and townships

Figure 8: Strategic agricultural land



Source: Department of Transport, Planning and Local Infrastructure

- directing large commercial tourism uses away from these areas to urban locations or to rural areas of lower agricultural value
- avoiding encroachment from rural residential settlement and other land uses that are non-complementary to agriculture.

In addition to areas shown in Figure 8, councils may identify other important agricultural areas from a local perspective. Consideration should be given to a regional approach to mapping existing rural land use and strategic agricultural land of local significance at a scale that would assist councils with local rural land use planning.

#### **b) Support and manage intensive agricultural production**

Intensive forms of agriculture, such as broiler farms, piggeries, feedlots and horticulture, can contribute to food production and potential food security. They generate large outputs on small areas of land and are usually not dependent on high quality soils as the driver for location. Factors such as road access, power, water, processing facilities and feed supply can be important indicators or drivers for the productive potential of farmland. The relatively small footprint of these intensive agricultural industries, coupled with the buffers required from sensitive uses, provides an opportunity for other forms of agriculture to coexist and operate concurrently within or around buffer areas.

Areas could be identified in the region where these types of agricultural activities should be encouraged due to locational opportunities, such as access to water, energy and transport, and separation from sensitive land uses. Consideration will be given to clustering intensive agricultural production in these areas. However, encouragement to locate in these areas would not prevent these industries from locating in other suitable locations where compliance with the relevant code of practice and appropriate separation distances can be achieved.

<sup>6</sup> Rural land purchased primarily for residential use, to take advantage of the amenity of areas.

#### **c) Support changing farm sizes, methods, strategies and land uses**

Increased productivity of agricultural land has led to a general decline in the price of farm produce (or terms of trade). Farmers seeking to maintain a consistent level of real income generally consider increasing the size of farms, diversifying activities, intensifying their production or seeking niche farming opportunities (or a combination of these). Aggregation of farmed land, particularly for broadacre cropping, has led to larger farm sizes and fewer farm enterprises in rural Victoria, including the Hume Region. This trend is expected to continue in the future.

Despite competition from amenity purchasers<sup>6</sup> there are likely to be opportunities for farm businesses to expand production, either through purchasing land and diversifying income streams (such as by adding tourism products or changing the mix of uses) or by retaining existing land and intensifying production methods (such as by improving grazing management or introducing or expanding irrigation). Attractive rural landscapes may also offer opportunities for niche farming and associated tourism. Additional opportunities also exist for well-considered leasehold or share-farming.

The planning system should continue to support the viability of farming through providing for increasing farm sizes and changing agricultural methods and strategies.

Examples of agricultural industries that have declined over the past two decades are wool and tobacco farming. While tobacco production declined due to legislative change, wool production and other agricultural industries have declined due to a range of factors including drought conditions, changing markets, policy changes and difficulties in increasing productivity in labour-intensive industries. Some areas used by these industries could transition towards other uses such as different agricultural activities, forestry, renewable energy generation, carbon farming and conservation activities. Planning for specific activities in these different areas will take place at a local level. Supporting compatible mixed uses in suitable locations within these areas could help diversify the regional economy.

**d) Plan for the potential impacts of climate change on agriculture**

In addition to reducing the availability of water, climate change may have other specific impacts on agricultural production in the Hume Region, such as an increased frequency of drought, increases in bushfire and more severe flooding, storms and hail damage. On the other hand, climate change may create opportunities for different types of agricultural production and commodities. Land use planning in the region should support the ability of the agricultural sector to respond to the challenges and opportunities presented by climate change.

**e) Respond to a changing irrigation landscape**

The irrigation landscape in the Hume Region is changing. While the Murray-Darling Basin Plan is likely to have an impact on the water available for irrigation, the extensive network of irrigation infrastructure that supports the region's high level of production is undergoing the most significant upgrade in its 100-year history. This irrigation modernisation project will bring the network to a world-class standard and is the biggest investment of its kind in Australia.

By dramatically improving water delivery, security and efficiency modernisation will help secure the future of the region's agricultural economy. The project will provide a significant economic stimulus for the region, boost industry confidence, generate opportunities for co-investment and help create new jobs. Supporting the ability of the agricultural sector to adapt and take advantage of this changing irrigation landscape will help secure agricultural production in the region.

**f) Minimise fragmentation of agricultural land**

Fragmentation of farmland occurs when traditional farming areas are broken up by the introduction of alternative, predominantly non-farming, uses such as lifestyle dwellings and rural residential subdivisions, tourism and boutique industries. These changes may limit agricultural intensification, diversification or expansion and restrict current farming

practices or even make them untenable. This may result in irreversible land use change. Fragmentation is particularly prevalent where land has high landscape amenity value, is relatively inexpensive, is near sealed roads and has a historical pattern of small allotments.

In the Hume Region, pressure for residential development not related to farming appears to be focused in linear formations along roads and valleys, in areas where land is considered to have an uncertain agricultural future, in peri-urban regions, and in high amenity areas.

Strategic planning for these non-farming uses in rural areas should continue to take into account the potential impacts on farming activities.

**g) Avoid conflicting land uses and activities**

Introduction of sensitive uses, such as housing, can compromise opportunities for growth and investment in productive rural areas. Conflicts can arise as a result of noise, dust, spray drift, water usage and odours from farming activities. Considering the right to farm in these areas and providing for strategically located rural residential developments may help to minimise conflict between sensitive land uses and agricultural activities in rural areas. Applying appropriate buffers between agricultural uses or rural industries and sensitive land uses, such as residential uses, will also contribute to this.

Non-agricultural uses in productive rural areas need to be managed to minimise biosecurity risks and support ongoing agricultural production.

**h) Maintain and enhance infrastructure supporting rural industry**

Rural industries in the Hume Region are supported by significant infrastructure, including major transport corridors, irrigation networks and drainage systems, water storages, the natural gas supply network and electricity generation and transmission systems. The continued maintenance and enhancement of this infrastructure is essential to securing a productive and sustainable agricultural sector in the region.



### 11.3 Energy and earth resources

#### a) Explore opportunities for renewable energy generation and alternative waste treatment

Factors affecting future energy demands in the Hume Region include:

- rising electricity costs
- the high price of bottled liquefied petroleum gas and the limited coverage of the reticulated gas network, combined with hot summers and cold winters
- long-distance commuting
- the needs of the region's larger, more energy intensive industries.

Developing alternative energy sources such as solar, wind, geothermal, bioenergy and biofuels will contribute to securing a sustainable energy future for the region.

Opportunities exist in the region for sustainable electricity generation in close proximity to existing electricity distribution infrastructure. Potential and existing alternative energy resources in the region include:

- wind energy in the Strathbogie Ranges
- solar energy, particularly in the northern parts of the region
- hydro-electricity related to key water resources
- bioenergy and biofuel generation from waste products (such as agricultural wastes)
- other opportunities for local power generation and distribution.

The region is home to key electricity distribution infrastructure, such as substations and networks. Sustainable electricity generation that is connected to existing infrastructure could offer a regional advantage, particularly as the technology used to generate sustainable electricity improves.

Opportunities also exist in the waste sector for localised waste management solutions relating to alternative treatment technologies for solid waste including waste composting, recycling and reuse. This is particularly relevant in areas where solid waste is generated, specifically around towns with industries processing food and fibre and near clusters of intensive animal raising industries.

#### b) Explore, support and manage opportunities to take advantage of earth resources

Earth resources, in the form of minerals and quarry products, make a valuable economic and social contribution to the Hume Region. Opportunities to take further advantage of earth resources could support the diversification of the regional economy. Planning for these activities needs to continue to consider environmental and community values and access to markets. Opportunities to develop minerals and extractive industries should be further explored, supported and managed. Past mining activities in the region have degraded substantial areas of alluvial soils. Minerals and extractive industry activities are now regulated to manage environmental impacts such as potential impacts on ground water.



Extractive industry interest areas occur within the region and contain 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.

A locally available supply of earth resources, including heavy construction materials, will support settlement growth, economic development and the provision of cost-effective infrastructure. Consideration could be given to measures that help facilitate and manage the future extraction of earth resources in the region as part of diversifying its economy.

## 12. Environment and heritage

*The Hume Strategy aims to protect and enhance the Hume Region's environmental assets for current and future generations by conserving these assets, protecting their intrinsic values and supporting sustainable communities.*

The Hume Region has rich and diverse environmental and heritage assets. These include snow-covered mountains, alpine areas, lush river valleys, forests and woodlands, granite outcrops and floodplains. They also include a myriad of cultural heritage, including both Aboriginal and historic heritage places and objects. Cultural landscapes are important for their heritage and environmental values as well as their scenic beauty. Environmental and heritage assets contribute to the economic success of the region, enhance liveability for its residents and provide an attraction for visitors and tourists.

The region is home to waterway assets of state, national and international importance such as internationally recognised wetlands and the headwaters and catchments of many Murray-Darling Basin rivers.

The Hume Region has large numbers of endemic species (those found only in this region) and the greatest number of threatened flora and fauna species in Victoria. A large proportion of the region is public land, particularly in the east and south-east. While much of the remainder of the region has been cleared, significant areas of remnant vegetation can still be found in these areas.

The region is subject to natural hazards such as bushfire, flood and drought, and the risk of these events may intensify as a result of climate change.

Key environmental and heritage issues for the plan include:

- adapting to the potential impacts of climate change
- protecting significant cultural landscapes
- protecting and enhancing terrestrial habitat assets
- using and protecting soils
- protecting water assets
- identifying and conserving significant cultural heritage.

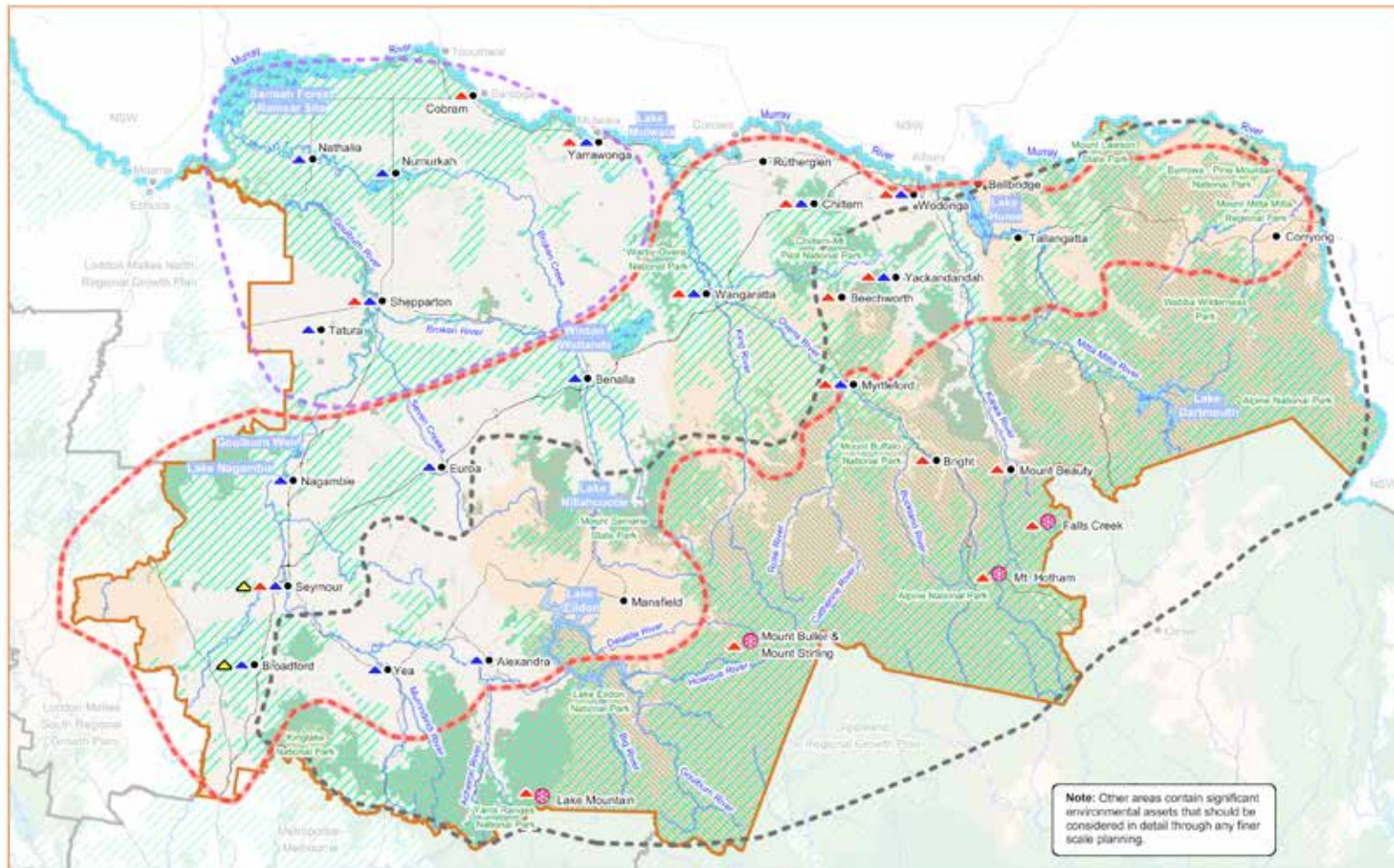
The North East Catchment Management Authority and the Goulburn Broken Catchment Management Authority coordinate investment in the protection and enhancement of environmental assets throughout the region, along with public land managers. Regional catchment strategies have been developed to provide integrated regional strategies for achieving improved environmental outcomes in the region. Regionally significant environmental assets have been identified in this plan and these align with those identified in the regional catchment strategies. The plan proposes a land use response that complements the regional catchment strategies.

Key areas where potential growth or land use change may intersect with environmental and heritage assets have been identified in the plan. Natural hazards and risks have been mapped and form part of the considerations for urban growth. This plan provides direction on these issues.

### Overall approach

Considering the vision and principles established in Part B of this plan, the Hume Strategy and the regional catchment strategies the overall approach is to **protect environmental and heritage assets and maximise the regional benefit from them, whilst managing exposure to natural hazards and planning for the potential impacts of climate change**. Future directions to achieve this are shown in Figure 9 and discussed under Sections 12.1 and 12.2 below.

Figure 9: Future Directions – environment and heritage



1 or minimise the impact of development on high value environment and heritage is and significant landscapes through the use and application of consistent planning across the region.

ict and improve the waterways of the region, in particular the Murray River corridor significant wetland complexes.

ige the risks to human life, property and infrastructure by avoiding areas at risk from al hazards. Where a settlement is not identified as at risk on this map, the risk from al hazards still needs to be carefully considered in local planning.

ige growth to help maintain the health of water supply catchments and access to ie water supplies.

- Settlements
- Freeways and highways
- ⊗ Alpine resort
- ⊖ Potential areas of scenic landscape amenity
- ⊕ Opportunities to improve terrestrial habitat connections/links
- ⊖ Largely cleared production landscapes with opportunities to enhance biodiversity and waterways
- ⊕ Areas containing high value terrestrial habitat\*
- ⊕ Public land
- ⊕ Declared water supply catchment
- ⊕ Regionally significant wetlands
- Rivers
- ▲ Urban food considerations\*\*
- ▲ Urban bushfire considerations\*\*\*
- ▲ Urban salinity considerations\*\*

\*Represents the three highest levels of NaturePrint strategic natural values. NaturePrint data is produced by: NaturePrint project team, BES, DSE (22 Sept 2011)  
 \*\*Urban food and salinity considerations are based on existing overlays  
 \*\*\*Bushfire considerations are based on existing overlays and advice from CFA, subject to change. Does not include Bushfire Prone Areas



Source: Department of Transport, Planning and Local Infrastructure

## 12.1 Environmental assets

### a) Identify, manage and protect significant regional cultural landscapes

Landscapes in the Hume Region are highly valued by the community, tourists and visitors for their scenic amenity and heritage values. They contribute to the economy and liveability of the region and attract investment, residents and visitors. There is a need for these landscapes to be identified, classified and described in a consistent way so they can be protected and managed by suitable mechanisms such as land use planning tools.

Cultural landscapes are significant due to their aesthetic (including scenic), historic, scientific, social, archaeological and environmental values. These landscapes can be strong contributors to the character of a place. Although there has been no systematic identification, classification and recording of broader cultural landscapes across the Hume Region, it is highly likely the region would have national, state and regionally significant landscapes.

An integrated and comprehensive regional landscape study is needed to identify landscapes of value within the region (including consideration of both the scenic quality and heritage values of landscapes) and identify suitable planning mechanisms for their protection.

The protection and promotion of cultural landscapes can help expand tourism opportunities and associated economic activity.

### b) Protect and enhance terrestrial habitat

In order to protect and enhance terrestrial habitat (including associated biodiversity assets) and their economic contribution, the impacts of land use change and development on these assets can be minimised by:

- directing growth towards areas identified as having lower environmental values
- avoiding development in areas with regionally significant terrestrial habitat
- protecting significant vegetation assets through strategic planning
- improving regional vegetation connectivity (landscape connectivity), including enhancing vegetation corridors between existing native vegetation.

Re-establishing vegetation links between areas of existing native vegetation and along waterways is important for sustaining the productivity of landscapes and for enhancing environmental values. Actions aimed at enhancing vegetation corridors will require careful planning that considers ecological benefits, bushfire management and implications for nearby settlements. Opportunities exist to strategically locate offset planting associated with clearing of vegetation for the enhancement of vegetation corridors within the landscape.

Strategic planning processes should continue to identify opportunities for the establishment of vegetation networks at a local and regional level to help maintain and enhance the region's terrestrial habitat and links to waterways and wetlands. The provision of strategic direction for vegetation protection and clearing is encouraged. Such strategic direction would help to enhance vegetation networks and could include measures such as permanently protecting native vegetation by establishing public reserves. An example of such an approach is the Wodonga Retained Environmental Network.

In the irrigated areas in Hume's north-west, where a large proportion of vegetation has been cleared, opportunities will be sought to protect and enhance biodiversity that is representative of this part of the region. A range of measures could be used including protecting vegetation with appropriate land use planning mechanisms.

Pressure for urban and rural residential development in areas of high amenity or environmental value, such as in Melbourne's peri-urban hills, can present a threat to environmental assets, but also provides opportunities for tourism and other economic diversification in the region. Balancing these pressures, along with the natural hazards and potentially prohibitive infrastructure cost associated with these areas, is a key challenge for regional and local planning.

Future land use planning decisions will be guided by the strategic directions of the regional catchment strategies and sub-strategies, as well as other relevant strategic documents such as local government environment strategies and planning schemes. Revisions to these complementary strategies should also consider the directions of this plan.

### **c) Manage water as a key environmental, social and economic asset**

The waterways (rivers and wetlands) of the Hume Region are highly significant environmental and economic assets, providing water supply to one of Australia's major food-producing areas. Along with providing water for the environment, these waterways also feed major water storages and significant irrigation infrastructure that supply water to settlements, industries and farms (particularly in the food bowl area in the north-west of the region). Major rivers, such as the Murray River, water bodies and significant wetland complexes provide opportunities for nature-based and recreational tourism, which may be enhanced by environmental watering programs such as those related to the outcomes of the Murray-Darling Basin Plan.

The potential impacts of climate change are expected to lead to a general reduction in stream flow and consequently water availability for the environment and water users.

Many urban settlements in the region are located adjacent to rivers, and river bank improvements add to their attraction within the urban landscape. This enhances urban liveability and connections to environmental assets. Coordinating urban and water planning will help reduce the impact of urban development on rivers and wetlands, including water quality and flow. There is also continued pressure to develop residential uses around some water bodies, such as Lake Hume, which need to be carefully balanced with the environmental assets and natural hazards associated with these areas.

The highly dynamic nature of some waterways in the region needs to be considered as part of land use planning processes. Decisions regarding the use and development of land along major waterways, within floodplains and around water bodies should be consistent across the region to manage potential impacts on waterways and water assets.

Groundwater is a significant but variable resource within the Hume Region. Groundwater supplies in some areas may not be suitable for potable use and this could become an issue if access to groundwater is essential for meeting the future supply needs of settlements. This water is often a viable resource for agricultural and industrial use and some opportunities may exist to increase use of groundwater for these purposes. However, due to the links between rainfall, groundwater levels and salinity, groundwater resources need to be managed carefully. Land use planning supporting such activity will help promote diversification of the regional economy.

The region is home to a significant reticulated network of irrigation infrastructure in the Goulburn-Broken Valley. In other parts of the region irrigation water is extracted directly from the source, for example rivers, to support agricultural production.

Land use planning challenges arise due to the large areas of declared water supply catchments within the region, which are under pressure for development. In these catchments, land use and development, such as certain types of agriculture and unsewered residential development, have the potential to impact adversely on water quality if not managed appropriately. Land use planning decisions in these areas need to consider the management of risks relating to wastewater and the individual and cumulative implications of development on groundwater and surface water uses. Domestic wastewater management plans may need to be reviewed to enable effective planning for the type of economic and settlement growth that can occur in these areas while protecting catchment health.

**d) Support the appropriate use and management of soils**

Healthy soils are critical to the continued economic growth of the Hume Region, such as for agricultural production and maintaining biodiversity. The region has highly productive soils, often associated with the strategic agricultural land identified in Figure 8. Appropriate use and management of soils is necessary to prevent their widespread degradation and minimise the potential impact on other assets that are affected by soil degradation. Soil degradation, particularly soil acidity, erosion and salinity can variously impact on roads, buildings and bridges, productive agricultural land and waterways.

Land use planning can assist in the protection of the region's soil assets by helping to avoid land use change that could result in deterioration of the soil asset within the region, or further contribute to the pollution or degradation of other assets. Overlays, such as the Environmental Significance or Erosion Management Overlay, can be used to help protect soils.

**e) Recognise public land as a substantial environmental and economic asset**

The substantial public land estate is a significant asset of the Hume Region. It will continue to be recognised and managed for the protection of environmental and heritage assets, for providing environmental values, such as ecosystem services that provide pollination, clean air and water, and for activities such as timber and firewood production, recreation and nature-based tourism. Public land will continue to be valued for its role in carbon storage.

The bulk of the region's public land is protected in parks, reserves and state forest, where land use is highly regulated. The Victorian Government has established new guidelines relating to private tourism development in national parks. There are some opportunities for private sector investment in sensitive tourism infrastructure within national parks. Land use is more likely to change on smaller pockets of public land such as roadsides, leased unused roads, land managed under committees of management and in streamside reserves.

In planning for land use and development in and adjacent to any public land, consideration needs to be given to managing threats to this substantial asset and minimising bushfire hazards to both public and private land. With the prospect of a drying climate, the buffering of public land from built development, especially residential development, will be a key consideration over the next 30 years. Buffering can also reduce other development pressures on the environmental values of public land.

## 12.2 Cultural heritage assets

Aboriginal cultural heritage and historic heritage in the Hume Region include places that demonstrate key phases and events in the history of the region, as well as the stories and ongoing cultural practices associated with them.

Aboriginal people have strong relationships with, custodianship of, and decision making roles about cultural heritage places and objects. The cultural obligation of Aboriginal people (and all Victorians) to manage and sustain heritage places is an important aspect of expressing, strengthening and maintaining relationships with these places. This contributes to a sense of place and the liveability of the region.



The region's historic heritage places include those representing early European exploration and settlement, sites linked to bushrangers, important towns and buildings, parks and landscapes and places associated with the historic and cultural development of Victoria. Important historical themes include pastoral expansion, goldmining, industrial development and economic expansion and growth.

### a) Maintain and enhance cultural heritage assets

In planning for growth and future land use change, cultural heritage is considered to be a community, economic and social asset. The Hume Region's cultural heritage assets, both Aboriginal and historic, are important to contemporary communities and heritage is integral to 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 heritage sites is important to help develop resilient and sustainable communities.

Registered Aboriginal Parties will have an important role in planning and development, and there are benefits to engaging with the relevant Aboriginal community organisations early in strategic planning processes. Currently the Yorta Yorta Nation Aboriginal Corporation, Taungurung Clans Aboriginal Corporation, Wurundjeri Tribe Land and Compensation Cultural Heritage Council and Gunaikurnai Land and Waters Aboriginal Corporation have legislated responsibilities relating to the management of Aboriginal cultural heritage places in the Hume Region. This arrangement recognises the key role that Aboriginal traditional owners have in the protection and management of significant Aboriginal cultural heritage places.



### 12.3 Natural hazards and risks

This section outlines the natural hazards and risks impacting on the Hume Region. These natural hazards and risks are considered throughout this document.

#### a) Plan for the potential impacts of, and opportunities arising from, climate change

The future climate of the Hume Region is predicted to be hotter and drier than the long-term average, resulting in an increased risk of droughts and extreme fire danger days. Future land use planning decisions should be based on the best available information about the potential impacts of, and adaptation to, climate change.

Land use planning should also respond to opportunities for innovation and industry development arising from climate change and initiatives that support the reduction of greenhouse gas emissions, such as a price on carbon, and where appropriate remove any barriers to such action. Consideration must be given to the appropriate design of urban environments to address potential risks for local communities from climate change, such as the effects of increased urban temperatures.

#### b) Minimise flood risk

Parts of the Hume Region have been impacted by flooding and climate predictions indicate future flood events may be more extreme although they may be less frequent. Many of the region's urban centres are located within the floodplains of major rivers including Benalla on the Broken River, Shepparton on the Broken and Goulburn rivers, Seymour on the Goulburn River, Wangaratta on the Ovens and King rivers and Wodonga on the Murray River.

The risks of flooding must be considered in land use planning decisions. These decisions should be based on the best quality information on flooding hazards to minimise risk to life, property, community infrastructure and environmental assets. Flood provisions in planning schemes should be used consistently across the region to avoid inappropriate development or require appropriate development responses, as well as to apply design responses.

New development will be directed away from areas of highest flood hazard and development should not be supported if it increases the flood risk for other sensitive areas or development. Flood hazard has been explicitly considered in the development of this plan, particularly in assessing potential future development directions for specific settlements.

Some existing urban areas are flood prone. Local planning for these areas should consider the inherent risk to these communities and help to build their resilience to such risk. Local plans should establish and confirm measures to manage development in these areas.

#### c) Minimise bushfire risk

Many of the landscapes most attractive to residents and visitors are also in locations containing large areas of bushfire hazard, and future climate predictions indicate bushfire risk is likely to increase. When addressing bushfire risk, community resilience will be strengthened by:

- prioritising the protection of human life over other policy considerations when planning to create or expand a settlement at risk from 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.

Regional and localised planning take into account bushfire hazard 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 the Country Fire Authority. Such planning should also consider potential risk from urban areas interfacing with areas of bushfire hazard. Some settlements identified for growth occur in areas with bushfire hazard (illustrated in Figure 9). Bushfire hazard has been explicitly considered in the development of this plan, particularly in assessing potential future development directions for specific settlements. Growth opportunities in settlements constrained by bushfire hazard may occur by expansion in areas of lower bushfire risk and infill opportunities.

## 13. Living in the region

This section considers settlement in the Hume Region and how future growth can be focused, managed and directed to take advantage of regional strengths.

*The Hume Strategy aims for an efficient pattern of urban and rural land use and development by consolidating the development of four sub-regions with high functioning networked centres.*

### 13.1 Existing settlement network

The existing network of regional cities, which support their sub-regions, is a point of difference for Hume compared with most other regions in Victoria. In this regard the Hume Strategy states:

*“The Hume Region is comprised of four distinct and interconnected sub-regions. The region is characterised by a network of high-functioning regional cities and centres located along major transport routes that support, and are supported by, a network of district towns, towns and villages. Unlike other regions in provincial Victoria, there is no single dominant major regional city in the Hume Region.”*

The Hume Region is home to significant urban settlements such as Albury-Wodonga, which is recognised as one of Australia’s 18 major cities, and Shepparton, which is the fourth largest regional city in Victoria. The network of regional cities and their respective sub-regions is considered a major strength of the region.

The Hume Strategy considers the sustainable growth and development of the region and the importance of making the best use of existing assets, including infrastructure and services. Larger settlements with a good base of existing services and facilities are spread across the region, supporting and complemented by a network of smaller settlements. This network provides

communities with accessibility to services and facilities. In this network, the largest settlements of Shepparton, Wodonga and Wangaratta have the widest range of services and facilities and provide those services to a wider catchment extending beyond the region (into Campaspe Shire and southern New South Wales). Benalla and Seymour also provide a range of services and facilities to relatively smaller catchments.

The Hume Strategy recognises that having multiple centres means that higher order facilities and services are spread more evenly across the region making them accessible to even the most remote communities. Some services in Hume’s regional cities are not provided at a similar level to those provided in regional cities outside of the Hume Region. The four sub-regions (Central Hume, Goulburn Valley, Lower Hume and Upper Hume) and the regional settlement network are shown in Figure 10.

#### Overall approach

Considering the vision and principles established in Part B of this plan, the Hume Strategy and other regional factors the overall approach is to **focus growth and development to maximise the strengths of existing settlements**. Future directions to achieve this are discussed below.

### 13.2 Urban settlement framework

#### a) Build on and strengthen the existing urban settlement network

The key underlying principle for future urban growth is to build on the Hume Region’s strengths by supporting and developing the existing network of settlements to ensure that infrastructure and services both present and future are used efficiently and maximise benefits for the community. Growth will be directed to those urban locations with the greatest capacity to accommodate it. Existing gaps in the provision of services and facilities in these urban settlements will also need to be addressed to support growth in these locations.

Figure 10: Existing urban settlement network



Source: Department of Transport, Planning and Local Infrastructure

The existing network of settlements in the region will be strengthened by focusing growth and change primarily in Shepparton<sup>7</sup>, Wodonga and Wangaratta, encouraging growth in Benalla, bolstering economic development in Seymour, and supporting growth in other settlements. This will help maximise the use of existing infrastructure and services, direct and prioritise future investment, and could help determine gaps. Residential, industrial and commercial development will be consolidated in settlements with strategic advantages, making efficient use of infrastructure and minimising the urban footprint. This approach recognises that regional cities function as hubs, each supporting a network of settlements.

Parts of urban locations identified for growth may be subject to natural hazards such as bushfire and flood. Such hazards and related risks must be considered in detail when planning for growth at a local level.

Urban growth and development will include consideration of access to employment and services that makes use of the existing transport network.

### Regional perspective (refer to Figure 11)

Major urban growth, development and change to support population and economic growth will be focused in Shepparton and Wodonga. Medium to high growth will be encouraged in Wangaratta and Benalla. Significant economic change will be supported in Seymour, exploring opportunities to grow Seymour into a significant employment hub as a consequence of its strategic location in relation to key transport corridors and Melbourne. These five urban locations will continue as the foundation of the urban settlement network in each of the four sub-regions.

A sufficient supply of residential, commercial and industrial land will be needed in urban locations to accommodate growth. This will support a diverse economy and improved access to employment and services. A broad assessment of residential land supply indicates that sufficient land has been zoned for residential use or identified for future residential expansion to accommodate a population well in excess of the projected increase for the Hume Region of 80,000 additional people by 2041 (excluding expected increases in the metropolitan growth areas of Mitchell Shire<sup>8</sup>).

A coordinated approach to plan and develop growth areas is preferred, including coordinated and timely provision of physical and social infrastructure. Some settlements have fluctuating populations due to factors such as tourism and seasonal labour. Providing services and infrastructure to support peak seasonal populations is a challenge for these locations. Land use planning processes relating to future growth areas will need to carefully consider environmental assets and natural hazards. The provision of emergency services needs to be considered when planning for growth.

### Sub-regional perspective

Urban growth locations have been selected on the basis of factors such as available physical and social infrastructure, access to economic opportunities and employment, protection of environmental assets and exposure to natural hazards. Detailed structure planning is required in many instances to refine or update plans for identified growth locations.

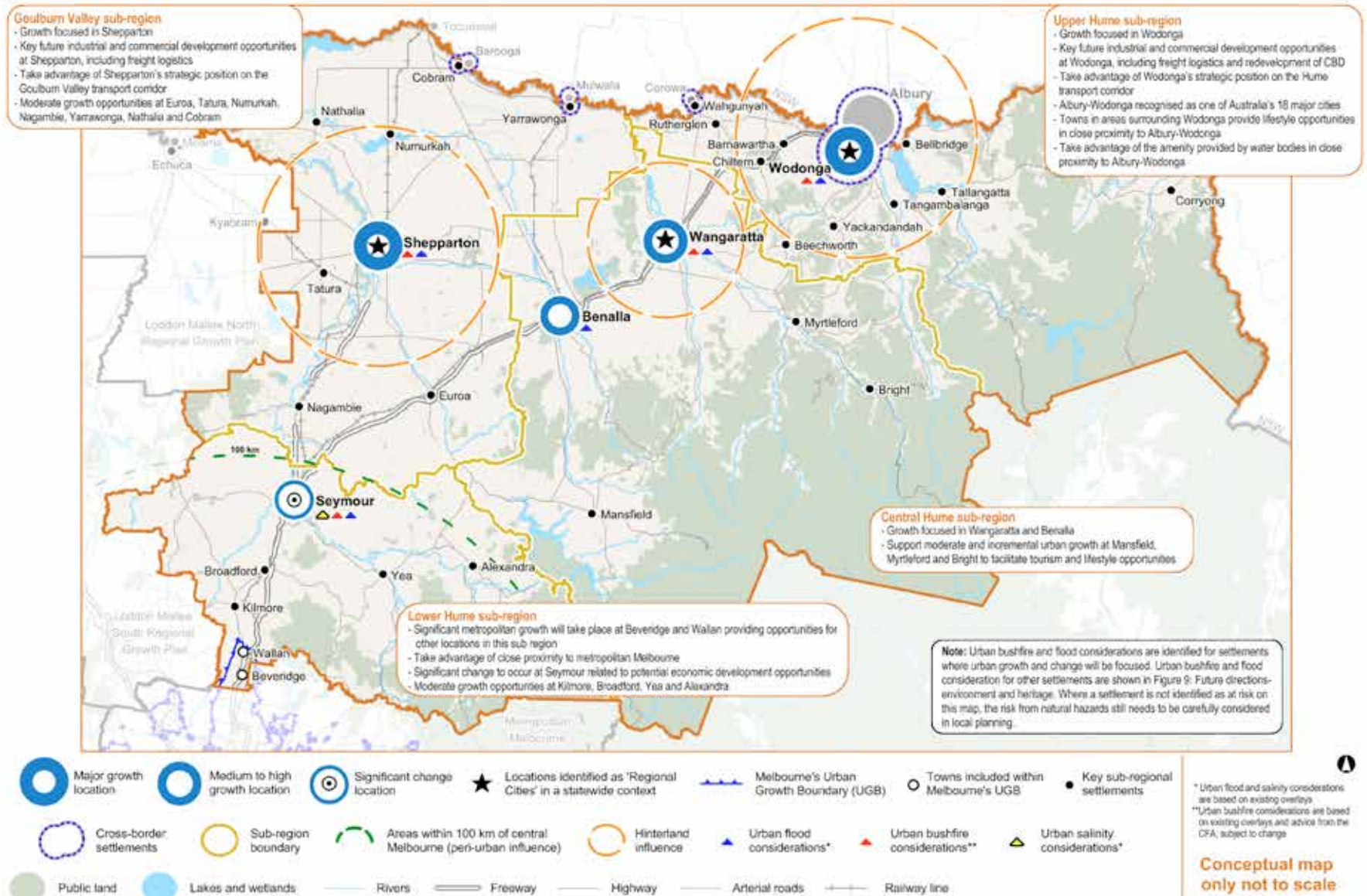
<sup>7</sup> In this section, reference to Shepparton includes Mooroopna and Kialla.

<sup>8</sup> The Melbourne metropolitan area is expected to grow into the region and places like Beveridge and Wallan will ultimately become metropolitan suburban areas. Planning for this metropolitan growth is being undertaken as part of the ongoing metropolitan planning process.

PART C

TOWARDS THE REGIONAL GROWTH PLAN

Figure 11: Hume – Future urban growth



Source: Department of Transport, Planning and Local Infrastructure

Planning for growth and development will strive to provide a diversity of housing options, including residential development associated with the specific characteristics of a location, such as lifestyle and holiday housing, low density residential and higher density development. In major growth locations, medium to high growth locations and significant change locations, higher residential densities will be promoted in close proximity to central activity areas and other suitable locations. Infill development and urban renewal will also be encouraged in these locations.

Rural residential opportunities will be directed to selected locations in close proximity to urban centres to maximise the use of existing infrastructure, minimise the need to travel to services and facilities and minimise the potential impacts on rural production and environmental assets, while not impeding urban expansion.



#### i) Central Hume (refer to Figure 12)

Medium to high urban growth and development in the Central Hume sub-region will be focused in Wangaratta and Benalla. Together these centres will continue to expand their higher order services to the communities of the Central Hume sub-region, specifically to those communities in the Ovens, King and Broken river valleys.

The relationship between Wangaratta and Benalla and surrounding communities will be important to provide access to employment and services. Strengthening linkages between them will enhance this relationship.

Population growth in Wangaratta and Benalla will be accommodated on a number of growth fronts, supported by investment in physical infrastructure and expansion of employment opportunities. Investment in new and upgraded social infrastructure will support future population growth in these two urban locations and their surrounding catchment areas. Some infill and urban renewal opportunities exist in Wangaratta and Benalla.

Results from the 2011 Urban Development Program, Regional Residential Report for the Rural City of Wangaratta indicate that:

- there was sufficient zoned land to provide approximately 870 residential lots
- a further 7200 lots could be created on land designated for future residential use
- approximately 50 infill lots were also available
- there is more than 15 years' total supply of residential land stocks.

Figures 13 and 14 are conceptual urban growth frameworks for Wangaratta and Benalla and show strategic opportunities for urban growth, including key growth fronts, commercial nodes, industrial nodes, key linkages and potential sites for infill or urban renewal.

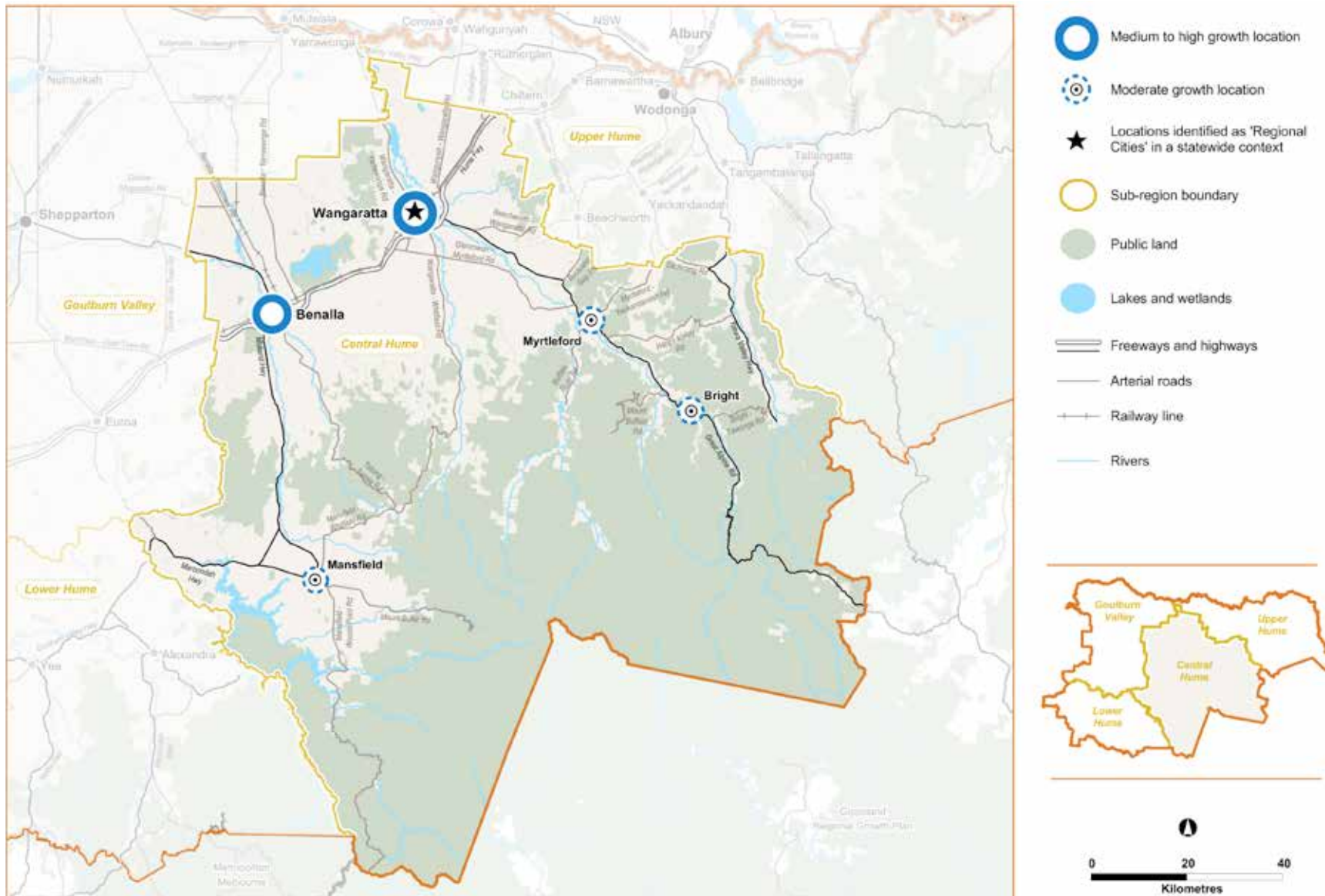
Further growth is likely to occur in other urban locations in this sub-region, particularly in those with good access to either Wangaratta or Benalla, including locations such as Mansfield, Myrtleford and Bright (incorporating Porepunkah). These towns will provide for increased tourist development while continuing to support surrounding rural communities by providing services and access to services in larger urban localities. Some of these localities offer unique growth opportunities related to natural characteristics and in some instances growth occurs due to the lifestyle offered, despite constraints. Growth needs to be managed to protect environmental assets and values and limit exposure to natural hazards such as bushfire and flooding.

Settlements in the Kiewa Valley including Mount Beauty-Tawonga South are strongly linked to Albury-Wodonga (in the Upper Hume sub-region).



*Photo courtesy of Wodonga City Council*

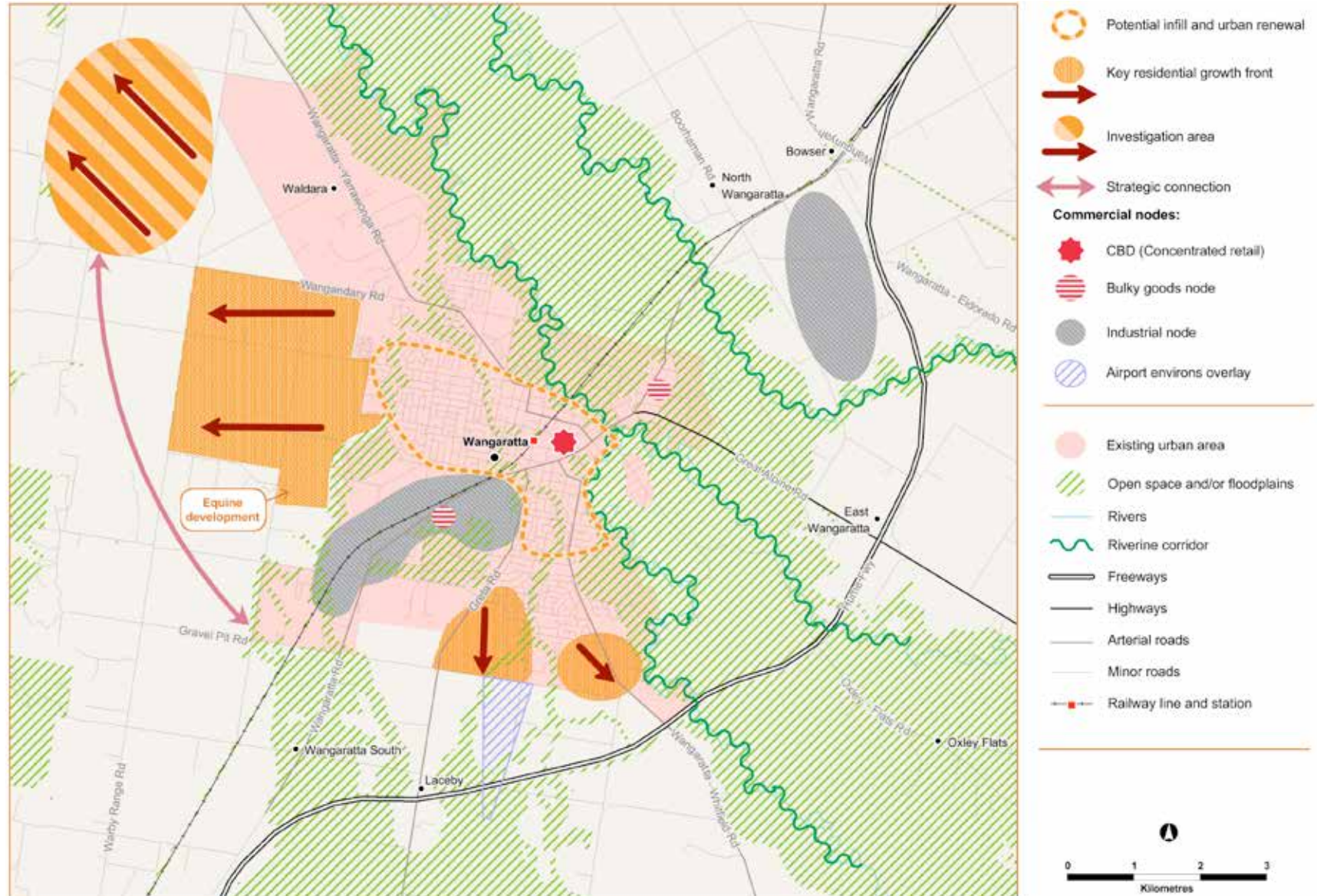
Figure 12: Central Hume – Future urban growth



Source: Department of Transport, Planning and Local Infrastructure

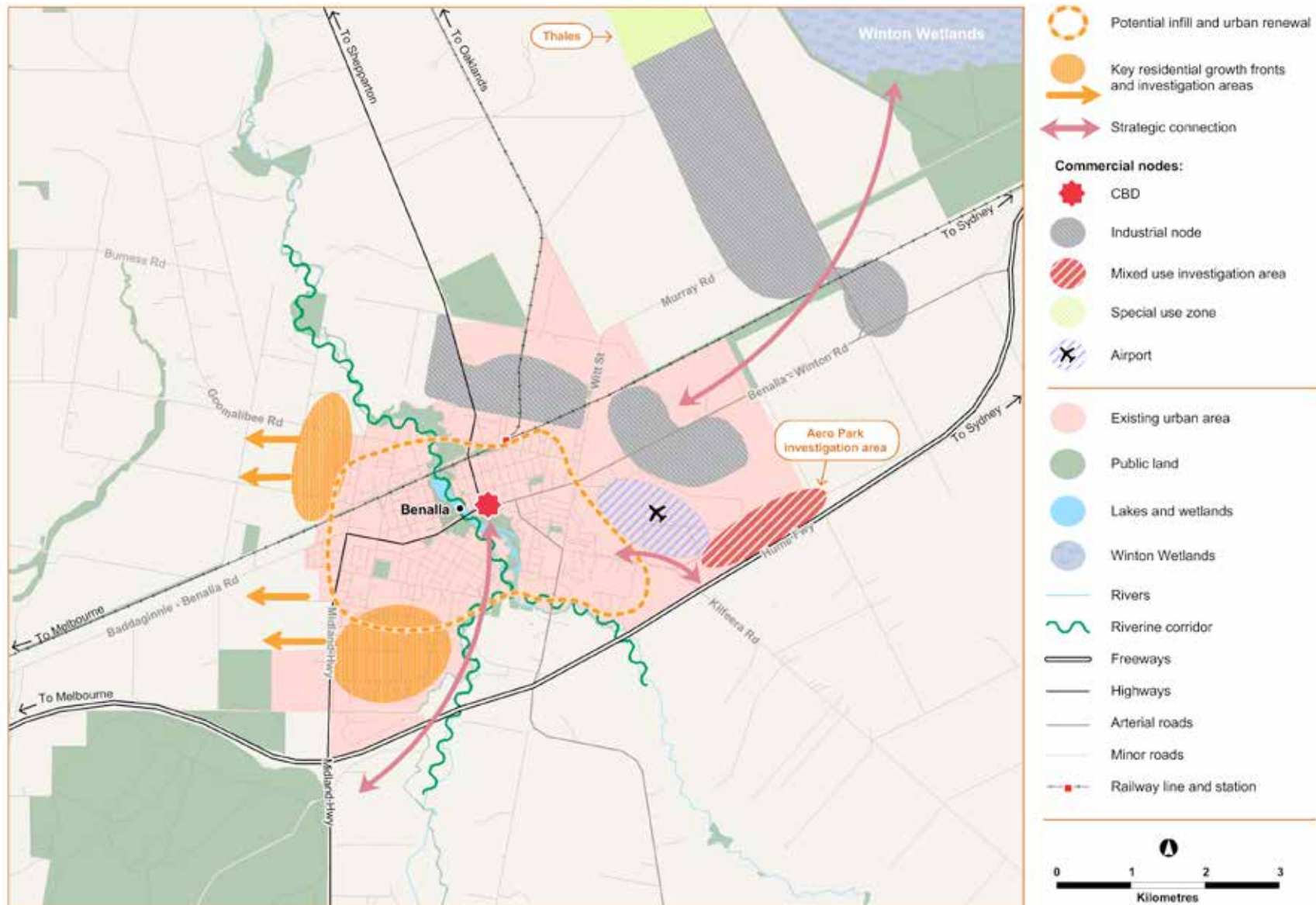


Figure 13: Wangaratta Urban Growth Framework



Source: Department of Transport, Planning and Local Infrastructure

Figure 14: Benalla Urban Growth Framework



Source: Department of Transport, Planning and Local Infrastructure

**ii) Goulburn Valley (refer to Figure 15)**

Major urban growth and development in the Goulburn Valley sub-region will be focused in the major regional city of Shepparton.

Results from the 2011 Urban Development Program, Regional Residential Report for the City Greater Shepparton indicate that:

- zoned land could potentially provide approximately 4000 residential lots
- a further 7400 further lots could be provided on land designated for future residential use
- approximately 100 infill lots were also available
- there is more than 15 years’ total supply of residential land stocks.

Future population growth in Shepparton will be accommodated in a number of key growth fronts. These growth fronts, and the potential number of people they could accommodate, are shown in Table 2.

**Table 2:** Growth corridors – Shepparton

Growth Corridor	No of lots	Population
Mooroopna West	1600	4000
North	1000	2700
North East	1700	3900
South	1400	3650
South East	1450	3350

Source: Greater Shepparton Council

Population growth will require significant infrastructure investment and expansion of employment opportunities. Shepparton is the fourth largest regional urban centre in Victoria and will continue as the primary urban centre

for the Goulburn Valley sub-region, but will also provide regional services and facilities to a wider catchment of some 230,000 people, including the Campaspe Shire area and southern Riverina in New South Wales.

Significant investment and support will be required for Shepparton and the Goulburn Valley to continue their development as a dynamic, investment-attractive and liveable city and region. Investment is required to meet current service demands and service levels expected of a regional city when compared to other regional cities, and to support future population growth in Shepparton and its catchment area.

Further planning is needed for new and upgraded social infrastructure, including health, education, justice, sport and recreation facilities. Such new and upgraded facilities will support the needs of regional communities and help to:

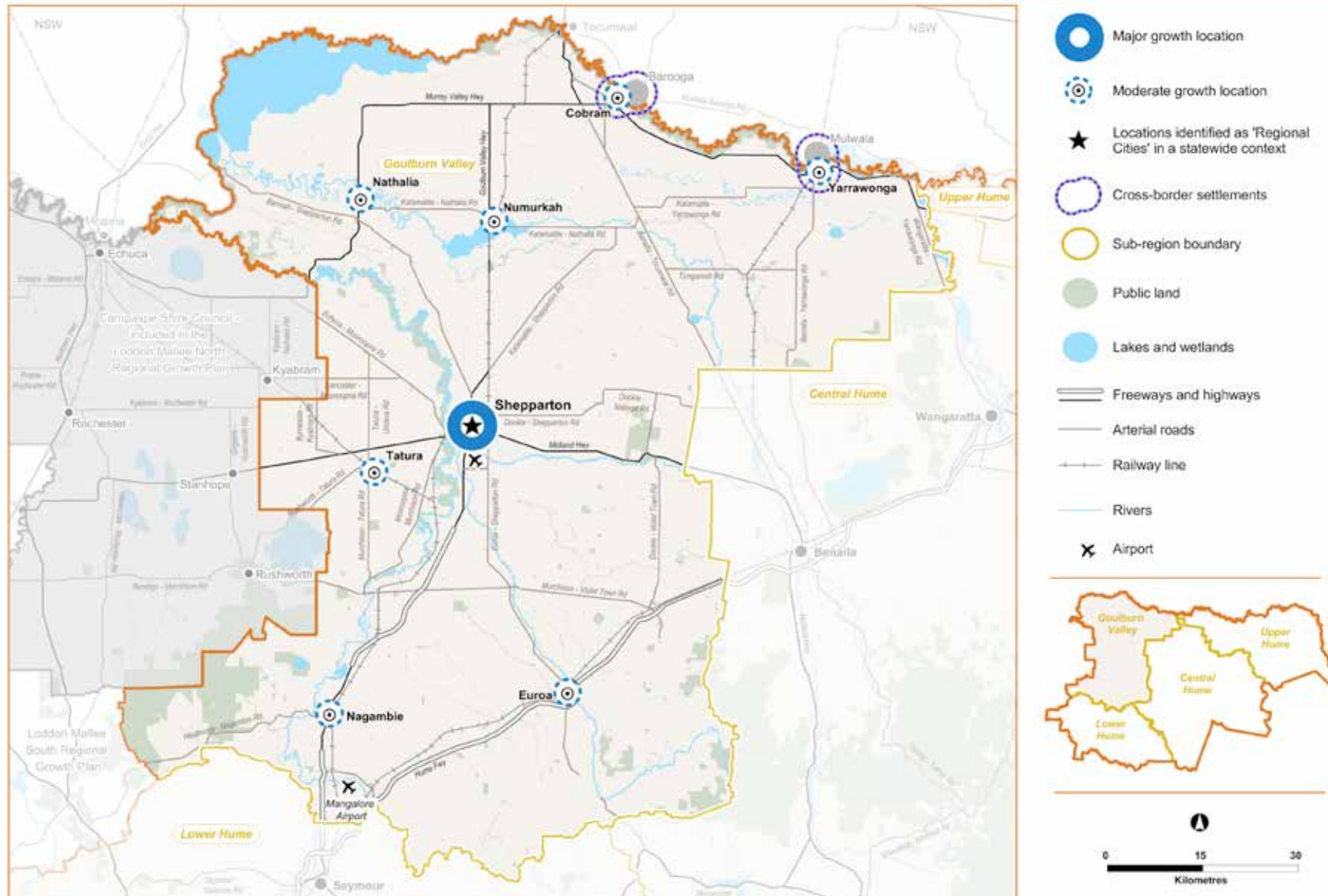
- provide additional service capacity to meet growing demand
- improve access to higher education and improve retention rates
- support a skilled workforce
- provide appropriate support services to culturally diverse communities and a significant Aboriginal population in Shepparton and the Goulburn Valley
- provide a catalyst for other redevelopment opportunities
- continue to strengthen and expand the already significant contribution that sport and events tourism makes to the regional economy.

Some infill and urban renewal opportunities exist in Shepparton.

Two preferred station locations for the potential high-speed rail (HSR) system between Melbourne and Sydney have been identified for the Hume Region. One of these preferred station locations is east of Shepparton. The establishment of this high-speed rail station could significantly enhance Shepparton’s regional role and growth potential.

The relationship between Shepparton and surrounding communities is important to provide these communities with access to employment and services in Shepparton.

Figure 15: Goulburn Valley – future urban growth



Source: Department of Transport, Planning and Local Infrastructure

Shepparton will continue to capitalise on and develop its role as a business, retail and services hub for the Hume Region. The nationally significant cluster of food manufacturing industries and transport and logistics providers in Greater Shepparton and the Goulburn Valley and its strategic location on the Goulburn Valley transport corridor (that links Melbourne and Brisbane) will continue to build and strengthen its role as a key Victorian and national logistics centre.

Transport and logistics related opportunities will be an important part of economic development of this sub-region. Investment in transport logistics, through the development of the GV Link project, will contribute to the state's freight and logistics capacity. Investment in the Shepparton Bypass and the Strathmerton Deviation are required to help achieve a more efficient transport network.

On-farm cool stores and packing sheds across the Goulburn Valley are being used as storage facilities for manufacturers, as a low-cost alternative to major consolidated investment in a freight and logistics precinct, such as the GV Link. These activities could lead to conflicts related to transport activity associated with these land uses. The development of the GV Link, providing a consolidated, fit for purpose site for such activities, would help address this land use issue.

Major industrial and commercial development opportunities will be strengthened in Shepparton as a result of population growth. The redevelopment of Shepparton's CBD will be an important factor in reinforcing its role as a regional retail and professional services centre.

Figure 16 is a conceptual urban growth framework for Shepparton and shows strategic opportunities for urban growth, including key growth fronts, commercial nodes, industrial nodes, key linkages and potential locations for infill and urban renewal.

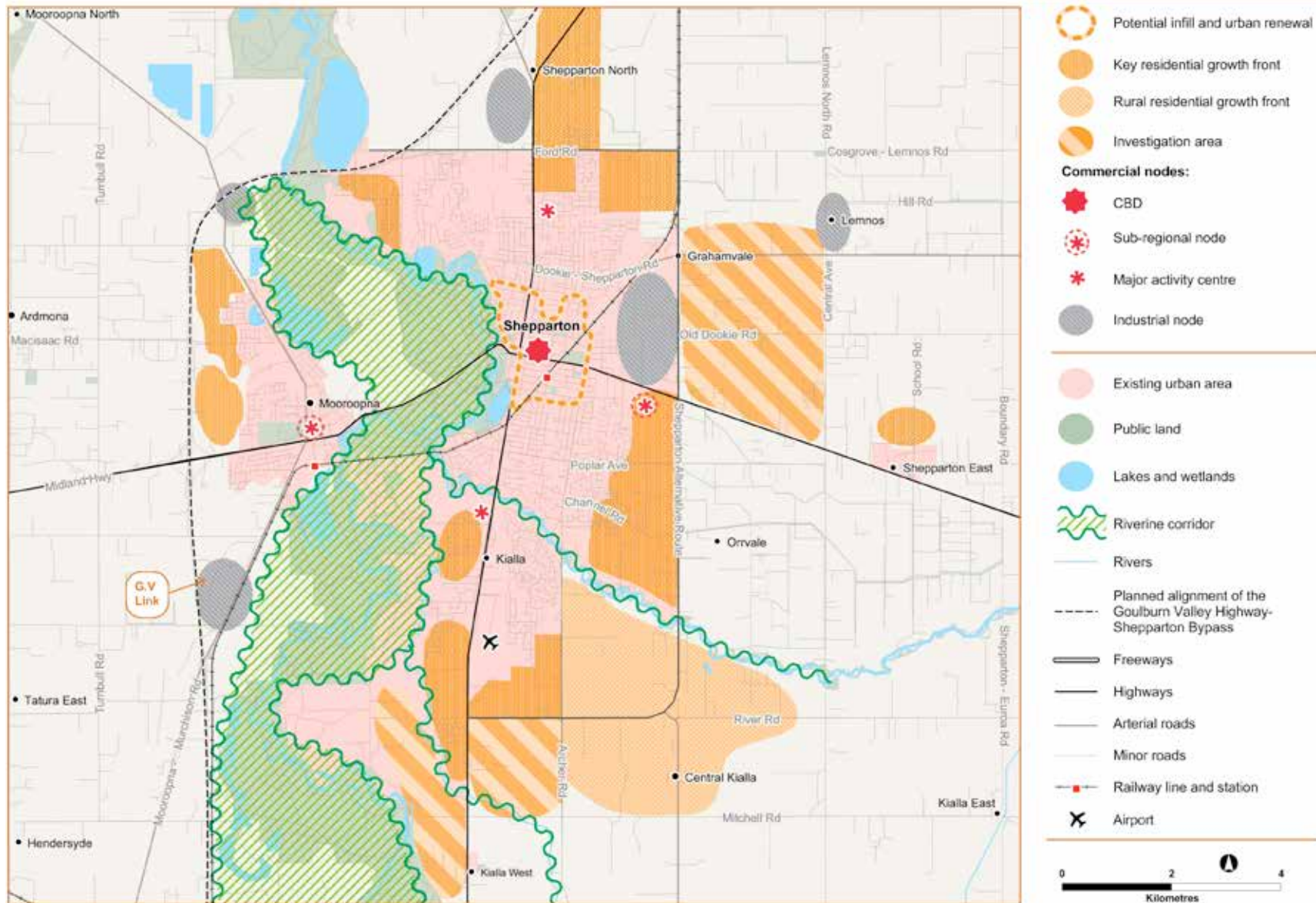
The Hume Strategy identifies Shepparton as the pre-eminent centre for population growth within the Goulburn Valley sub-region. Lack of public transport to Melbourne from the sub-region may be impeding competitiveness, investment attractiveness and liveability. Current passenger rail services between Melbourne and Shepparton are not comparable to that of the other regional cities and could be limiting business opportunities and access to education and services. This issue will need to be addressed, particularly considering the growth expected in Shepparton.

A number of other urban localities in the sub-region will continue to accommodate some growth including Tatura, Numurkah, Nagambie, Nathalia, Euroa, Yarrawonga and Cobram. Some of these locations offer natural attractions and lifestyle opportunities such as rural settings and access to significant water bodies. These towns will continue to support surrounding rural communities by providing services and access to services in larger urban localities. Some of these localities offer unique growth opportunities related to natural characteristics, but growth needs to be managed to protect environmental assets and values and limit exposure to natural hazards, especially bushfire and flood.

Cobram and Yarrawonga are located on the Murray River (Victoria-New South Wales border) and form part of the cross-border twin towns of Cobram-Barooga and Yarrawonga-Mulwala. These urban locations will continue to provide services to communities on both sides of the border. However, connections across the Murray River may need to be enhanced, particularly via a new bridge at Yarrawonga. Cobram is strategically located near the intersection of key transport routes linking Melbourne and Brisbane and Albury-Wodonga and Adelaide.

There is a strong relationship between the Goulburn Valley sub-region and the Campaspe Shire and linkages between settlements in these areas are important to continue to deliver services to the wider community.

Figure 16: Shepparton Urban Growth Framework



Source: Department of Transport, Planning and Local Infrastructure

### iii) Lower Hume (refer to Figure 17)

A key characteristic of the Lower Hume sub-region is its close proximity to the Melbourne metropolitan area and identified metropolitan growth areas. The northern expansion of metropolitan growth has been confirmed recently by the extension of Melbourne's Urban Growth Boundary to include parts of the Hume Region. The proximity of the Lower Hume sub-region to metropolitan Melbourne, and the strong transport linkages it has with Melbourne, have translated into significant growth pressures in this sub-region, particularly in those places closer to Melbourne on the Hume corridor.

Beveridge and Wallan are part of the Hume Region and are included in Melbourne's Urban Growth Boundary. Planning for growth and development in these locations is being undertaken as part of growth area planning and through the preparation of a new Metropolitan Planning Strategy. Significant metropolitan growth in Beveridge and Wallan may present future employment opportunities to communities in the Lower Hume sub-region outside the metropolitan area. The proposed Beveridge Interstate Freight Terminal may provide further employment opportunities.

In light of the growth expected in the southern part of Mitchell Shire and other strategic advantages, Seymour has been identified as an urban location that has the potential to accommodate significant change and develop into a significant employment centre over the next 30 years, accompanied by an increasing resident population. Seymour is located at the junction of the Hume and Goulburn Valley transport corridors and is serviced by regular passenger train services to and from Melbourne.

Seymour is also located close to Mangalore Airport, which is a potential key regional transport asset for the future. The town is located within the hinterland of Melbourne and has significant community and physical infrastructure available to accommodate growth. These advantages represent opportunities for significant economic development and the potential to build a strategic employment hub in the southern part

of the region. Further development opportunities will arise when the flood risk to Seymour's central area is substantially reduced, with the construction of a levee expected to be completed by 2020.

Seymour's role as a transit gateway between Melbourne and the Hume Region will be reinforced in the future. Seymour will continue to provide higher order services to regional communities in the Lower Hume sub-region but will require investment in upgraded and new physical and social infrastructure to support increased demand. As Seymour's employment develops and attracts new residents, investment in residential development and related infrastructure and services will also be required.

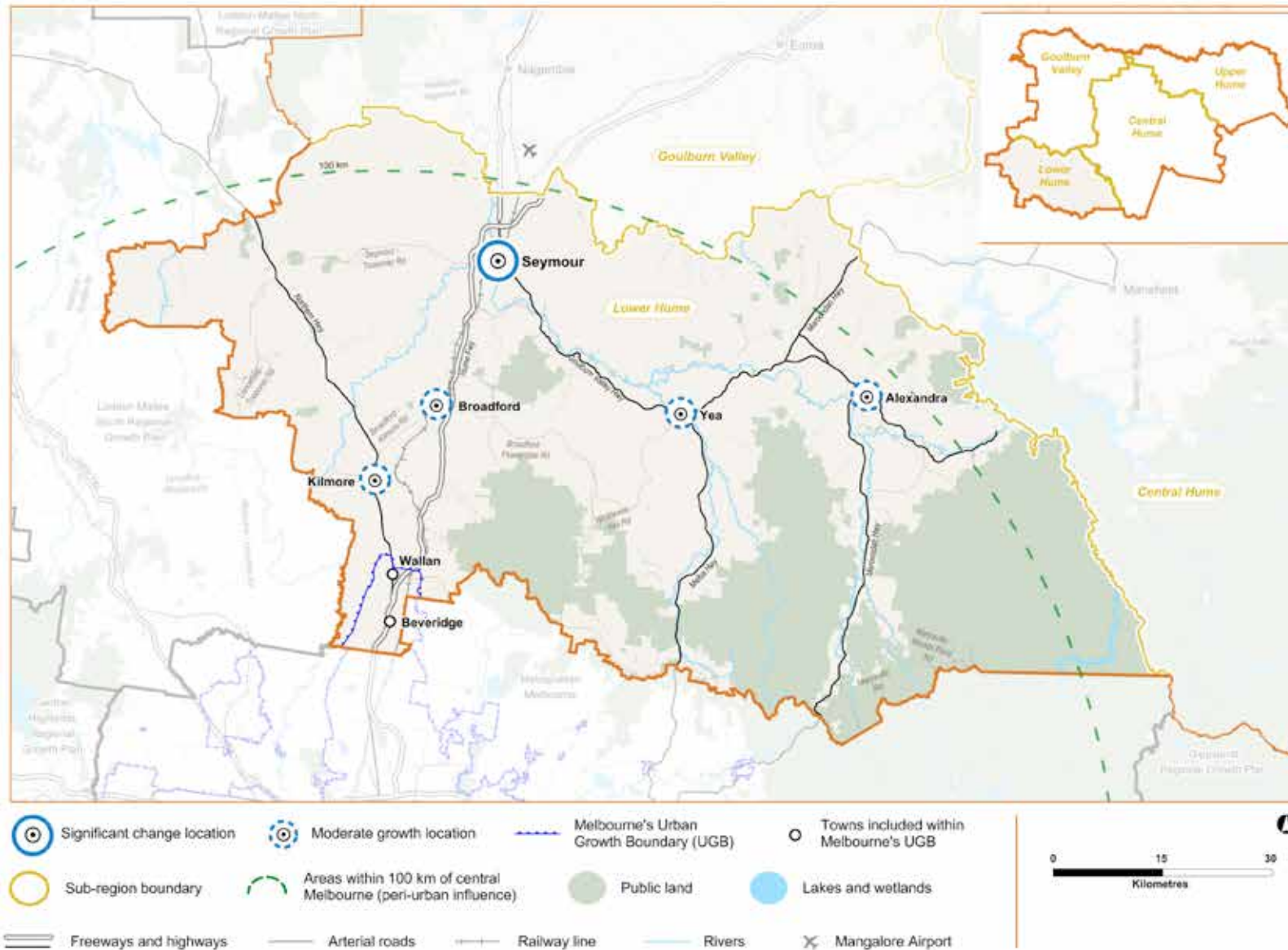
Current state planning policy for settlement within Melbourne's hinterland encourages development in 'selected discrete settlements within the hinterland of metropolitan Melbourne', and providing for development in Seymour could be considered to be in alignment with this policy direction.

Results from the 2011 Urban Development Program, draft Regional Residential Report for the Shire of Mitchell indicate that:

- there is the potential for 9190 lots to be created from land zoned for residential use or from infill. This would satisfy more than 15 years of future residential demand across the Mitchell Shire – North Statistical Local Area and nine years of future residential demand across the Mitchell Shire – South Statistical Local Area. Around 85 per cent of these lots are located in Wallan, Beveridge or Kilmore
- a further 36,899 lots can be provided on land designated for future residential use, providing a sufficient supply of land to satisfy more than 15 years of projected demand across the Mitchell Shire – South Statistical Local Area. There is no future identified residential stock within the Mitchell Shire – North Statistical Local Area (including Seymour).

Figure 18 is a conceptual urban growth framework for Seymour depicting strategic opportunities for urban growth, including commercial nodes, industrial nodes and key linkages.

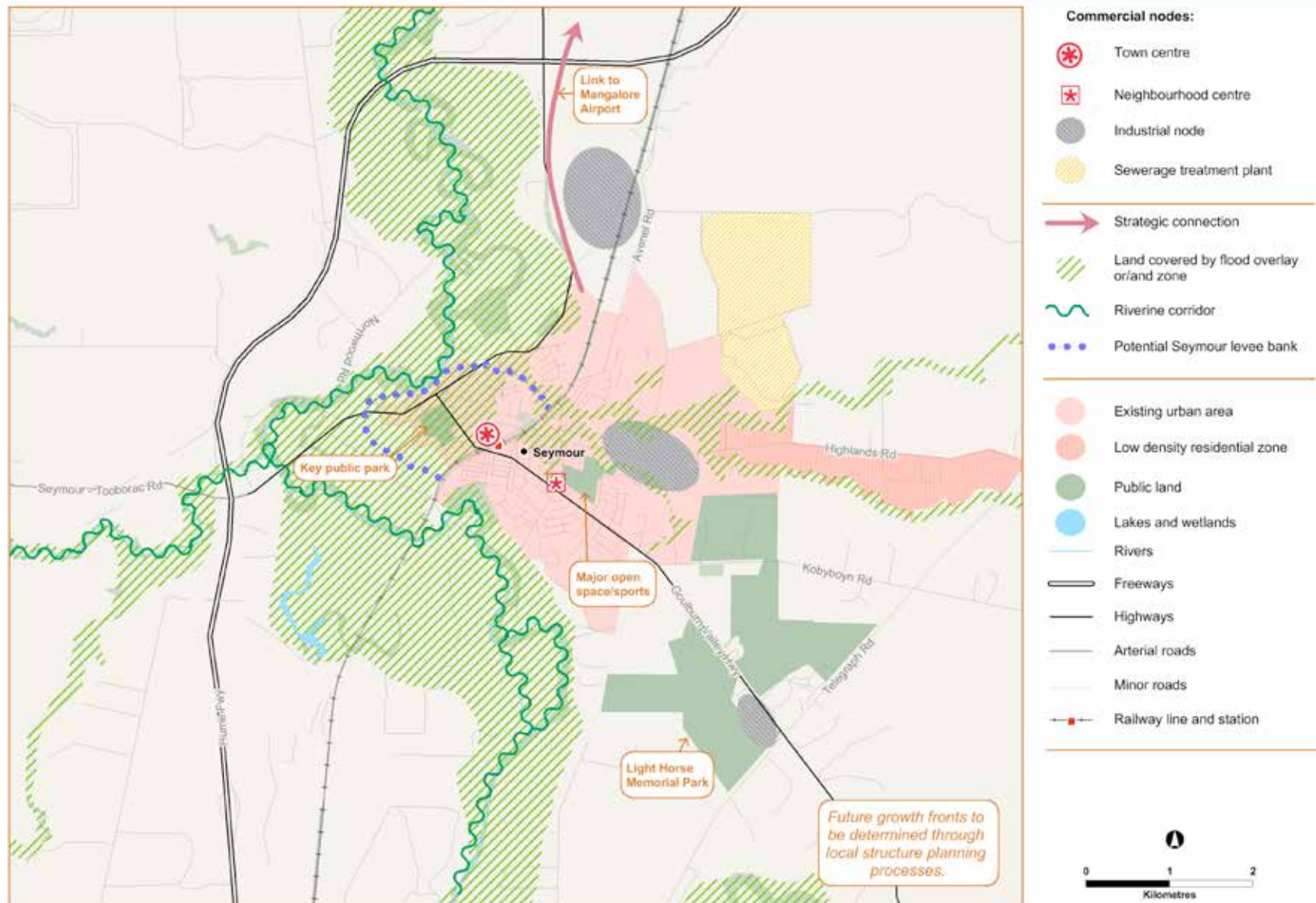
Figure 17: Lower Hume – Future urban growth



Source: Department of Transport, Planning and Local Infrastructure



Figure 18: Seymour Urban Growth Framework



Source: Department of Transport, Planning and Local Infrastructure

Considering Seymour's potential to accommodate significant change and the lack of land identified for future residential development, strategic land use planning will be needed for this town.

Other non-metropolitan urban locations in this sub-region that are expected to support growth include Yea, Alexandra, Broadford and Kilmore. These places could attract growth due to their proximity and access to Melbourne and Seymour, and the availability of developable land and existing infrastructure. Some of these localities offer unique growth opportunities related to natural characteristics and in some instances growth occurs due to the lifestyle offered and despite constraints. Growth needs to be managed to protect environmental assets and values and limit exposure to natural hazards such as bushfire and flooding.

The relationship between these urban locations and Seymour will be important to provide access to employment and services. This is particularly relevant for Yea and Alexandra as Seymour will also be a public transport access point to Melbourne for these communities. Strengthening linkages between these urban locations will enhance these relationships. Yea and Alexandra are located on the Maroondah and Melba Highways, which are important transport links between Melbourne and the region.

The established townships of Yea and Alexandra have the capacity to accommodate population growth. These locations and surrounding areas are well serviced by infrastructure, including major road networks providing access to and from the region. These areas offer attractive settings in relatively close proximity to Melbourne, which draws both residents and visitors, particularly considering the transport linkages through this area connecting the main transport corridors in the western part of the sub-region with the natural assets in the east.

The extension of Melbourne's Urban Growth Boundary to include Beveridge and Wallan in the southern part of Mitchell Shire is likely to create further growth pressures on urban and rural locations outside Melbourne's Urban

Growth Boundary, such as in and around Broadford and Kilmore. Broadford and Kilmore will support surrounding rural communities by providing services and transport nodes to enable access to services in larger urban centres.

Communities in and around Broadford, Kilmore, Yea and Alexandra will have access to higher order services in Melbourne and Seymour. Growth in these locations is expected to be moderate and may gain further momentum as Seymour develops into a significant regional employment centre. Pressure for rural residential development in non-urban areas within commutable distance from metropolitan Melbourne will also need to be managed.

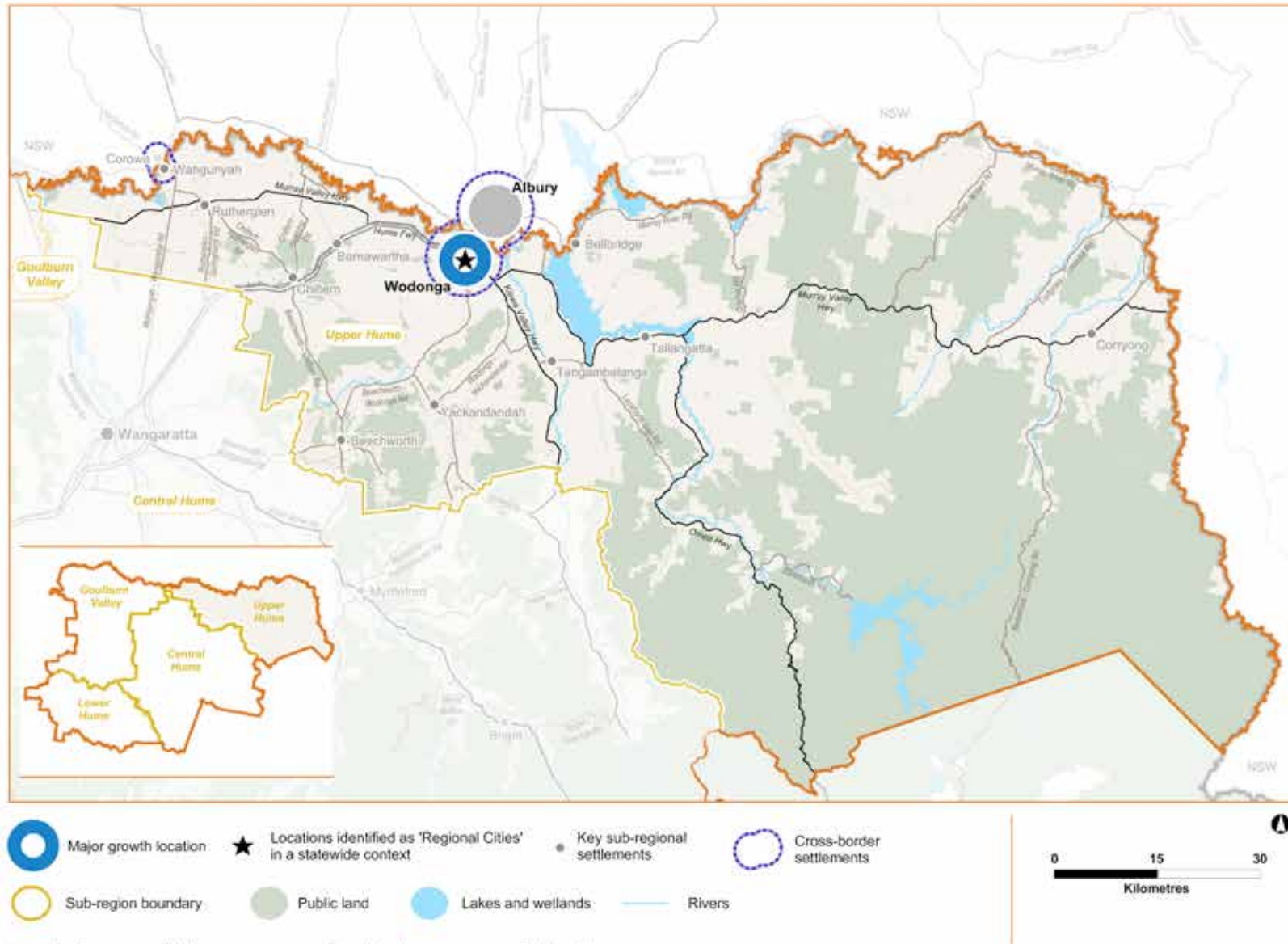
#### iv) Upper Hume (refer to Figure 19)

Major urban growth and development in the Upper Hume sub-region will be focused in the major regional city of Wodonga. This recognises the existing capacity of Wodonga to accommodate future growth and the extensive local strategic land use planning already undertaken for such growth. This planning aims to ensure that while Wodonga continues to experience significant growth, it also has the capacity to accommodate this growth with significant areas of serviced land ready for residential, commercial and industrial development.

Population growth in Wodonga will be accommodated in seven existing growth fronts to the west and east of the city, and medium- to long-term growth will be focused in the Leneva-Baranduda growth area, which will accommodate up to 35,000 people over the next 20 to 50 years.

Infill and urban renewal opportunities exist in Wodonga, particularly in the current CBD and on existing VicTrack land in and around the CBD.

Figure 19: Upper Hume – Future urban growth



Source: Department of Transport, Planning and Local Infrastructure

Results from the 2009 Urban Development Program, Regional Residential Report for the City of Wodonga indicate that:

- approximately 7400 residential lots could be provided on land zoned for residential use
- a further 23,600 lots could be created on land designated for future residential use
- approximately 1200 infill lots were also available
- there is more than 15 years' total supply of residential land stocks.

Wodonga will continue to be an economic leader in the Hume Region and capitalise on its strategic location at the junction of major transport routes – the Hume Corridor linking Melbourne and Sydney and the Murray Valley Highway linking to Adelaide. Wodonga will be the major employment centre for the Upper Hume sub-region and will continue to be a major economic driver within the region and beyond. Existing major industrial and commercial development opportunities will be strengthened in Wodonga including:

- LOGIC, Wodonga's freight logistics precinct (more than 600 hectares of zoned industrial and business land providing 20 years' land supply for large-scale employers) at the junction of the Hume Corridor and Murray Valley Highway, which has already received \$140 million of private investment
- redevelopment of Wodonga's CBD and new commercial developments associated with future growth areas.

Two preferred station locations for the potential high-speed rail system between Melbourne and Sydney have been identified for the Hume Region. One of these preferred station locations is at Barnawartha North close to the LOGIC freight activity centre. The establishment of this high-speed rail station could significantly enhance Wodonga's regional role and growth potential.

Investment in physical and social infrastructure will be needed to support Wodonga's critical role as a growing commercial, industrial and service hub for the Upper Hume sub-region, particularly in education, health,

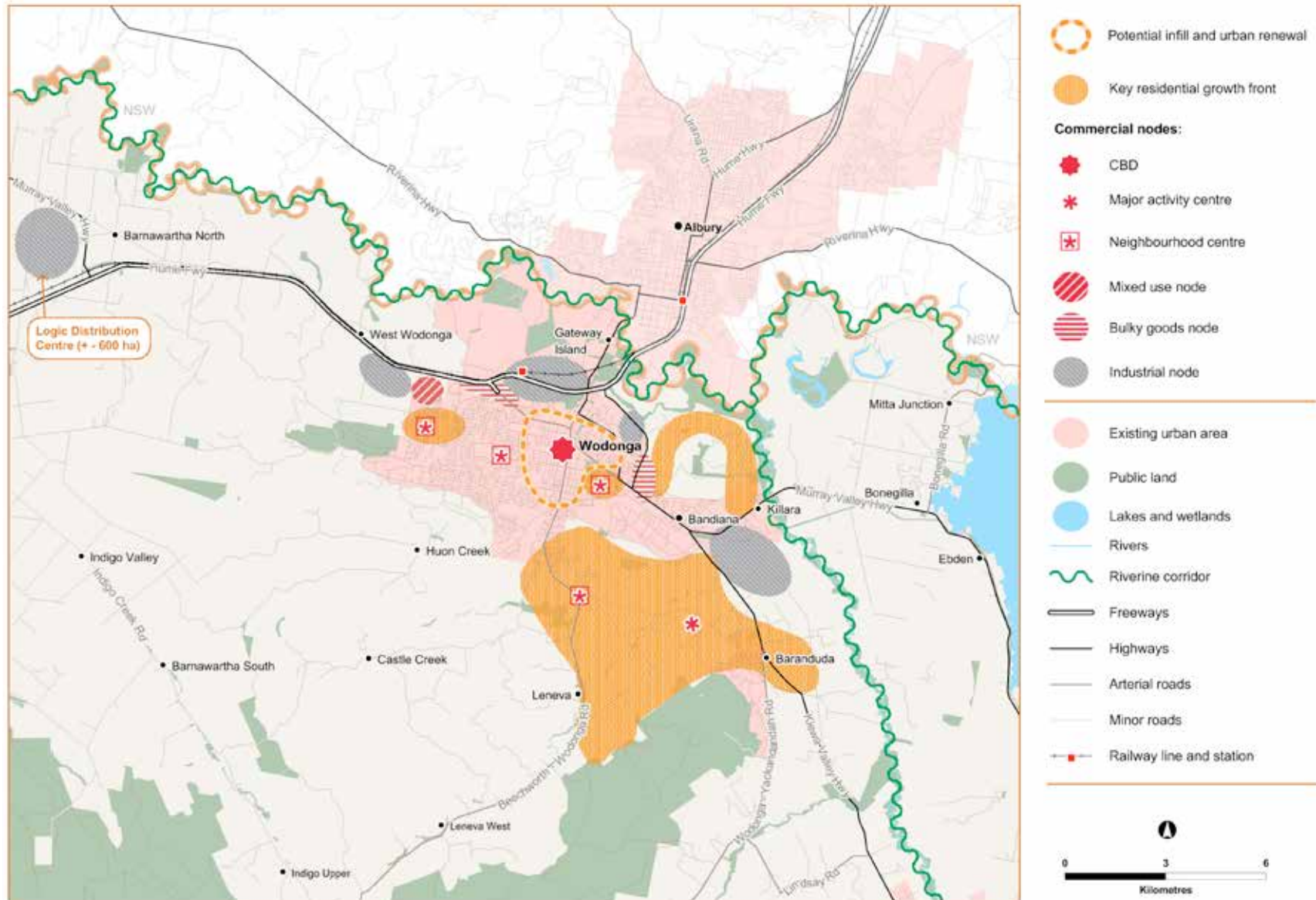
manufacturing, defence, professional services and retail. Wodonga also has the potential to be a significant hub for sporting events, with the opportunity to build on its strong arts and cultural sector and tourism attractions, such as the Bonegilla Migrant Centre, Gateway Island and the cultural precinct in its CBD.

The relationship between Wodonga and surrounding communities will be important to provide access to employment and services. Strengthening linkages between Wodonga and other urban locations in this sub-region will enhance this relationship.

Figure 20 is a conceptual urban growth framework for Wodonga showing strategic urban growth opportunities including key growth fronts, commercial nodes, industrial nodes, important linkages and potential areas for infill and urban renewal.

The combined urban area (conurbation) of Albury-Wodonga is recognised by the Australian Government as one of the country's 18 major cities. This plan acknowledges the influence of Albury-Wodonga in the Upper Hume sub-region, and the Hume Region more broadly, and embraces the advantages that flow from it. Albury-Wodonga functions as a single economic zone, with employment, investment and services accessed across both locations. Both Albury and Wodonga are expected to grow significantly in the future and both councils are planning for major expansion of their urban areas. Albury-Wodonga offers a range of higher order regional services and facilities to a wider catchment of some 180,000 people. These services and facilities include universities, hospitals and transport facilities, including an airport with commercial flights to Melbourne and Sydney. Such higher order services and facilities in Wodonga will support the strong level of residential growth that is already approved and planned for over the next 20–50 years.

Figure 20: Wodonga Urban Growth Framework



Source: Department of Transport, Planning and Local Infrastructure

While Wodonga provides some lifestyle opportunities in many of its neighbourhoods, such as Baranduda, Bonegilla and Leneva, settlements in areas surrounding Wodonga, such as Barnawartha, Beechworth, Bellbridge, Chiltern, Rutherglen, Tallangatta, Tangambalanga, Wahgunyah and Yackandandah, will continue to provide additional lifestyle opportunities. This demand is linked to attractive settings in rural areas, near water bodies, in areas with scenic amenity or in heritage towns, as well as to financial considerations such as cheaper land. These communities generally have good access to employment and higher order services in Albury-Wodonga. Corryong offers some growth opportunities as it provides a range of infrastructure and services to a relatively large catchment extending into New South Wales. The strong links between Albury (in New South Wales) and the Bethanga Peninsula (in Victoria) area may influence future development in this area. Growth in these locations should be managed to protect environmental assets and values and limit exposure to natural hazards, especially bushfire and flooding.

The Kiewa Valley Highway provides a strong link between Albury-Wodonga and settlements in the Kiewa Valley, including those settlements located in this valley but not included in the boundaries of the Upper Hume sub-region such as Mount Beauty-Tawonga South.

#### **b) Foster the sustainability of small settlements**

Other urban locations not nominated for targeted growth are also an important part of the Hume Region. The majority of these locations are expected to experience incremental growth, which will be managed through planning at a local level. They will continue to play an important role in supporting agriculture and tourism and providing a diverse array of residential and lifestyle opportunities. Incremental growth will support the sustainability of these communities.

Changes in agricultural production methods have resulted in declining employment on farms and reducing numbers of farmers. This combined with recent trends towards clustering of agricultural services and industries

in major regional centres have led to a loss of employment opportunities in small towns. Young people are likely to continue to migrate to regional centres and metropolitan areas, resulting in decreasing populations and increasing average age levels in small towns in rural Victoria. The populations of some of these small towns, and the rural balance populations supporting these towns, are decreasing in some parts of the region.

In some instances the sustainability of these communities will need further support, especially where populations have declined. Communities will need to be resilient to enable them to adapt to future changes such as those in the economy, demographics and climate.

The resilience and sustainability of some small settlements could be supported by capitalising on assets such as heritage, liveability, amenity, environmental significance and/or the ability to provide specialised services and products. Community infrastructure should be designed to respond to changing needs over time. Transport connectivity with larger urban centres, reliable telecommunication services and opportunities provided by technology, such as the National Broadband Network, could also support the resilience and sustainability of small settlements.

Some smaller settlements are experiencing demand for growth and development, but the lack of infrastructure in these locations, for example reticulated water and sewerage systems, may limit growth options. Providing infrastructure to support growth in such locations needs further consideration.

The Understanding Small Settlements in Victoria report<sup>9</sup> focuses on land use planning responses that support the adaptation and build the resilience of smaller settlements. Strategies recommended in the report are consistent with the directions of this plan. Further detailed work will be needed, based on the recommendations of the report, to identify appropriate measures to develop and support resilient small settlements in the Hume Region.

<sup>9</sup> The Understanding Small Settlements in Victoria report was prepared for the Department of Transport, Planning and Local infrastructure as an input to regional growth plans, to gain a greater understanding of the role and function of smaller settlements in a changing environment.

### 13.3 Other settlement directions

#### a) Provide a consistent approach to strategically plan for rural residential uses

Parts of the Hume Region are attractive for rural residential uses ('rural lifestyle settlement'). Areas of higher amenity – such as land close to lakes and waterways, undulating countryside, or locations with views – are particularly popular for this type of settlement. The Hume Region's tourism product – including ski fields, lakes, rivers, food and wine, outdoor recreation, arts and culture and heritage – provide a strong motivation to relocate or establish a holiday home in the region.

Management of rural land use will become increasingly important as the regional economy diversifies and the pressure for development in rural areas increases.

There are two broad areas that have attracted a large proportion of rural settlement due to their amenity and proximity to tourism product. These are:

- Goulburn River High Country
- the north-east.

Most of the rural residential activity in the region has occurred in areas with high amenity but relatively low quality agricultural land. However, there are a few key areas of conflict between strategic agriculture and rural residential activity, most notably in the King Valley, Ovens Valley and in Nagambie.

While demand has been consistently strong for rural lifestyle properties in these areas, there has been an inconsistent approach to planning for rural lifestyle settlement across the Hume Region. Some municipalities have set aside significant areas of land for rural residential settlement and others have provided very little.

A consistent approach to planning for rural residential uses is needed to ensure the location of these uses considers regional assets, such as agricultural land and natural resources, sustainable settlement patterns

(including the cost of providing and maintaining services and infrastructure) and natural hazards, such as bushfire and flood. Sufficient areas of appropriately zoned land should be provided in strategic locations to help reduce development pressure on agricultural areas and accommodate a range of lot sizes.

#### b) Provide for a mix of housing types in appropriate locations

In the Hume Region, detached dwellings are the predominant housing stock and there is a lack of diversity to accommodate different types of households. Parts of the region are experiencing a shortage of rental supply and seasonal accommodation. This is particularly relevant in alpine areas as well as those areas requiring seasonal workers associated with agriculture and for professionals seeking both short-term and permanent accommodation. An older demographic structure means there is likely to be a greater number of households with one or two people, and as a result more dwellings are needed to accommodate a given population.

Low income households can often be attracted to areas where housing is cheaper. However, some of these areas tend to have poor access to community facilities and public transport, which can mean the cost of living (apart from housing) is higher than in better-serviced areas. People may suffer housing stress if their incomes do not keep pace with increases in mortgages, house prices or rents and other costs. Residents in low service areas may also be at risk if their needs for services change with age or infirmity, or if they want to seek employment. In addition, low income households living in or attracted to more remote areas may become trapped in a very low value housing market.

To help address these issues, new housing developments, particularly in the identified key settlements, must include a variety of diverse and affordable housing options for all income levels. These include different dwelling types, sizes, designs and densities to offer greater housing and lifestyle choices to meet the needs of a changing demographic profile. The provision of sustainable, innovative and flexible housing options will

be supported, and will also allow for 'ageing in place'. This will necessitate a number of agencies working together to maximise opportunities to increase the supply of appropriate and affordable housing.

The region will need a mix of housing types that are located close to commercial centres, employment and community, education, recreation and entertainment facilities. For larger urban settlements, mixed density development located outside central areas should be located near public transport services to provide access to these facilities. This could also help accommodate an ageing population and address disadvantage.

In some areas, opportunities should be considered to establish a more compact urban form with a complementary mix of land uses to allow people to work, live and play in the same area, minimising environmental impacts, increasing use of infrastructure and public transport and reducing dependence on private vehicles.

### **c) Maintain and enhance the distinctive character of key settlements**

Urban settlements in the region generally have distinctive town characters, which contribute to the overall character and identity of the Hume Region. Maintaining and enhancing urban character will contribute to the liveability of urban centres and the region as a whole. Opportunities for each urban location to build on and further develop its identity and complementary role in the settlement network will be identified as part of local planning processes.

### **d) Recognise and plan for the influence of cross-border settlements**

Parts of the region along the Murray River (the New South Wales border) are influenced by settlements on the New South Wales side of the river. In some instances these towns are part of cross-border settlements such as Albury-Wodonga, Cobram-Barooga, Corowa-Wahgunyah and Yarrawonga-Mulwala. These settlements are often interdependent and provide services and facilities to communities on both sides of the river. These cross-border

relationships are also important from an economic point of view as they have larger, relatively diverse economies when considered as combined settlements and not in isolation from each other.

Of these settlements, Albury provides a significant economic gateway to New South Wales and creates opportunities for Wodonga to leverage off this broader economic conurbation. The draft Murray River Settlement Strategy is being prepared to address the challenges faced by, and the opportunities available to, settlements along the Murray River corridor. Preliminary strategic directions from this strategy have been considered in the development of this plan. Consideration should be given to the implementation of these measures as part of future strategic land use planning processes.

### **e) Plan for hinterland (peri-urban) areas**

#### **Melbourne's peri-urban influence**

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 predominately rural area includes key urban settlements and townships that face particular pressures for growth and change. Melbourne's peri-urban influence extends into the southern part of the Hume Region to include most of the Lower Hume sub-region.

Melbourne's 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 Table 3). These land assets provide some of the most basic needs, which more than 5 million Victorians rely on every day, such as quality air and water, food, fibre, and building materials for homes and roads. The unique natural, cultural, and recreational assets of Melbourne's peri-urban regions provide great economic opportunities. This is a significant strength for the state, providing opportunities to maximise the 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, quality of life and environmental strengths. Considered land use planning will help ensure the continued enjoyment of the benefits that this area provides.

The proximity of the peri-urban region to Melbourne and high standard of road and rail infrastructure reinforces 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 such as those from bushfire 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 Melbourne's peri-urban region. The regional growth plans include high level urban growth frameworks for key towns and cities. In the Hume Region, Wallan and Beveridge are located within Melbourne's Urban Growth Boundary and are identified for significant growth. Further north, Seymour has been identified as a significant change location. Moderate growth opportunities are identified for Kilmore, Broadford, Yea and Alexandra (see Section 13.2).

The government, in partnership with councils, will work to provide specific statements about Melbourne's 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, providing stronger and clearer guidance for making land use planning and development decisions in the peri-urban region, particularly where trade-offs between competing land uses are required.

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 Melbourne's 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, provide a strong foundation for preparation of statements about Melbourne's peri-urban region.

#### Other hinterland areas in the region

Larger cities in the region, including Albury-Wodonga, Shepparton and Wangaratta, have their own hinterland (peri-urban) areas. There is a need to develop a clear understanding of the growth and change in dynamics of settlements and drivers of housing choice within hinterland areas in order to establish a clear and consistent approach to managing and directing growth to appropriate places.

Particular attention will be needed to manage the demand for rural living in these areas to ensure that the benefits gained outweigh any disadvantages that may result. This will require greater clarity of objectives for both settlements and other rural activities, which can assist local authorities in making planning decisions. The principles derived from the proposed coordinated approach to planning for Melbourne's peri-urban regions could be applicable to the hinterlands of major regional centres.

**Table 3:** State significant land uses present within Melbourne's peri-urban region

	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-efficiencies 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 region 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 place and culture.
	Parks/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.
Cultural	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.

## 14. Regional infrastructure

*The Hume Strategy aims for an integrated network of efficient and high functioning transport systems to provide for a mobile region. It also aims for access to services, facilities and other opportunities to support more healthy, vibrant and resilient communities.*

Transport and other forms of infrastructure will be critical to cater for projected future growth in the Hume Region. Infrastructure will be required to support growth in both settlements and the economy. Investment in physical and social infrastructure needs to be strategically planned and coordinated, particularly in key growth locations identified in this plan and existing development areas.

The timely provision of infrastructure and services is required to support future growth and change of the 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.

### Overall approach

Considering the vision and principles established in Part B of this plan, the Hume Strategy and other regional factors the overall approach is to **support the improvement of people and freight movement and plan strategically for future infrastructure needs**. Future directions to achieve this are discussed below.

### 14.1 Transport networks

#### Statewide context

The transport system is a facilitator of economic and social activities. Local transport and internal town and city activities are addressed in municipal and local plans. Urban design and place-based integration with land use is the role of local government. Region-wide and inter-regional transport systems and infrastructure are considered as part of this plan.

The regional economy relies on an effective freight system including connectivity to the national system. Regional connections to port facilities in Melbourne and other hubs such as Portland, Geelong and Hastings are essential. Airport facilities include those at Melbourne Airport, Avalon Airport and regional airports.

The integration of major logistics and freight precincts in the region, in conjunction with the transport network, has been considered with a view to the long-term freight demand of the Hume Region. This plan seeks to optimise freight-related activities and support efficient and effective operations. It seeks to achieve efficiencies and apply sustainable practices while achieving economic and social benefits. The use of airports now and for the next 30 years has also been considered, along with appropriate land use and buffers around these critical facilities.

People living in and visiting the region undertake a variety of activities locally and within other parts of Victoria. The plan seeks to ensure residents have access and connectivity in their region for work, services, education or leisure. Long-term access patterns are matched to population, current planned infrastructure, anticipated service demands and identified employment locations. The plan provides directions for meeting these long-term needs in response to growth and change.

The transport network is a critical facilitator supporting regional growth. Strategic decisions regarding growth will need to be aware of transport constraints and opportunities. The plan recognises the importance of maximising the availability of sustainable transport options to support social and environmental objectives.

### Regional context

The interstate links of the Hume corridor and the Goulburn Valley corridor provide the backbone of the transport network in the Hume Region. These corridors have major highways and railway lines that run in parallel and provide for people and freight movement. Future investment opportunities should be focused around existing and proposed development that can take advantage of these strategic networks. The two most populous settlements in the region, Shepparton and Wodonga, are located adjacent to the Goulburn Valley corridor and the Hume corridor, respectively. Other large settlements such as Wangaratta and Benalla are also located adjacent to the Hume corridor. The corridors converge at Seymour, providing a strategic advantage for the town, and then become one route into Melbourne for both road and rail.

While the Hume and Goulburn Valley transport corridors have a north-south alignment, key east-west road linkages such as the Maroondah Highway, Midland Highway, Murray Valley Highway, Great Alpine Road and the Omeo Highway to Gippsland, serve an important regional function. The Murray Valley Highway also links the region to South Australia and New South Wales.

The Australian Government is undertaking a strategic study regarding the implementation of high-speed rail on the east coast of Australia. Phase 2 of the study depicts a preferred alignment for the high-speed rail system between Melbourne, Canberra, Sydney and Brisbane through the region. The study also recommends two station locations within the Hume Region, one west of Albury-Wodonga (north of the Hume Freeway/

Murray Valley Highway interchange), and one east of Shepparton (along the Midland Highway). Key stakeholders in the region, such as the Hume Regional Development Australia Committee and the Hume Regional Management Forum, support a route alignment through the Hume Region and associated stations. The progress of this potential project should be considered as part of future reviews of this plan.

The Hume Region has a number of regionally significant airports. Land use around these and other transport assets, such as road and rail routes and freight and logistics precincts, will need to be managed to protect their future operations.

Freight and people movements have differing needs, requiring differing solutions. The future directions of the transport network have to be considered with this in mind. It will be important to enhance and build on existing infrastructure to ensure access and connectivity. Current policy, local and regional strategies and projects being investigated, planned and implemented will all contribute to and support future growth.

### a) Improve transport network capacity

Existing transport infrastructure in the Hume and Goulburn Valley corridors can be harnessed and enhanced to support a strong and diverse regional economy. The capacity of specific road and rail links will need to be upgraded in the future to meet growing demands for local, regional and interstate freight movements. Freight and logistics precincts, including the existing facility at Wodonga (LOGIC) and a new facility at Shepparton (GV Link), may help improve network capacity for freight movement in the region and beyond.

In addition, as key locations in the Hume Region grow, there may be a requirement to mitigate traffic issues associated with growth such as heavy freight congestion in major urban centres. This will require investment in key infrastructure to support efficient movement of passenger and freight transport.

Opportunities for improving network capacity include:

- the east coast high-speed rail system
- maximising the use of existing infrastructure
- new roads, bypasses of towns and inner town centres and associated link roads (the Shepparton Bypass, the Kilmore/Wallan Bypass and Strathmerton Deviation are specific examples)
- expansion of road space such as widening, sealed shoulders, duplication and clearways
- improved walking and cycling links
- improved public transport and associated facilities to meet demand
- enhancements to rail services, which potentially could include additional passing loops.

#### **b) Ensure access and connectivity**

Access and connectivity for both people and freight will be crucial for the future of the regional economy.

For example, improving and modifying the network of public transport services to better meet market needs, such as improving the frequency of passenger rail to Melbourne from Shepparton that could significantly contribute to regional growth, investment attractiveness and liveability. Moreover, infrastructure provision such as the Shepparton Bypass, the Strathmerton Deviation and a Kilmore-Wallan Bypass could help alleviate congestion within urban environments. This would allow for greater use of high productivity freight vehicles and contribute to improved liveability in existing and new urban areas such as the CBDs of Shepparton, Kilmore and Wallan. Enhancements to the region's major transport routes, particularly east-west links, will be important to ensure continued access and connectivity to towns and markets for freight commodities within and outside the region.

Improved access could further realise higher growth potential as the Hume Region becomes more attractive for people wishing to relocate to the region. However, not all areas will grow. Ensuring smaller communities have access to resources will be critical as the demography of the region changes over time. Transport, such as expanded community transport, between these communities and larger urban settlements and outreach services taking resources to people may help to achieve this aim.

Opportunities for enhancing access and connectivity over the short, medium and long term include:

- constructing bypasses, such as the Kilmore-Wallan and Shepparton bypasses (and associated Strathmerton Deviation)
- improving cross-border connections, such as improving river crossings and providing new river crossings (for example a new bridge at Yarrowonga)
- improving links from the region to international gateways, interstate gateways and hubs
- improving links within the region and to cities outside the region such as Melbourne, other Victorian regions, interstate capitals and regional cities
- strategically improving local road access to the national freight network
- addressing rail network constraints such as multiple gauges and curfews
- the east coast high-speed rail system
- improving and modifying the network of public transport services to better meet market needs, such as passenger rail services between Shepparton and Melbourne
- improving accessibility, such as cycle access and *Disability Discrimination Act 1992* compliance on public transport.

**c) Provide a safe, reliable and resilient network**

Parts of the Hume Region are in close proximity to New South Wales, Melbourne and other Victorian regions, providing opportunities to access different, and in some cases higher order, services and facilities. For example, many people travel to Melbourne for healthcare and in Albury-Wodonga there is a reciprocal agreement that provides a single public health service, available to residents of either state. Hospital facilities in Shepparton, Albury-Wodonga and Wangaratta provide higher order services to the wider region, including southern New South Wales in some cases, and therefore need to be accessible. Travel to these centres for healthcare services depends on appropriate transport links.

The current rail line in the Hume corridor between Wodonga and Seymour has recently been upgraded to standard gauge. However, further work is required to improve passenger rail services on this line, including improved reliability of services, and to ensure that the network, providing critical linkages, is safe, reliable and resilient into the future.

Freight operations are likely to change in the future. Vehicle and fleet characteristics, such as the trend towards higher-volume freight vehicles, may mean that small local roads cannot cope with the traffic required to take products to processing or export locations. Maintenance funding and weight restrictions may need to be reviewed into the future to accommodate these types of changes.

A network that is safe and able to stand up to major disruption will help ensure ongoing connectivity with other parts of the state and Australia.

Opportunities for providing a safe, reliable and resilient transport network include:

- contingency plans for major disruption, such as flood and bushfire
- maintenance and improvement of rail and road networks to appropriate standards, incorporating the need to minimise the impacts of natural hazards and risks such as bushfire and flood

- recognising that changing vehicle/fleet characteristics and numbers of vehicles will impact on roads, including local roads, which may not be fit for purpose for increasingly larger vehicles serving regional industries
- removing network constraints, such as weight and size restrictions
- safeguarding transport and tourism routes for continued future use
- improving the network of rest areas
- improving the reliability of passenger rail services between Wodonga and Seymour
- providing alternative routes to regional cities.

**d) Develop freight and logistics precincts**

The development of a potential freight and logistics precinct in the vicinity of Seymour/Mangalore Airport should be investigated. Mangalore Airport has the capacity to become a future air freight logistics hub.

Freight could be distributed to the major ports of Melbourne and Geelong and other locations from this site. Mangalore's position in close proximity to the junction of the Hume and Goulburn Valley road and rail corridors, and its significant and underutilised airport facilities, make it an ideal site.

There are also opportunities to continue to develop the existing freight and logistics precinct at Wodonga (LOGIC) and create new freight and logistics precincts at Beveridge (Beveridge Interstate Freight Terminal) and Shepparton (GV Link, which is ready for construction).

Freight and logistics precincts in the Hume Region form part of a national network including existing precincts in southern New South Wales, which also serve the region.

Opportunities for developing freight and logistics precincts could include:

- international, interstate, regional airports
- potential intermodal freight and logistics precincts, considering industry needs
- freight terminals including inland ports such as LOGIC, GV Link and the Beveridge Interstate Freight Terminal
- activity-specific centres, such as distribution warehouses and processing plants.

Opportunities for developing locally significant, smaller scale freight facilities will be identified and planned for at a local level.

#### **e) Consider technological advancements in the transport provision mix**

Technological advancements such as the rollout of the National Broadband Network may, in some cases, replace the need for travel, as the use of technology increases through more people working at home or accessing teleservices in the health and education sectors. An increasing number of services are being provided online.

Opportunities for technological advancements that could be relevant to transport include:

- the National Broadband Network
- use of electronic devices, such as tablets, smartphones or portable computers to provide updates on traffic conditions or blockages in the transport system
- vehicles using alternative fuels, such as electric, hydrogen or biofuels
- transport network and service information
- new vehicle designs.

#### **f) Ensure amenity and useability**

People use the Hume transport network for both business and pleasure. Ensuring the network is maintained in a safe and useable condition will be important in the future to support a more diverse economy and make the best use of regional products and opportunities. This applies to recreational networks as well as the road and rail system. For example, the use and expansion of tracks and trails, such as rail trails, can be supported by improving access and connections between them.

Opportunities for ensuring amenity and useability of transport networks include:

- developing tourist routes for all users, including cyclists
- enhancing accessibility to cycling and pedestrian networks
- improving facilities, such as freeway service centres, trailer exchange areas and wayside rest areas, signage and information hubs
- developing and marketing new products such as package tours for day trips.



*Photo courtesy of Rural City of Wangaratta*

### g) Understand and support efficient supply chains

As the Hume Region's economy diversifies, there may be changes in the mix of commodities being transported. It will be important to understand the impact of such changes on freight movements and relationships. Key transport spines and associated infrastructure such as freight facilities will require good connections not only to Melbourne, but to other parts of the state and interstate in order to provide efficient and effective freight movements to ports, airports and markets.

Internal freight movements are also critical in the supply chain and logistics network, particularly considering:

- the number of transport operators and logistics and warehousing providers in parts of the Hume Region, particularly the Goulburn Valley and Upper Hume sub-regions
- major points for freight agglomeration in the region, such as Greater Shepparton and Albury-Wodonga, exporting nationally significant products
- Shepparton is a catchment area for freight from the national food bowl
- manufacturing and production sites are scattered across the region particularly in the Goulburn Valley (including Campaspe) generating two-way freight movements on local roads.

The contribution of local roads to the success of broader supply chains, and the impact of freight movements on these roads, will need further consideration, particularly in areas such as the Goulburn Valley where transport activities are established in an ad hoc manner using existing on-farm packing sheds and cool stores.

Opportunities for developing efficient supply chains include:

- understanding relationships, movements and modes between the production location, markets, distribution centres and gateways for various commodities such as extractive industries and agricultural products
- technological advancements.

Figure 21 shows relevant future directions in a spatial context.

## 14.2 Social infrastructure

### Statewide context

Social infrastructure includes community facilities, services and networks that help communities meet their social needs and maximise their potential wellbeing, such as sports and recreation facilities, schools and hospitals.

Social services that support regional and rural communities should be provided in an equitable way so that communities have access to the services and infrastructure they need, thereby supporting healthy communities. The delivery of services should aim to match both the location and time sequence of development and population growth. The broad settlement pattern should also provide for community recreation and leisure activities that support protection of valued landscapes and recreation assets at the regional scale.

To support expected future growth, there is a need to maximise the use of existing infrastructure, plan the delivery of new social infrastructure and consider existing capacity issues.

### Regional context

Social infrastructure is broadly available across the region with higher order facilities and services concentrated in regional cities and centres and some higher order services provided in Melbourne. The region is well supplied with health services, including two designated regional health services at Albury-Wodonga and Shepparton and a sub-regional service at Wangaratta. The accessibility of health services may need further consideration. A full range of educational facilities is available in the region including public and private schools, TAFEs and university campuses in Shepparton and Wodonga.



Figure 21: Future directions for transport



Source: Department of Transport, Planning and Local Infrastructure

Other facilities are available in the region, particularly in larger townships such as Shepparton, Wodonga, Wangaratta and Benalla. These facilities include regional justice, sport and recreation facilities and performance venues.

To support the needs of regional communities, further planning is needed for new and upgraded social infrastructure.

#### **a) Provide equitable, integrated and accessible social infrastructure**

Future challenges for the provision of social infrastructure include:

##### **Social services and facilities**

- providing social services and facilities that are comparable to other regions, particularly in regional cities
- demand for facilities and services considering inequalities in health status and behaviours in the Hume Region, such as a significant older population, low education attainment levels, poor access to public transport, high unemployment rates and high levels of obesity and alcohol consumption
- the need to create efficiencies in social infrastructure provision and capitalise on synergies between services at a regional and sub-regional scale
- the need to improve responsiveness in the location (including co-location), design and scope of facilities and services

##### **Housing**

- providing a more diverse mix of housing types throughout the region, including social and affordable housing
- mixed density housing not located near community and commercial centres or near public transport routes.

##### **Built environment**

- providing land for future service provision
- the need to ensure that the built environment is planned to encourage greater health outcomes such as increased opportunities for physical activity

Opportunities for providing equitable, integrated and accessible social infrastructure include:

- encouraging service providers to coordinate the provision of facilities and services that deliver efficiencies and synergies at a regional and sub-regional scale
- improving access to services by ensuring social infrastructure is prioritised and provided in an equitable and integrated fashion, and provided in readily accessible locations
- providing community facilities that are designed to meet local needs and are inclusive, accessible and culturally appropriate to build community connections
- ongoing review considering the social determinants of health to help ensure the provision of social infrastructure and services meet the changing demands of communities
- embracing improvements in technology to help improve access to services and allow people to age where they reside.

Areas of priority for health services in the region include:

- infrastructure to support growth in Mitchell Shire
- supporting the role of Goulburn Valley Health and Albury Wodonga Health as regional health services and the role of North East Health Wangaratta as a sub-regional health service
- responding to the needs of an ageing population by providing appropriate aged care facilities.

**b) Support improved access to a range of education opportunities**

Almost all personal, social and economic benefits such as income, employment, longevity and health correlate strongly with education attainment levels. Lifelong learning, education (including tertiary education) and skills development are important at all ages and build a diverse and resilient community and economy. Increasing the provision of, and improving access to, a range of educational opportunities will enhance the region’s education outcomes and contribute to retaining and attracting young people. Partnerships to help ensure courses offered contribute towards meeting regional employment demands will support the ongoing sustainability of key education providers, such as universities, in the region.

Opportunities to support improved access to a range of education and employment opportunities include:

- providing education facilities that accommodate regional needs and are located to be accessible
- linking education opportunities with regional employment needs.

**c) Provide regional open space networks and opportunities to engage in physical activity**

It is mandatory for councils to have health and wellbeing plans. Some councils also have open space and/or recreation strategies that highlight future requirements, prioritise required future investment and support community participation in sport and recreation activities. However, there is no integrated regional or sub-regional approach to such planning. The built environment helps to determine the opportunities residents have to engage in physical activity and shapes the way in which people can participate in community life.

Well planned, designed and managed urban places and spaces (as well as tracks and trails) can deliver personal, social and environmental

benefits to the community. Opportunities for physical activity can improve community cohesion and provide significant economic benefits from events, recreation activities and tourism. Community health and wellbeing needs to be considered in the early stages of planning for urban growth.

Opportunities for supporting physical activity include:

- linking existing publicly accessible open space networks and tracks and trails in the region to provide enhanced regional and sub-regional vegetation corridors and improved links between settlements
- investing in sporting infrastructure in key urban growth locations, such as Shepparton, Wodonga and Wangaratta, to help meet existing and future demand for sporting activity in the region.



### 14.3 Energy, communications, water and waste

Growth in the towns and cities of the Hume Region will result in demand for additional water, energy and utility infrastructure. Efficient use of existing systems and preservation and identification of utility infrastructure corridors and urban location have been considered as part of this plan. The projected population and settlement patterns take into account high level planning for currently planned and anticipated service utilities.

#### a) Support infrastructure provision to facilitate urban growth, environmental enhancements and key economic development initiatives

Infrastructure provision should be planned to keep pace with growth. This includes energy, particularly natural gas, information and communications technology, reticulated water and sewerage and solid waste management. Infrastructure upgrades that facilitate urban growth, environmental enhancements and key economic development initiatives will be encouraged and supported.



Opportunities for supporting efficient infrastructure provision include:

#### Energy

All towns within the Hume Region have access to electricity and this network will need to be augmented to accommodate future growth. Electricity options such as renewable generation and decentralised systems should continue to be developed as part of this network. Many parts of the region do not have access to reticulated natural gas. Access to natural gas will be important in the future and will help to make areas attractive for settlement and investment. An example of how the provision of natural gas could support growth and investment is the potential for a gas-gate at the LOGIC freight activity centre, which could help attract manufacturers to the location. The extension of the natural gas network to those areas currently not serviced and alternative delivery systems should be further considered.

### Telecommunications

High quality information and communications technology in the Hume Region will help drive economic competitiveness. It is unclear exactly what the effects of the National Broadband Network will be on regional growth. Education and health providers are already using technology to provide remote education courses and patient care. This is likely to expand in the future with an ageing population, including generations accustomed to using technology. Improvements to technology and access to it will provide further opportunities to improve and broaden service delivery.

The potential uneven distribution of quality access to the internet may be a challenge for regional growth and ongoing review of such access, through the rollout of the National Broadband Network, will help support regional service delivery.

Mobile phone coverage in major urban settlements in the Hume Region tends to be good. However, in smaller communities coverage can be unreliable and improvements are needed to enhance connectivity and access. Technological advances associated with the National Broadband Network will contribute to upgrading these services.

Reliable telecommunication services are vital during emergency events. This is especially important in small, isolated communities exposed to natural hazards such as bushfire and flood.



### Reticulated water and sewerage

The key urban locations earmarked for growth are all serviced by reticulated water and sewerage systems, as are many smaller urban locations. Reticulated water and sewerage is being installed in other areas, such as Milawa, Oxley and Tungamah. Distribution master plans have been developed, with 20-year infrastructure programs to provide for residential and commercial growth and expansion. It will be important to understand the likely distribution and timing of growth to ensure infrastructure keeps pace with demand. Consideration should be given to installing such systems in locations where there is demand for growth, but the lack of such infrastructure may be limiting development options. Reticulated water and sewerage systems do not only support growth in towns, but can also deliver environmental benefits, such as within declared water supply catchments. Planning should provide and maintain appropriate buffers between sewerage treatment facilities and settlement areas.

North East Water and Goulburn Valley Water have developed water supply and demand strategies to plan for the provision of adequate water to their respective areas for the next 50 years, allowing for a significant increase in demand, necessary improvement works and applying water restrictions in response to climatic conditions. North East Water has identified augmentation options for settlements where reliability of supply is lower. Goulburn Valley Water has identified actions necessary to improve the balance between demand and supply in specific supply systems.

When integrated water cycle strategies<sup>10</sup> are developed by these organisations, the growth proposed in the regional growth plans will need to be taken into account to identify any potential capacity and infrastructure planning needs. Further consideration will need to be given to the link between the urban and rural water cycle and the implications of reduced water availability when planning for new growth and development.

### Irrigation infrastructure

Irrigation infrastructure underpins the success of many agricultural activities in the Hume Region, including dairy and horticultural activities. The region's irrigation infrastructure is undergoing significant modernisation to improve water delivery and efficiency, and ultimately save water by reducing significant loss through the ageing system. This involves upgrades to both public and private (on-farm) infrastructure. These upgrades help provide surety for future economic development within the irrigation district. They also provide environmental benefits and improve urban water supplies. Irrigation infrastructure, supported by associated drainage works, is essential for the continued success of the region's economy.

<sup>10</sup> Integrated water cycle strategies will be developed by water corporations by 2017 to replace their current water supply demand strategies, and will consider maintaining demand and supply balances, water supply system resilience, and future water cycle services options (including recycling sewage or trade waste, stormwater capture and reuse, and demand management).

### Waste

The current capacity of existing landfills in the region is 10 to 25 years. Much of the solid waste generated in the northern parts of the Hume Region is exported to landfills in New South Wales. The future viability and environmental sustainability of this arrangement needs to be reviewed to ensure there are adequate waste facilities to manage the region's solid waste.

The Hume Region also contains a number of inactive landfills that may require rehabilitation in the future. Opportunities presented by these sites, such as energy generation, will need further consideration.

As the region's population and industry grows, there will be an increased demand for waste and resource recovery management within the region. This creates a challenge for securing land for future waste management facilities, including for sorting and processing, recycling and reprocessing, export, reuse and disposal of waste. Any opportunities to establish new industries in this field and to generate energy from waste (including inactive landfills) should be explored and supported.

There is a risk that expanding towns could encroach on solid waste management and resource recovery facilities and associated buffers, resulting in conflicts between these land uses and incompatible neighbouring land uses such as residential development. To manage these potential conflicts, waste management facilities must be considered when planning for growth, including providing and maintaining buffers around these facilities.



*Photo courtesy of Greater Shepparton City Council*



Photo courtesy of Rural City of Wangaratta



# PART D

## REGIONAL GROWTH PLAN

This part of the Hume Regional Growth Plan brings together all the elements of the regional land use framework (economy, environment and heritage, 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 has been informed by advice, analysis, investigation and stakeholder and community feedback.

### 15. Future directions for regional growth

The overarching objective of this plan is to ensure growth and change is managed to capitalise on the Hume Region's competitive advantages, opportunities and strengths by:

- supporting the development of a more diverse regional economy while managing and enhancing key regional economic assets
- protecting environmental and heritage assets and maximising the regional benefit from them, while managing exposure to natural hazards and planning for the potential impacts of climate change
- focusing growth and development to maximise the strengths of existing settlements
- supporting the improvement of people and freight movement and planning strategically for future infrastructure needs.

The following overarching principles will help achieve the vision for the Hume Region (as identified in Section 10):

- efficient and sustainable settlements
- healthy, vibrant, resilient communities
- a mobile and connected region
- a thriving and dynamic economy
- sustainable rural areas
- a healthy environment and a celebrated heritage.

These principles underpin the strategies identified in Table 4. These strategies have been developed to achieve the objective above through the future directions described in Part C of this plan (and referenced in Table 4). The strategies apply specifically to the Hume Region and should be considered in conjunction with broader strategies included in the State Planning Policy Framework, which applies to the entire state.

Figure 22 provides a broad spatial representation of key future directions for growth in the Hume Region with a brief description of key elements.

Table 4: Strategies

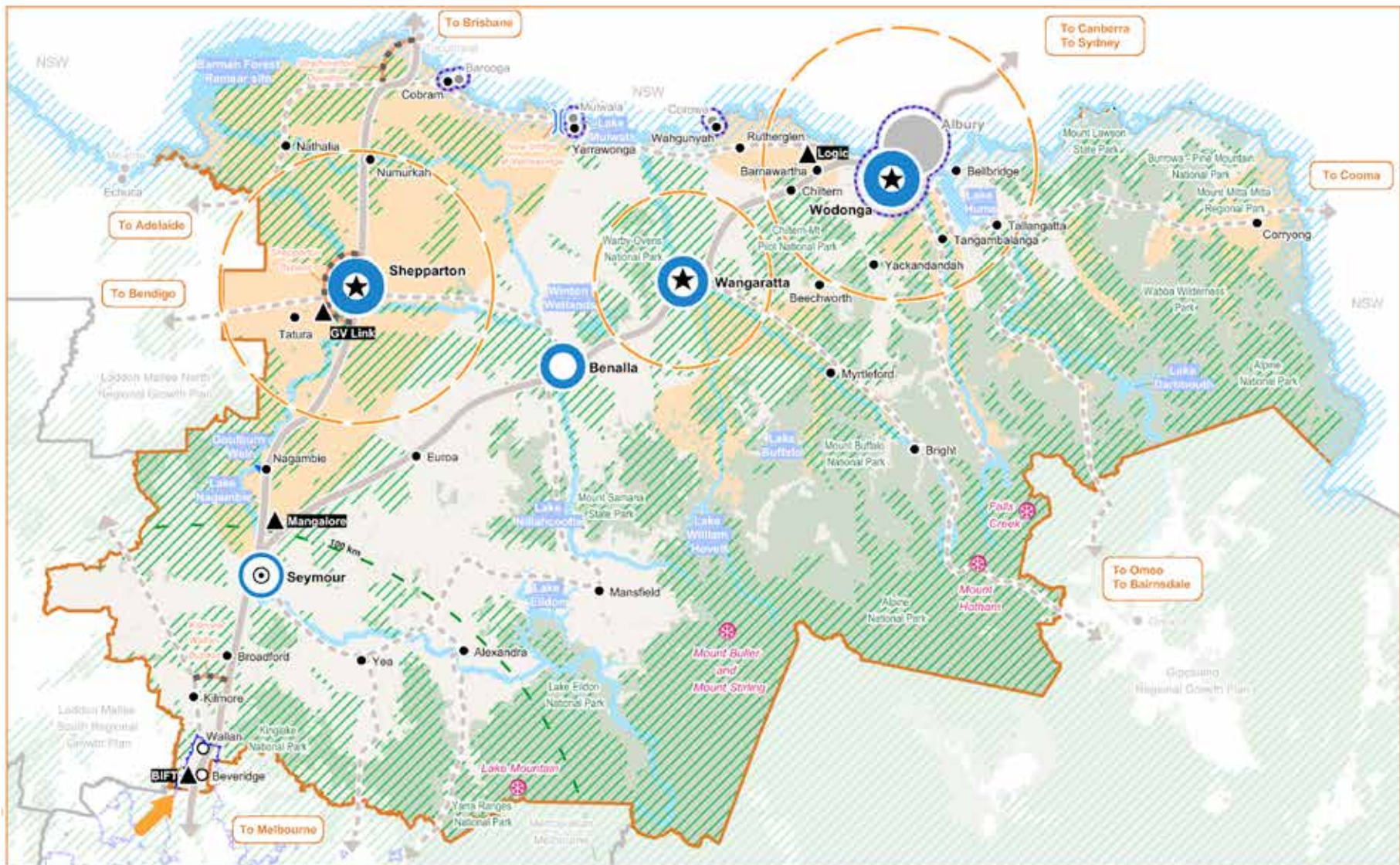
<b>Regional economy – Supporting the development of a more diverse regional economy while managing and enhancing key regional economic assets</b>	Reference to future directions (Part C)
Plan for a more diverse and sustainable regional economy by supporting existing economic activity and encouraging appropriate new and developing forms of industry, agriculture, tourism and alternative energy production	11.1 - 11.3
Contribute to the attraction of new investment and increased economic development by providing an adequate supply of land, water, physical and social infrastructure, technology, transport, a skilled workforce, quality education and affordable housing	11.1 (a)(b)(d)
Support tourism activities (including nature-based tourism) that take advantage of environmental and cultural heritage assets and the rural environment without compromising the future of these assets	11.1 (e), 12.2
Support opportunities for nature-based tourism throughout the region, including those arising from the restoration of the Winton Wetlands and other wetlands of national and regional value such as the Barmah Forest and the lower Ovens River	11.1 (e), 12.1 (c)
Direct large commercial tourism uses to urban locations or to rural areas of lower agricultural value and away from areas identified as strategic agricultural land (national/state, regional and sub-regional)	11.2 (a)
Consider the directions in the Hume Regional Rural Land Use Study (2012) when planning for land use in rural areas	11.1 (e), 11.2 (a), 13.3 (a)
In areas identified as strategic agricultural land (national/state, regional or sub-regional): <ul style="list-style-type: none"> <li>• avoid encroachment from rural residential settlement and other land uses that are non-complementary to agriculture</li> <li>• direct proposals for settlement in these areas to existing centres and townships</li> </ul>	11.2 (a)
Support agricultural production through the protection and enhancement of infrastructure and strategic resources such as water and agricultural land (including areas of strategic agricultural significance identified in this plan)	11.2 (a)(e)(f)(h), 12.1 (c), 14.3 (a)
Support industrial uses and intensive agricultural processing by: <ul style="list-style-type: none"> <li>• strategically planning for new uses including considering how to manage potential environmental impacts</li> <li>• preventing encroachment of incompatible uses on existing activities</li> </ul>	11.1 (b), 11.2 (b)
Encourage clustering of intensive rural industries, including agricultural production, to take advantage of locational opportunities including access to key infrastructure such as transport, power, water, information and communications technology, and separation from sensitive land uses	11.2 (b)
Consider the potential impact on the long-term agricultural productivity of the Hume Region when planning for the establishment of extractive industries	11.3 (b)
Facilitate rural tourism activities that support agricultural enterprises such as cellar door and farm-gate sales and accommodation in appropriate regional locations	11.1 (e)
Promote the establishment of renewable energy hubs to co-locate industries to maximise resource use efficiency and minimise waste generation. Key potential locations for such hubs include Shepparton, Wodonga, Wangaratta, Benalla and Seymour	11.1 (d), 11.3 (a), 14.3
Consider the location of earth resources, the potential for their future extraction and how to minimise impacts on sensitive uses and the environment as part of strategic land use planning for rural areas	11.3 (b)
Support the availability of construction materials locally and consider measures to facilitate and manage their extraction	11.3 (b)
Maintain and develop buffers around mining and quarrying activities to manage potential land use conflicts	11.3 (b)

<b>Environment and heritage</b> – Protecting environmental and heritage assets and maximising the regional benefit from them while managing exposure to natural hazards and planning for the potential impacts of climate change	Reference to future directions (Part C)
Plan for the potential impacts of and opportunities arising from climate change	11.1 (e), 11.2 (d), 12.1 (c), 12.3 (a)
Identify, protect and maintain the Hume Region’s cultural landscapes (including potential areas of scenic landscape amenity identified in the background paper)	12.1 (a)
Identify, protect and (where appropriate) take advantage of the region’s rich and diverse cultural heritage	12.2
Protect and enhance significant terrestrial habitat and biodiversity by: <ul style="list-style-type: none"> <li>• avoiding development in areas with regionally significant terrestrial habitat</li> <li>• protecting significant vegetation assets through strategic planning exercises</li> <li>• enhancing vegetation corridors between existing native vegetation</li> </ul>	12.1 (b)
Encourage planning processes that provide strategic direction for vegetation and clearing and enable permanent protection of native vegetation in new public reserves	12.1 (b)
Manage water as a key environmental, social and economic asset (considering the number and extent of vital waterways and storages located in the Hume Region)	12.1 (c)
Recognise the value of ecosystem services provided by land and soil	12.1 (e)(d)
Recognise public land as a substantial environmental and economic asset – land use planning decisions relating to areas in or adjacent to public land should recognise the environment and economic value of public land and seek to minimise risks to this regional asset	12.1 (e)
Utilise waterways as focal points to enhance urban liveability, provide connection to the natural environment and provide nature-based recreation opportunities	12.1 (c), 14.2 (c)
In land use planning decisions, primarily those related to dwellings, consider the risks related to wastewater and the individual and cumulative implications of development, such as from unsewered developments on groundwater and surface water uses	12.1 (c)

Living in the region – Focusing growth and development to maximise the strengths of existing settlements	Reference to future directions (Part C)
Focus growth and development specifically in the regional cities of Shepparton, Wangaratta and Wodonga, and in Benalla	13.2 (a)
Strengthen the economic role of Seymour, whilst supporting population growth	13.2 (a)
Support growth and development in other existing urban settlements and foster the sustainability of small rural settlements	13.2 (a)(b)
Planning for growth should consider the impacts of the Murray-Darling Basin Plan and irrigation modernisation, the influence of larger settlements outside the region such as Melbourne and Albury, as well as directions included in the draft Murray River Settlement Strategy	11.1 (d), 11.2 (e), 13.3 (d), 13.3 (e), 14.3 (a)
<p>Direct settlement growth and development:</p> <ul style="list-style-type: none"> <li>• to prioritise human life and respond to the following principles with regard to bushfire risk management: <ul style="list-style-type: none"> <li>- direct development to locations of lower bushfire risk and carefully consider development in locations where significant bushfire risk cannot be avoided</li> <li>- avoid development in locations of extreme bushfire risk</li> <li>- avoid development in areas where planned bushfire protection measures may be incompatible with other environmental objectives</li> </ul> </li> <li>• to avoid areas of extreme risk from flood. A precautionary approach will be adopted directing growth and development to areas of low flood hazard. Where development in flood hazard areas is unavoidable, suitable building and infrastructure controls will be implemented to protect life and property, while considering environmental assets</li> <li>• to areas where it will avoid impacting on high value environmental assets. If impacts are unavoidable, every effort will be made to minimise them</li> <li>• to minimise urban growth impacts on areas of strategic agricultural land, key environmental assets, strategic earth resources and identified scenic and heritage landscapes</li> <li>• to minimise urban footprint expansion</li> <li>• to occur in sympathy with environmental and heritage assets and to occur in balance with natural hazards to enable protection of significant environment and heritage assets and appropriate risk mitigation</li> </ul>	11.2 (a), 12.1 (a) - (b), 12.2 (a), 12.3 (b) - (c), 13.2, 13.3
Maintain and enhance the distinctive and valued characteristics of settlements in the Hume Region, including townships associated with early settlement and the Gold Rush	13.3 (c)
Support improved access to a range of employment and education opportunities, particularly in key urban locations such as Shepparton, Wodonga, Wangaratta, Benalla and Seymour	11.1 (a) - (b), 13.2 (a), 13.3 (b), 14.1, 14.2 (a) - (b)
Encourage residential growth in areas where there are supporting employment, transport services and commercial activities. Urban growth frameworks included in this plan broadly identify these areas for Shepparton, Wodonga, Wangaratta and Benalla	11.1 (a) - (b), 13.2
<p>Plan for rural residential use to ensure:</p> <ul style="list-style-type: none"> <li>• it is located where it will not impact adversely on regional assets, such as agricultural land, landscapes and the natural environment</li> <li>• it has a sustainable settlement pattern</li> <li>• there are sufficient areas of rural residential zoned land in strategic locations to help reduce development pressures on agricultural land</li> <li>• there are a range of lot sizes to meet differing needs</li> </ul>	11.2 (a), 11.2 (g), 13.2 (a), 13.3 (a)

<b>Regional infrastructure</b> – Supporting the improvement of people and freight movement and planning strategically for future infrastructure needs	Reference to future directions (Part C)
Plan for transport services and infrastructure provision that keep pace with growth and change in the key urban areas and respond to changes in demographics, land use and economic and social development	13.2, 14.1, 14.3 (a)
Plan for freight connectivity to the network that is flexible and adaptable to changes in the mix of commodities and freight logistic operations into the future	11.1 (f), 14.1
Support improved east-west transport links including those into Gippsland	14.1
Promote the Hume Region’s network of tracks and trails and support activities that complement and extend their use	11.1 (e), 14.1 (f), 14.2 (c)
Support the development of freight and logistics precincts in strategic locations along key regional freight transport corridors	11.1 (f), 13.2, 14.1 (a), 14.1 (d)
Maximise the strategic position of the transport network and associated infrastructure to encourage settlement and economic growth	11.1 (f), 13.2, 14.1
Support infrastructure upgrades that facilitate urban growth, environmental enhancements and key economic development initiatives	11.1, 13.2, 14.1, 14.2, 14.3
Provide for appropriate settlement buffers around sewerage treatment areas, solid waste management and resource recovery facilities and industrial areas to minimise potential impacts on the environment such as noise and odour	11.2 (g), 14.3 (a)
Avoid locating water treatment plants close to development nodes	14.3
Support provision of adequate facilities to manage the Hume Region’s solid waste, including resource recovery facilities	11.3 (a), 14.3 (a)
Support development of opportunities to generate renewable energy from waste	11.1 (d), 14.3 (a)
Support the supply of high quality information and communications technology	11.1 (b), 11.1 (d), 14.3 (a)
Growth should be supported through strategic investment in sustainable new physical and social infrastructure that is resilient to natural hazards and risks and climate change	13.2, 14.1 - 14.3
Plan for the provision of social infrastructure in sequence with new residential development with good access to public transport services, as well as to employment and education opportunities	11.1 (a) - (b), 13.2, 14.2 (b)
Support the co-location and integration of community facilities and services to improve service delivery and efficiency	14.2 (a)
Provide for integrated regional and sub-regional scale community, cultural and recreation facilities that contribute to social inclusion and connectivity, community health and wellbeing, amenity, environmental sustainability and the economy	14.2
Coordinate the development of growth areas to ensure required land, infrastructure and services (including education and health services) are provided in a timely manner	13.2, 14.1 - 14.3

Figure 22: Hume Regional Growth Plan



**Conceptual Map  
Only  
Not to Scale**

Source: Department of Transport, Planning and Local Infrastructure

**SETTLEMENT NETWORK**

These urban locations continue to form the foundation of the urban settlement network and will build on and strengthen the existing urban network by:  
 - focusing growth in the regional cities of Shepparton, Wodonga and Wangaratta, and in Benalla.  
 - supporting strong economic development in Seymour.  
 These urban locations provide key regional employment centres.



**OTHER KEY URBAN SETTLEMENTS**

- Cross-border settlements
  - Support growth in these urban locations and lifestyle opportunities
  - Towns included within Melbourne's Urban Growth Boundary
  - Settlements external to the region

**URBAN GROWTH AND HINTERLAND INFLUENCE**

Growth to be focused in key urban locations while the hinterland and peri-urban influences of Melbourne and larger urban centres in the region (particularly those identified as 'Regional Cities') is managed to achieve an efficient settlement pattern.



**CONNECTIVITY**

**Transport links (road and rail)**

Optimise the use of existing transport links and new transport infrastructure.



**Key relationships to Melbourne**

- Melbourne's Urban Growth Boundary
- Melbourne metropolitan growth into the Hume Region

**ECONOMIC DEVELOPMENT**

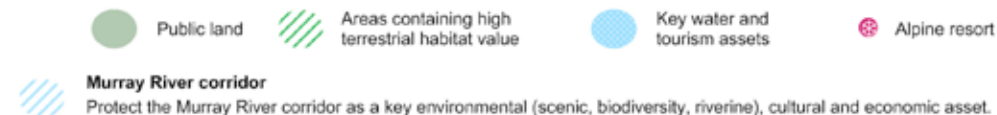
**Strategic agricultural land**

Support continued agricultural production by protecting strategic agricultural land.  
 Support a mix of compatible land uses in rural areas to help develop a more diverse regional economy.

**ENVIRONMENT**

**Natural assets (including water assets)**

Protect and manage environmental assets (including water assets) for their intrinsic value, their cultural values and as key parts of the regional economy. Protect and maintain significant regional landscapes. Opportunities exist to enhance and establish vegetation corridors and connections, building on existing assets such as river corridors and existing native vegetation. Such corridors and the connections they provide are particularly important in those parts of the region which have been extensively cleared for uses such as agriculture and urban settlement.





*Photo courtesy Greater City of Shepparton*



# PART E

## DELIVERING REGIONAL GROWTH

### 16. Implementation

#### 16.1 Planning schemes

The Hume 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.

Councils in the Hume Region 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 Hume Region, including future reviews of each council's Municipal Strategic Statement and will help provide justification for planning scheme amendments that are consistent with the plan.

The plan will provide councils in the Hume Region 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 to 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 planning authorities. Careful monitoring of urban projects, land development and population change during the life of the plan will be established to assist in the delivery of the plan.

#### 16.2 Links to Hume Strategy implementation

The plan is closely aligned to the Hume Strategy for Sustainable Communities 2010–2020 (Hume Strategy). Implementation of the plan should also be considered in relation to other ongoing work to implement the strategic directions of the Hume Strategy. This will strengthen the capacity for achieving shared objectives and targeting efforts to secure funding for the highest priorities in the region.

Regional leadership and high level support for the implementation of the Hume Strategy is provided through a partnership between the Hume Regional Local Government Network, Hume Regional Management Forum and Hume Regional Development Australia Committee. Implementation of the plan could be advanced through the same processes and governance structures (see Figure 23). These structures allow for inter-agency cooperation to implement regional priorities.

Development of this plan was identified as a regional 'flagship project' in the State of the Hume Region 2010– 2012 (August 2012) progress report on Hume Strategy implementation and has been supported through the land use planning sub group of the Regional Management Forum. It is anticipated that key regional growth plan implementation initiatives may be adopted as priorities by the Hume Regional Management Forum and advanced through this structure. Implementing the actions identified in this plan through this existing structure could include identifying regional priorities, determining a timeframe for implementation and considering how actions are implemented.

In addition, the performance monitoring framework established for implementing the Hume Strategy will support ongoing performance monitoring, reporting and review of strategic projects and activities that flow from this plan.

### 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.

Table 5 sets out the actions developed to achieve the future directions described in Part C of this plan. These actions build on the strategies identified in Table 4.

Implementation of this plan is critical to achieve its strategic directions for growth and change. Short-term implementation priorities include:

- amending planning schemes to include key elements of the plan
- developing a detailed implementation plan focusing on prioritising the actions identified in Table 5 and inter-agency cooperation. This plan should include a program for the implementation of actions and consider ways to coordinate and deliver priority projects, including funding options
- facilitating further detailed work and investigations identified as short-term regional priorities in the implementation plan.

Figure 23: Hume Strategy partnership governance structure and regional growth plan implementation

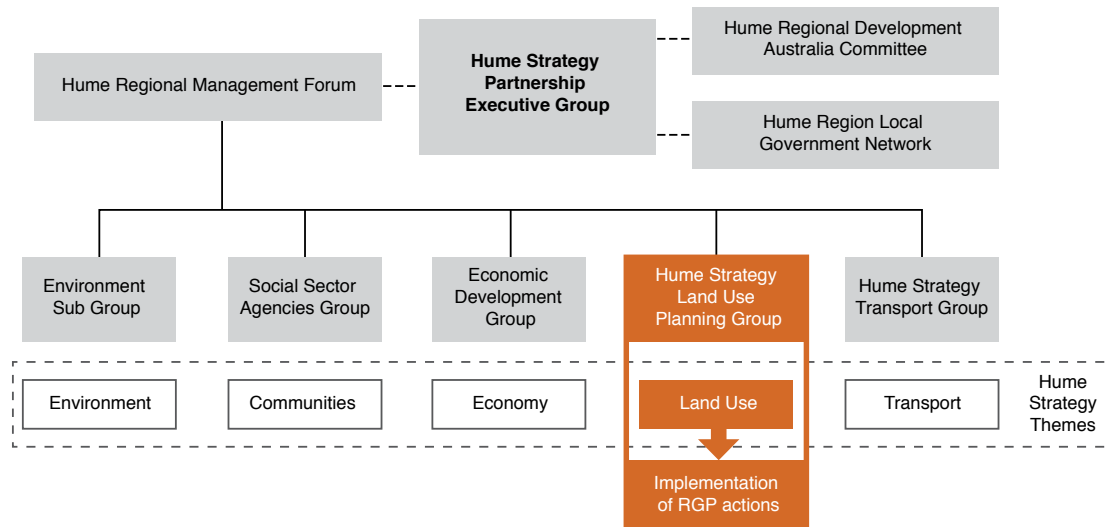


Table 5: Actions

<b>Regional economy</b> – Supporting the development of a more diverse regional economy while managing and enhancing key regional economic assets	Reference to future directions (Part C)
Support initiatives to identify and secure land for resource recovery facilities, waste landfill sites and associated potential energy generation activities	11.1 (d), 11.3 (a), 14.3 (a)
Prepare a regional retail and commercial strategy considering factors such as the use of improved technology (for work and shopping), online purchasing, the preferred design and location of commercial areas and the potential impact of changing planning provisions	11.1 (a)
Identify opportunities to invest in ongoing redevelopment of CBDs	11.1 (d), 13.2 (a)
Identify areas suitable for the expansion of nature-based and cultural heritage tourism	11.1 (e), 12.1 (c), (e), 12.2
Support the use of the Hume Region’s tracks and trails by improving public transport access, providing a greater range of accessible accommodation opportunities and by improving links to tourism activities and precincts	11.1 (e), 14.1 (f), 14.2 (c)
Undertake a regional study to identify future opportunities for the sustainable development of resource opportunities such as extractive industries and energy generation including renewable energy	11.1 (d), 11.2 (c), 11.3 (a), 11.3 (b), 14.3 (a)
Investigate applying consistent, streamlined land use planning processes to industry clusters to be identified at a regional or sub-regional scale	11.1 (c)
Undertake a detailed investigation of settlements for latent and undeveloped commercial and industrial capacity. This investigation should examine future market growth potential in the intensive agriculture and industrial sectors. Priority areas include, but are not limited to areas in and around Shepparton, Wodonga, Wangaratta, Benalla and Seymour	11.1 (a), 13.2 (a)
Map existing rural land use and strategic agricultural land of local significance, based on a consistent methodology, for use by local government to inform local rural land use planning processes	11.2 (a)
Prepare a plan for the establishment of strategic clusters of intensive rural industries, including intensive agricultural production, by identifying locations where these uses are encouraged from a regional perspective	11.2 (b)
<b>Environment and heritage</b> – Protecting environmental and heritage assets and maximising the regional benefit from them, while managing exposure to natural hazards and planning for the potential impacts of climate change	Reference to future directions (Part C)
Undertake an integrated, regional cultural landscape study (including consideration of scenic and heritage values), that identifies and documents cultural landscapes, integrates scenic preference and visual exposure, considers the economic value of landscapes and makes recommendations for the protection and management of these landscapes	12.1 (a)
Consistently apply appropriate planning tools to recognise and protect environment and heritage assets across the Hume Region, in particular: <ul style="list-style-type: none"> <li>terrestrial habitat (incorporating relative habitat value), including vegetation found in extensively cleared agricultural landscapes</li> <li>waterways, wetlands and water quality (including threats to these asset, such as soil erosion)</li> <li>significant cultural and heritage assets</li> <li>significant landscapes</li> <li>strategically significant agricultural land</li> <li>soil health and degradation processes</li> </ul>	11.2 (a), 12.1 (a) -(d), 12.2 (a)
Support initiatives to establish, protect and reconnect ecosystems through large-scale integrated vegetation corridor projects such as the Mountains to Murray and Central Victoria Biolinks projects	12.1 (b), 14.2 (c)
Develop a strategic regional native vegetation offset plan to identify opportunities to utilise offset plantings (associated with land use and development and vegetation clearing) to enhance vegetation corridor connectivity across the Hume Region (landscape connectivity) and consider implementation mechanisms for such an approach	12.1 (b)

Align information (mapping of assets) between Regional Catchment Strategies and local government planning processes and strategies	12
Establish minimum setbacks to guide the use and development of land along major waterways and around key water bodies to protect buildings and works, to make allowance for natural variance in beds and banks and to protect important regional natural features	12.1 (c)
Councils, water authorities and catchment management authorities, develop and implement management plans for declared water supply catchments to inform planning strategies and decisions. This could include review of domestic wastewater management plans to enable effective planning for the type of settlement and economic activity that can occur in declared water supply catchments while protecting catchment health	12.1 (c)
Support implementation of the Improving Flood Warning Systems Implementation Plan, which will help to ensure flood modelling is undertaken (that incorporates predicted climate change impacts) where floodplain behaviour is not well understood and there are significant risks to life and property. As a matter of priority, investigate opportunities to implement the findings of flood studies and floodplain management strategies through a range of means including amendments to planning schemes	12.3 (b)
Update planning tools related to bushfire hazard and risks, including the Bushfire Management Overlay, when necessary to reflect new understanding of this hazard	12.3 (c)
Exchange mapped and modelled data of environmental assets and natural hazards to provide for accurate interpretation of the best available data in planning decisions	12.1, 12.3
Complete mapping areas that are affected by salinity and incorporate this information into planning schemes	12.1 (c), 12.1 (d)
Monitor, assess and act on the potential impacts and opportunities of climate change across the region and consider the outcomes of regional climate change adaptation planning activities to inform future land use planning decisions	11.1 (e), 11.2 (d), 12, 12.1 (c), 12.3 (a)
<b>Living in the region – Focusing growth and development to maximise the strengths of existing settlements</b>	<b>Reference to future directions (Part C)</b>
Report on residential (including rural residential), commercial and industrial land supply and demand at five-yearly intervals to inform government decision-making	11.1 (a) - (b), 13.2 (a)
Prepare a detailed framework plan for Seymour and surrounds to guide the development of this area as a sub-regional employment hub. The plan should consider: <ul style="list-style-type: none"> <li>opportunities to capitalise on existing transport interchanges and networks within and near Seymour</li> <li>opportunities to provide business enterprise (incubator) precincts</li> <li>provision of social infrastructure</li> <li>provision of a range of housing choices</li> </ul>	13.2 (a)
Measure the resilience of settlements (using best practice socio-economic indicators) and recommend measures to support their sustainability	13.2 (b)
Participate in a coordinated approach to planning for growth and development in Melbourne's peri-urban regions (building on existing work) and consider applying such an approach to peri-urban regions within the Hume Region such as those around the regional cities of Shepparton, Wangaratta and Wodonga	13.3 (e)
Form a regional partnership to prepare a regional accommodation strategy that builds on existing work and: <ul style="list-style-type: none"> <li>identifies gaps in the regional housing market (taking into account demographic and population projections), and includes aspects such as the supply of housing for elderly people, affordable housing, housing for professionals, rental accommodation and accommodation for tourists and visitors</li> <li>identifies how gaps can be addressed, such as through the redevelopment of public housing stock, development of urban renewal sites, by allowing for increased densities in urban centres and planning for rural residential development</li> <li>makes recommendations on affordable housing provision, such as through joint programs with Places Victoria, the Office of Housing, local councils and the not-for-profit sector</li> </ul>	11.1 (e), 13.3 (b)

Identify opportunities to establish or improve publicly accessible, regional and sub-regional open space linkages	11.1 (a), 12.1 (b), (e), 13.3 (b), 14.2 (c)
Develop and implement a consistent set of regional criteria to be used when undertaking local planning for rural residential uses, building on the statewide guidance (such as provided by Practice Note 37: Rural residential development). This work should include considerations such as: <ul style="list-style-type: none"> <li>• providing land within a regular commuting distance to a major regional centre</li> <li>• providing safe and easy transport and access</li> <li>• consolidating existing rural settlement patterns</li> <li>• visual and physical linkages to areas with high amenity such as lakes, rivers and national and state parks</li> <li>• avoiding areas of strategic agricultural importance</li> <li>• avoiding areas of landscape significance and ensuring the protection of strategic views and vistas</li> <li>• avoiding areas of environmental significance</li> <li>• access to infrastructure such as power and sustainable water supply</li> <li>• avoiding areas subject to natural hazard such as bushfire and flood risk</li> <li>• minimising potential conflicts with other rural land uses</li> </ul>	11.2 (g), 12.1 (b), 13.2 (a), 13.3 (a)
<b>Regional infrastructure</b> – Supporting the improvement of people and freight movement and planning strategically for future infrastructure needs	Reference to future directions (Part C)
Investigate the strengthening of transport and information and communications technology linkages between key growth locations and surrounding communities to enhance access to education, employment, services and facilities	11.1 (d), 13.2 (a)(b), 14.1 (c)(e), 14.2 (a), 14.3 (a)
Undertake a study to consider the potential economic benefits of improved road and rail passenger transport in the Hume Region	11.1 (f), 13.2 (a), 14.1 (a) - (c)
Develop a model and guidelines for the provision of social infrastructure as part of a co-locational and integrated approach to the design, development and delivery of community facilities	14.2 (a)
Collaborate with relevant stakeholders to review planning controls and guidance relating to separation distances for solid waste management and resource recovery facilities	14.3 (a)
Build on existing work and develop a strategic regional infrastructure plan to: <ul style="list-style-type: none"> <li>• identify and prioritise key regional infrastructure (social and physical) needed to support economic and population growth in the Hume Region, including consideration of: <ul style="list-style-type: none"> <li>- existing capacity issues</li> <li>- infrastructure required in smaller settlements where the lack of infrastructure may be limiting development options</li> <li>- instances where infrastructure provision does not only support growth, but can also deliver environmental and social benefits</li> </ul> </li> <li>• make recommendations on future regional and sub-regional scale sport, recreation and cultural facilities, open space, tracks and trails</li> <li>• investigate ways to coordinate and deliver priority projects including funding options</li> </ul> <p>The strategic regional infrastructure plan could consider key regional infrastructure items such as freight and logistics precincts, improvements to key transport infrastructure (including bypasses) and social and physical infrastructure to support growth areas</p>	11.1 (a)(b)(d), 11.2 (h), 13.2 (a)(b), 14

### 16.4 Review and performance

It is intended that this plan will inform any subsequent review of the Hume Strategy for Sustainable Communities 2010–2020 (Hume Strategy).

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 Hume Strategy and included in the performance monitoring framework already established for the implementation of the Hume Strategy. This framework includes an assessment of performance and project progress and sets out performance measures for the key directions of the Hume Strategy.

### 16.5 Implementation summary

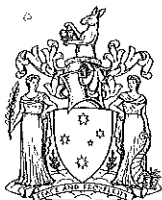
The key implementation actions, priorities, partners and responsibilities are summarised below:

Action	Priority	Timing	Lead responsibility	Key partners
<b>1. Planning scheme implementation of regional growth plan</b>	High	2013-2014	Department of Transport, Planning and Local Infrastructure	Hume Region councils
<b>2. Implementation Plan</b>	High	2014-2015	Hume Region lead governance entity	Hume Regional Growth Plan project partners
<b>3. Hume region Municipal Strategic Statement reviews</b>	Medium	To coincide with Municipal Strategic Statement review cycles	Hume Region councils	Department of Transport, Planning and Local Infrastructure
<b>4. Review</b>	Medium	2016–2018	Hume Region lead governance entity	Hume Regional Growth Plan project partners









## Minister for Planning

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Ref BMIN015231

Ms Margaret Abbey  
Chief Executive Officer  
Murrindindi Shire Council  
Council Offices  
PO Box 138  
ALEXANDRA VIC 3714

MURRINDINDI SHIRE COUNCIL	DIST. LIST
RECEIVED	MA
27 JUL 2013	
File No. 52/02/53	DC 5998

File Out - MA

Dear Ms Abbey

I refer to our recent discussion at the meeting of the Peri Urban Group of Councils and your ongoing progress with the Kinglake, Flowerdale and Toolangi strategic plan that was commenced following the bushfire that affected the area. I am providing the following advice in the context of any future work Council may do to finalise the plan or further modify it as the renewal process continues.

In the context of a broad range of reforms that have occurred since the Bushfires and the recommendations of the Victorian Bushfire Royal Commission I can confirm that the Government broadly supports the overall scope, directions and priorities of the draft plan, with the exception of areas identified as 'development investigation areas' where these are located in proximity to vegetation of high fire risk.

Significant work has been undertaken, as the plan was evolving, to review and update identification of areas that present significant bushfire hazard, and which will be identified through the application of a Bushfire Management Overlay in the planning scheme.

In the context of the significant impact of the fires and the decision taken by the Government to implement a voluntary buy back scheme for fire affected properties, and a broad range of other actions to respond to bushfire it would be untenable for Government to be supporting significant housing expansion into areas of high risk. This is a view that has also been confirmed in consultation with the Country Fire Authority, the Office of the Fire Services Commissioner, other relevant departments and agencies and the Victorian Police.

#### 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 Ministerial, Statutory Authority, or departmental staff in regard to the purpose for which it was provided, unless required or authorised by law. Enquiries about access to information about you held by the Department should be directed to the Manager Privacy, Department of Planning and Local Infrastructure, GPO Box 2392, Melbourne, 3000.



I am advised that there is significant potential for additional development within existing development areas and that officers from my Department have provided detailed information to Council in relation to areas of highest risk that are unsuitable for urban expansion.

The Department of Transport Planning and Local Infrastructure is happy to work with your Council as the draft plan is refined and finalised.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Matthew Guy', written over the typed name.

**MATTHEW GUY MLC**  
Minister for Planning

6.7.13

# Kinglake Ranges, Flowerdale and Toolangi Draft Plan and Design Framework

## Community Consultation feedback

### Summary, Response and Recommendations 2013



Supported by



The Department of Transport, Planning and Local Infrastructure has supported the exhibition of the Kinglake Ranges Flowerdale and Toolangi draft plan and the community consultation processes to inform this report.

**This document summarises the results of the community consultation and does not represent government policy.**

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## Purpose

1. The purpose of this report is to summarise, comment on and make recommendations in response to, issues raised by the community in the consultation process on the draft Kinglake Ranges Flowerdale and Toolangi Plan and Design Framework.
2. This report is Murrindindi Shire Council's response to submissions to the Plan. This response includes a consideration of new bushfire risk mapping and local planning assessment that has been funded and completed by Government in response to recommendations of the 2009 Victorian Bushfires Royal Commission.

## Background

### *The draft plan and urban design framework*

3. The draft Kinglake Ranges Flowerdale and Toolangi Plan and Design Framework (the Plan) was developed by the Victorian Bushfire Reconstruction and Recovery Authority and the Murrindindi Shire Council to provide a vision for a sustainable future for the communities of Kinglake, Kinglake West, Pheasant Creek, Flowerdale, Hazeldene, Toolangi and Castella.
4. Before the 2009 Victorian bushfires, the communities of Kinglake Ranges, Flowerdale and Toolangi recognised the need for a long term strategic plan as an important priority. The development of the Plan received funding in the *Rebuilding Together: A Statewide Plan for Reconstruction and Recovery* Oct 2009. Preparation of the Plan by AECOM consultants has been coordinated by VBRRA on behalf of Murrindindi Shire Council. DPCD is presently supporting the exhibition and finalisation of the Plan.
5. The Plan is intended to guide population growth, land use and development, infrastructure and service provision, community safety and the character and identity of local communities into the future.
6. The Plan proposes seven directions to deliver the communities vision and values for the area:
  - Maintain Tranquil Lifestyles
  - Foster a Viable Local Economy
  - Protect and Enhance the Environment
  - Create Attractive, Distinctive, Vibrant Towns
  - Support the Wellbeing of Local Communities
  - Support Community Resilience, Safety and Adaptability
  - Improve Community Connectivity
7. The Plan identifies bushfire safety as the most important factor for land use planning in the study area. Land use planning is included within the broader framework of fire preparation, response and recovery outlined by the 2009 Victorian Bushfires Royal Commission. Within this framework, specific measures and initiatives such as risk mapping and fuel management are considered and recommended to achieve the objective of safer more resilient communities.
8. In terms of community safety and resilience, the management of potential settlement growth and fire risk is addressed by:
  - Removing the potential for further subdivision in parts of the study area.
  - Identifying locations, that with appropriate buffers, construction standards, road design and waste water treatment, could contribute to reducing fire risk for existing communities.
  - Identifying potentially safer locations for development close to community facilities.
9. The Plan enunciates the principle that rezoning of land for additional settlement should demonstrate how the fire risk can be reduced for both the rezoned land and for existing adjoining settlements.
10. In addition to the above actions, a comprehensive implementation strategy sets out a large range of other actions to deliver the seven directions identified above.

11. The Plan will be implemented under the Local Planning Policy Framework of the Murrindindi Planning Scheme. The Plan is the first generation of strategic plans to be undertaken within the new planning environment of greater emphasis on risk mitigation and increased scrutiny of settlement planning, development proposals and infrastructure planning.
12. The Plan has prioritised community safety, taking full account of the Victorian Government's responses to the findings of the 2009 Victorian Bushfires Royal Commission.

### **Community consultation**

13. The Plan was informed by consultation with community members and other stakeholders through community meetings, planning sessions, technical roundtable and other means.
14. Consultation methods used in the development of the Plan included:
  - A project information sheet and interactive web site.
  - Three community forums in Flowerdale, Toolangi and Kinglake Central to identify issues, opportunities and constraints.
  - Five small group discussions to explore the key themes raised in the community forums. The themes for discussion were; "The Local Economy & Jobs", "Sustainable Growth", "Character & Identity", and "Lifestyle & Wellbeing".
  - A Community Planning Day attended by approximately 50 residents to provide feedback on a draft vision and identify critical elements of a sustainable future.
  - Technical roundtable discussions on key issues attended by government agencies. A total of six roundtables were convened on specific themes and subjects.
  - Individual interviews with a number of agency representatives.
  - A Youth Roundtable discussion.
  - 'Postcards of the future' involving the five primary schools where students illustrated their post card with their future vision - 220 post cards were returned.
15. As a project, the KFT processes were overseen by a reference group comprising representatives from the local Community Recovery Committees, MSC, VBRRRA and other government agencies with support from AECOM being the planning consultants appointed by VBRRRA to prepare the Plan.
16. The Plan was subsequently released for community consultation and feedback from 14<sup>th</sup> February to 8<sup>th</sup> April 2011. The closing date was amended to the 29<sup>th</sup> April 2011 by Council following agreement at the S86 Committee meeting (17 Mar 2011).
17. Exhibition of the Plan took place from 14<sup>th</sup> February and to 29<sup>th</sup> April, and was supported by:
  - Online channels, including: VBRRRA website, KFT website, KFT Blog and Council website where the Plan and background material can be viewed and downloaded.
  - Media releases to local papers.
  - Displays in Council offices, Kinglake Rebuilding Advisory Centre, Flowerdale Community Hall and Toolangi Neighbourhood House.
  - Information for Vic Bushfire Info Line and Council call centres.
  - Print run 600 copies of the Plan.
  - Print run 3,000 copies of the brochure
  - Letters to all ratepayers (2,400 households) in study area (including a brochure that outlines a Plan summary) and email to those whom provided feedback.
  - Email and SMS to the KFT contact list maintained by VBRRRA (~1,000 contacts).
  - Full page advertisement in Mountain Monthly for the March edition.

- Request for meetings with Community Recovery Committee chairs.
- Meeting with Kinglake Ranges Community Building Initiative (CBI) group 22/2/11.
- Article for Council's quarterly newsletter.
- Article in the VBRRRA monthly newsletter "Edition 19 News Update". Approximate circulation 1,000 from email database.
- A3 poster to place in shop windows, community noticeboards, school newsletters (weekly).
- Referral of the Plan to relevant Government Agencies and Technical Working Group members (27 referrals).
- Radio spot on UGFM and Kinglake Range Radio for Council's Mayor.
- Email responses by community were able to be lodged at the Plan email address.
- Community information session, including copies of the Plan and summaries held Thursday 24 March 2011 12.30pm-6.30pm & Saturday 26 March 2011 9.30-1.00.
- Kinglake Ranges CRC public meeting organised by community group on the 16th March 2011. Attended by 40-50 people who viewed an AECOM presentation. Meeting attended by Council officers.
- CBI community forum supported by Council and DPCD on the 24th March 2011. Meeting was facilitated by Cath Botta of the Regional Development Company and attended by Council officers including the CEO.
- Community Information Sessions held at Toolangi on Monday 4 April at Neighbourhood House and Flowerdale 7 April at Flowerdale Hall.
- Public advertisement in April edition of Flowerdale Flyer.

*NB - Advertisement in Talking Toolangi could not be made due to print timelines (quarterly publication).*

**Table 1 – VBIL Statistics; Enquiries to DPCD**

Week	Number of contacts	Request copy of draft plan	Discussion/ submission	Other
1	11	9	1	1 (request earlier papers)
2**	6	2	1	3 (to go on mailing list)
3	1	1	-	-
4	6	3	2	1 (seeking information on development investigation areas)
5	2	2	-	-
6	5	3	2	-
7	6	2	4	-
8	6	-	6	-
9	3	1	2	-
10	11	-	11***	-
11	69	-	69	-
<b>Running Totals</b>	<b>126</b>	<b>23</b>	<b>98****</b>	<b>5</b>

\*\* In Week 2, MSC mailed out copy of the Plan to referral agencies (#27)

\*\*\* In week 10 Council forwarded a number of submissions to DPCD



\*\*\*\* 92 submitters plus six additional comments (total 98 submissions for review) have been received at and after close of exhibition period.

### **Location of Submitters**

Note some submitters lodged more than one submission and the numbers in the table below is based on submitters not submissions. The table also excludes submissions by government agencies.

Kinglake	Kinglake West - Pheasant Creek	Kinglake Central	Flowerdale/ Hazeldene	Toolangi Castella	Metropolitan Melbourne	Regional Victoria	Unknown
22	14	22	4	13	4	3	7

### **Interim Community Consultation Report**

An Interim Community Consultation Report was publically released by the Murrindindi Shire Council in July 2011. The Report provided an overview of the submissions received and outlined interim responses to those submissions.

The Consultation Report was considered an “interim” report pending further work by the State Government in response to recommendations of the 2009 Victorian Bushfires Royal Commission. This work included state-wide bushfire risk mapping and the development of State Planning Policy directions governing land use in high bushfire risk areas, which would further inform Council’s response to the submissions and the draft of the KFT Plan.

Formal advice in relation to the above work was received by the Council from the State Government in July 2013 enabling this Consultation Report to be finalised.

This advice confirmed the State Government’s support for the overall scope, directions and priorities of the Draft KFT Plan, but limiting further population growth and settlement development in the Kinglake Ranges to existing appropriately zoned areas, with no expansion of current settlement boundaries.

## **Notes on Feedback**

Community feedback has been grouped into categories or areas of interest to enable analysis and consideration.

The total number of submitters making a comment is noted against the topic heading. In many cases submitters made multiple comments within a topic area and also across topics. Where more than one submitter made the same or similar comment the number of submitters is noted in brackets next to the comment.

Generally the comments are as written by submitters. However longer submissions have been edited or summarised and points included under the relevant topics.

Large submissions or technical reports have a synopsis included under the relevant topics.

## Executive Summary of Submissions, Response and Recommendation

Brief summary of topic area raised by submitters	Recommendation
<p><b>1. Overall Impression of the Plan</b></p> <p>Submitters made a variety of general comments about the plan. Some submitters have made positive comments about the Plan whereas others are disappointed. Some submitters generally support the Plan but note their concerns about the proposed Development Investigation Area at Kinglake Central or the Castella Design Framework.</p>	<p>Feedback noted. Issues relating to Development Investigation Area (DIAs) are responded to in recommendations for specific submissions with an overall recommendation to remove reference to future Development Investigation Areas (DIAs).</p>
<p><b>2. Key strengths, concerns and other comments about the Plan</b></p> <p>Feedback is mixed about the proposed Plan. Particular proposals have aroused community concerns yet the existence of a Plan is welcomed.</p>	<p>The Plan is an important document in contributing guidance on the future rebuilding of the townships in the Kinglake Ranges, Flowerdale and Toolangi areas.</p>
<p><b>3. Need for and support for strategic planning or visions</b></p> <p>Some submitters raised broad strategic issues including:</p> <ul style="list-style-type: none"> <li>• The need for strategic planning together with the tools and capacity to deliver the outcomes.</li> <li>• Dieldren contamination.</li> <li>• Protection of agricultural land.</li> <li>• Strategic planning context that underpins the Plan.</li> </ul> <p>These matters are acknowledged and responded to in the consultation report.</p> <p>While anticipating limited incremental population growth, the Plan provides for the full protection of existing agricultural land by limiting future residential growth to within existing areas zoned for residential development.</p>	<p>Agreed. No change to the Plan.</p>
<p><b>4. Nature and its risks</b></p> <p>Bushfire safety was identified by a number of submitters. The Plan identifies bushfire safety as the most important factor for land use planning in the study area and details various responses to address this issue.</p> <p>Although potential Development Investigation Areas were identified in the draft Plan, these areas have not been implemented due to the clarification of bushfire risk in the area and the inclusion of the study area in the Bushfire Management Overlay, ie an area of identified high bushfire risk. Community consultation and concern was also considered in the resolution of the Development Investigation Areas.</p>	<p>Recommendations for submissions have been informed by a thorough review of bushfire risk, with areas subject to high bushfire risk being included in the Bushfire Management Overlay.</p>
<p><b>5. Viable Local Economy</b></p> <p>Submitters emphasised that industry can and does make a valuable contribution to local employment and the viability of local communities. Submitters wanted more explicit support for industrial development, alternative employment and entrepreneurship. In response the consultation report discusses an opportunity or demand based approach to planning for industrial development.</p>	<p>The Plan could be strengthened by highlighting key economic development actions set out in the Plan. This will provide clarity to stakeholders around what measures are to be emphasised as the focus for long term rebuilding efforts in the KFT area.</p> <p>The economic development strategies should be progressed as a matter of priority. The Government encourages Council to implement priority strategies by considering preparation of a detailed KFT Economic Development Action Plan.</p>

Brief summary of topic area raised by submitters	Recommendation
<p><b>6. Development Framework</b></p> <p>Submitters raised the following issues:</p> <ul style="list-style-type: none"> <li>• The need to protect rural lifestyles and environment.</li> <li>• Creation of integrated communities of residential, tourism and industry.</li> <li>• Opposition to residential development and urban sprawl.</li> <li>• Protection of agricultural land.</li> <li>• Lack of farming viability.</li> </ul> <p>The Plan includes key directions to maintain tranquil lifestyles and protect and enhance the environment.</p> <p>Anticipating limited incremental population growth, the Plan seeks to balance competing directions through providing for incremental growth within established, zoned settlements and for the protection of high quality agricultural land and other attributes of the area.</p> <p>A number of submissions nominate additional land for inclusion in Development Investigation Areas around Kinglake. Growth is not supported outside of existing appropriately zoned areas but does provide for incremental development that maximises the use of appropriately residentially zoned land in existing townships. This approach allows a moderate level of infill development, is consistent with the findings of the Victorian Bushfires Royal Commission Report (2010) and protects agricultural land and other attributes of the area.</p>	<p>Growth is not supported outside existing appropriately zoned areas.</p> <p>The Plan should emphasise population growth is expected to be incremental and provided through development that maximises the use of appropriately zoned land in existing townships and avoid growth in new areas. This view is consistent with the findings of the Victorian Bushfires Royal Commission Report (2010).</p> <p>Amend plan to reflect this approach.</p> <p>Remove reference to future and additional Development Investigation Areas (DIAs) from Kinglake and Kinglake Central.</p> <p>Amend point 1 p 24 for consistency with the incremental growth scenario.</p> <p>Amend Figure H (p25) to show that future development in Kinglake is through <i>existing zoned land</i> and Kinglake Central as <i>status quo</i>.</p> <p>Amend the section “Settlement Structure” (p 26-27) diagrams and accompanying text for Kinglake and Kinglake Central for consistency with preceding advice.</p> <p>Amend p28 to describe a growth scenario through development that maximises the use of appropriately zoned land in existing areas.</p> <p>Amend Figure 1.1 to remove reference to DIAs.</p> <p>Amend p32 to remove provision for additional rezoned land for housing.</p> <p>Amend Figure 2.1 to remove reference to DIAs.</p>

Brief summary of topic area raised by submitters	Recommendation
<p><b>7. Townships and settlements: Kinglake</b></p> <p>Submitters made comments about the Development Investigation Areas around Kinglake, township streetscape works, a number of shared pathways and other suggestions to improve Kinglake.</p> <p>Although Development Investigation Areas were originally identified as a means to balance bushfire risk and growth objectives, these areas are not consistent with the recommendations of the VBRC to avoid development in areas where there is a significant risk to life and property.</p> <p>New bushfire mapping includes the whole of the Kinglake township in the new Bushfire Management Overlay, and is considered subject to high bushfire risk.</p> <p>Advice from the Country Fire Authority (CFA) and the Department of Environment and Primary Industries (DEPI) confirms that these locations will be subject to extreme ember attack and the proximity to substantially forested areas poses an unacceptable risk to human life. As a result, the Development Investigation Areas should be deleted from the Kinglake township area in the Plan.</p>	<p><b>Planning and Development Investigation Areas:</b></p> <p>Remove provision for future Development Investigation Areas (DIAs) from the Kinglake township area.</p> <p>DIAs nominated in Kinglake are not supported due to the extent of the bushfire hazard in the immediate area and the wider landscape and the significant risk bushfire poses to life and property. Advice from the Country Fire Authority (CFA) and the Department of Environment and Primary Industries (DEPI) confirms that these locations will be subject to extreme ember attack and the proximity to substantially forested areas poses an unacceptable risk to human life.</p> <p>Further development outside existing zoned land is considered to be inconsistent with the recommendations of the VBRC and their translation into the State planning policy for bushfire. It is also noted that Government policy in relation to the Bushfire Land Acquisition program reinforces the unsuitability of development.</p> <p><b>Kinglake township streetscape works:</b></p> <p>Note the comments of submitters about streetscape works and consider them when completing the further detailed design as part of implementing Action A4.2.</p> <p><b>Shared pathways:</b></p> <p>Amend the Plan to include the creation of a shared path east of Kinglake towards Melba Highway with a priority to Howards Road.</p> <p>Amend the Plan to include investigation of extending the proposed path along No 1 Creek to Shelly Harris Crt.</p>
<p><b>8. Townships and settlements: Kinglake West – Pheasant Creek</b></p> <p>Submitters made a number of comments including supporting the Plan’s acknowledgment of Kinglake West- Pheasant Creek’s identity, maintaining township boundaries and implementing beautification works.</p>	<p>Agreed. No change to the Plan.</p>
<p><b>9. Townships and settlements: Flowerdale/Hazeldene</b></p> <p>Submitters commented on Flowerdale/Hazeldene’s identity, waste water treatment and made suggestions on various improvements. These matters are addressed in the Plan.</p>	<p>Agreed. No change to the Plan.</p>

Brief summary of topic area raised by submitters	Recommendation
<p><b>10. Townships and settlements: Toolangi/Castella</b></p> <p>Submitters commented about:</p> <ul style="list-style-type: none"> <li>• Need for population growth.</li> <li>• Retaining subdivision potential.</li> <li>• The <i>Toolangi Plant Protection District</i>.</li> <li>• Meaning of terms and inaccurate mapping.</li> <li>• Inconsistencies locality names and boundaries.</li> <li>• Roadside vegetation.</li> <li>• The community precinct.</li> <li>• Streetscape improvements.</li> <li>• Road construction and maintenance.</li> <li>• Need for pedestrian and cycle trails.</li> <li>• Other matters.</li> </ul> <p><b>Retain subdivision potential</b></p> <p>Objections to the loss of subdivision potential are generally from land owners in the Farming Zone which already has a minimum lot size of 40 hectares. The Plan proposes no changes to this requirement.</p> <p>Further subdivision in the Low Density Residential zone is inappropriate due to fire risk and the isolated nature of the settlement.</p> <p><b>Plant protection district</b></p> <p>The <i>Toolangi Plant Protection District</i> is a notable feature of the Toolangi/Castella area and should be noted in the final version of the Plan.</p> <p><b>Meaning of terms and mapping</b></p> <p>The meaning of terms used in the Plan will be clarified and mapping potentially adjusted accordingly.</p> <p><b>Locality name</b></p> <p>Action A4.1 recommends the removal of inconsistencies between locality boundaries identified in the rates system, emergency services and signage in addition to residents understanding of localities. Castella and Toolangi are specifically mentioned in the action.</p> <p><b>Community activity node</b></p> <p>A community activity node is noted on the Toolangi Design Framework. The text under community node could be expanded to include the Neighbourhood House and emphasise that this node is the preferred location for the types of activities proposed by the community.</p> <p><b>Pathways</b></p> <p>Suggestions on additional pathways can be considered as part of resolving the Plan. If finalised, the precise location of the CJ Dennis Trail should be shown on the Plan. Community consultation has been undertaken as part of trial implementation.</p> <p><b>Roadside vegetation and road maintenance</b></p> <p>Maintenance of roads and roadside vegetation could be discussed with residents to identify specific issues and develop responses to community concerns.</p>	<p><b>Loss of subdivision potential:</b></p> <p>No change to the Plan's proposal to limit further subdivision potential in the Low Density Zone.</p> <p><b>Plant protection district:</b></p> <p>Amend the text and maps in the Plan to illustrate the <i>Toolangi Plant Protection District</i>.</p> <p><b>Meaning of terms and mapping:</b></p> <p>Clarify the term 'significant vegetation cover' and 'retain farming or cleared land' and if necessary adjust mapping accordingly.</p> <p><b>Locality names:</b></p> <p>No change to the Plan regarding locality names as it is already included at Action 4.1 pp 52.</p> <p><b>Community activity node:</b></p> <p>Amend the Plan to include additional text about the central area of Toolangi being the focus for community activities.</p> <p>Amend the Plan to show a link to Toolangi Oval from the community node.</p> <p><b>Pathways:</b></p> <p>Consider suggestions on additional paths and amend the Plan where appropriate.</p> <p><b>Further community consultation:</b></p> <p>As a separate process to finalising the Plan, additional community engagement be undertaken with the Toolangi and Castella communities to address the issues not directly connected to the Plan including road side vegetation and road maintenance.</p>

Brief summary of topic area raised by submitters	Recommendation
<p><b>11. Opposed to the proposed Development Investigation Area in Kinglake Central</b></p> <p>A number of submitters were opposed to the proposed development investigation area in Kinglake Central. Their concerns included:</p> <ul style="list-style-type: none"> <li>• The undermining of the rural setting.</li> <li>• The loss of agricultural land.</li> <li>• Negative impact on farming.</li> <li>• Negative environmental impacts.</li> <li>• Lack of community infrastructure or services.</li> <li>• High fire risk.</li> <li>• Replacement of existing community facilities does not justify rezoning the land.</li> <li>• Lack of strategic justification.</li> <li>• Better alternative locations for residential development.</li> <li>• Soil contamination.</li> </ul> <p>Although Development Investigation Areas were originally identified as a means to balance bushfire risk and growth objectives, these areas are not consistent with the recommendations of the VBRC to avoid development in areas where there is a significant risk to life and property.</p> <p>New bushfire mapping includes the whole of the Kinglake Central in the Bushfire Management Overlay, and is considered subject to high bushfire risk.</p> <p>Advice from the Country Fire Authority (CFA) and the Department of Environment and Primary Industries (DEPI) confirms that these locations will be subject to extreme ember attack and the proximity to substantially forested areas poses an unacceptable risk to human life. As a result, the Development Investigation Areas should be deleted from the Kinglake Central area in the Plan.</p>	<p>Amend the Plan to emphasise that population growth is expected to be incremental and provided through development that maximises the use of appropriately zoned land in existing townships.</p> <p>This view is consistent with the findings of the Victorian Bushfires Royal Commission Report (2010).</p> <p>Amend the Plan to reflect this approach.</p> <p>Remove the reference to future Development Investigation Areas (DIAs) for Kinglake Central.</p> <p>The Kinglake Central DIA is not supported due to the extent of the bushfire hazard in the immediate area and the wider landscape and the significant risk bushfire poses to life and property. Advice from the Country Fire Authority and the Department of Environment and Primary Industries confirms that these locations will be subject to extreme ember attack and the proximity to substantially forested areas poses an unacceptable risk to human life.</p> <p>Further development outside existing zoned land is considered to be inconsistent with the recommendations of the VBRC and their translation into the State planning policy for bushfire.</p> <p>It is also noted that Government policy in relation to Bushfire Land Acquisition reinforces the unsuitability of development.</p>
Brief summary of topic area raised by submitters	Recommendation
<p><b>12. Suggest parameters for development in Kinglake Central</b></p> <p>Some submitters have suggested various parameters for development in Kinglake Central including:</p> <ul style="list-style-type: none"> <li>• Limiting density to rural residential or small farms.</li> <li>• Rezoning to facilitate business enterprises.</li> <li>• Availability of community facilities.</li> <li>• Additional land that could be included in the development investigation area.</li> </ul> <p>New bushfire mapping includes the whole of the Kinglake Central in the Bushfire Management Overlay, and is considered subject to high bushfire risk.</p> <p>Advice from the Country Fire Authority (CFA) and the Department of Environment and Primary Industries (DEPI) confirms that these locations will be subject to extreme ember attack and the proximity to substantially</p>	<p>Amend the Plan to emphasise that population growth is expected to be incremental and provided through development that maximises the use of appropriately zoned land in existing townships.</p> <p>This view is consistent with the findings of the Victorian Bushfires Royal Commission Report (2010).</p> <p>Amend the Plan to reflect this approach.</p> <p>Remove the reference to future Development Investigation Areas (DIAs) for Kinglake Central.</p> <p>The Kinglake Central DIA is not supported due to the extent of the bushfire hazard in the immediate area and the wider landscape and the significant risk bushfire poses to life and property. Advice from the Country Fire Authority and the Department of Environment and Primary</p>

<p>forested areas poses an unacceptable risk to human life. As a result, the Development Investigation Areas should be deleted from the Kinglake Central area in the Plan.</p>	<p>Industries confirms that these locations will be subject to extreme ember attack and the proximity to substantially forested areas poses an unacceptable risk to human life.</p> <p>Further development outside existing zoned land is considered to be inconsistent with the recommendations of the VBRC and their translation into the State planning policy for bushfire.</p> <p>It is also noted that Government policy in relation to Bushfire Land Acquisition reinforces the unsuitability of development.</p>
<p><b>13. Support proposed Development Investigation Area in Kinglake Central</b></p> <p>Some submitters support the proposed housing development at Kinglake Central because:</p> <ul style="list-style-type: none"> <li>• The location is safer.</li> <li>• The community needs to grow to support facilities and activities.</li> <li>• Viable agricultural activity is economically challenging.</li> <li>• Environmental impacts are mitigated.</li> <li>• Utilisation of community infrastructure is maximised.</li> </ul> <p>Suggestions were also made on additional land to include in the investigation area.</p> <p>New bushfire mapping includes the whole of the Kinglake Central in the Bushfire Management Overlay, and is considered subject to high bushfire risk.</p> <p>Advice from the Country Fire Authority (CFA) and the Department of Environment and Primary Industries (DEPI) confirms that these locations will be subject to extreme ember attack and the proximity to substantially forested areas poses an unacceptable risk to human life. As a result, the Development Investigation Areas should be deleted from the Kinglake Central area in the Plan.</p>	<p>Amend the Plan to emphasise that population growth is expected to be incremental and provided through development that maximises the use of appropriately zoned land in existing townships.</p> <p>This view is consistent with the findings of the Victorian Bushfires Royal Commission Report (2010).</p> <p>Amend the Plan to reflect this approach.</p> <p>Remove the reference to future Development Investigation Areas (DIAs) for Kinglake Central.</p> <p>The Kinglake Central DIA is not supported due to the extent of the bushfire hazard in the immediate area and the wider landscape and the significant risk bushfire poses to life and property. Advice from the Country Fire Authority and the Department of Environment and Primary</p> <p>Industries confirms that these locations will be subject to extreme ember attack and the proximity to substantially forested areas poses an unacceptable risk to human life.</p> <p>Further development outside existing zoned land is considered to be inconsistent with the recommendations of the VBRC and their translation into the State planning policy for bushfire.</p> <p>It is also noted that Government policy in relation to Bushfire Land Acquisition reinforces the unsuitability of development.</p>

Brief summary of topic area raised by submitters	Recommendation
<p><b>14. Pheasant Creek Industrial area</b></p> <p>Submitters were generally concerned about the poor amenity and possible expansion of the Pheasant Creek Industrial Area. Initiatives to improve the appearance and manage environmental impacts were welcomed.</p> <p>The Plan proposes to improve the amenity of the area around the industrial zone in Pheasant Creek. The proposed Industrial 3 zone will assist in achieving this outcome.</p>	<p>The strength of the Plan is the opportunity to advance positive economic development opportunities for residents, business and visitors to the KFT area.</p> <p>As an economic development strategy, this action should be progressed as a matter of priority. See response to #5 Viable Local Economy.</p>
<p><b>15. Seeks rezoning - Pheasant Creek supermarket</b></p> <p>A submitter sought a zoning change for 1 Pheasant Creek Road Pheasant Creek to enable the reestablishment of a viable and well structured business proposition.</p> <p>Immediately after the 2009 bushfire, changes were made to planning schemes to facilitate recovery and reconstruction of homes, businesses and communities.</p> <p>The Planning Scheme includes provisions that protect existing use rights where a use ceases for a period of time or is damaged by fire. These existing use provisions do not anticipate the scale and extent of damage that 2009 bushfire caused nor the time that recovery and rebuilding can take in these circumstances.</p> <p>The two year existing use rights on this property have now lapsed. In order to retain the capacity to rebuild the commercial premises and assist community recovery it would be necessary to provide a site specific amendment to the Planning Scheme.</p>	<p>Council continues to work with the landowner to resolve the site specific redevelopment potential of the land. An amendment to the Murrindindi Planning Scheme has been drafted to allow the Minister for Planning to approve the redevelopment of the land.</p>
<p><b>16. Seeks rezoning for residential development - 98 Whittlesea-Kinglake Road, Kinglake</b></p> <p>A submitter sought a zoning change for 98 Whittlesea-Kinglake Road Kinglake to enable residential development pointing to:</p> <ul style="list-style-type: none"> <li>• The suitability of the land for residential purposes based on location, accessibility, services, size and shape of the land, clearance of native vegetation, form of the site and site features.</li> <li>• The benefits of additional population growth.</li> <li>• The existing farms lack of viability.</li> </ul> <p>In addition to the site specific investigation submitted, it is noted that other submitters, in commenting on the Kinglake Central Development Investigation Area, have pointed to this land as a more suitable alternative for residential growth.</p> <p>Although Development Investigation Areas were originally identified as a means to balance bushfire risk and growth objectives, these areas are not consistent with the recommendations of the VBRC to avoid development in areas where there is a significant risk to life and property.</p> <p>New bushfire mapping includes the whole of the Kinglake Central and Kinglake areas in the Bushfire</p>	<p>The rezoning of 98 Whittlesea-Kinglake Road, Kinglake to become part of a future Development Investigation Area (DIA) for Kinglake is not supported due to the extent of the bushfire hazard in the immediate area and the wider landscape and the significant risk bushfire poses to life and property. Advice from the Country Fire Authority and the Department of Environment and Primary Industries confirms that these locations will be subject to extreme ember attack and the proximity to substantially forested areas poses an unacceptable risk to human life.</p> <p>Further development outside existing zoned land is considered to be inconsistent with the recommendations of the VBRC and their translation into the State planning policy for bushfire. It is also noted that Government policy in relation to the Bushfire Land Acquisition program reinforces the unsuitability of development.</p> <p>The Plan should emphasise that population growth is expected to be incremental and be provided through development that maximises the use of appropriately zoned land in existing townships and avoid growth in new areas. This view is consistent with the findings of the Victorian Bushfires Royal Commission Report (2010).</p>



Management Overlay, and is considered subject to high bushfire risk. Advice from the Country Fire Authority (CFA) and the Department of Environment and Primary Industries (DEPI) confirms that these locations will be subject to extreme ember attack and the proximity to substantially forested areas poses an unacceptable risk to human life. As a result, the Development Investigation Areas should be deleted from the Kinglake Central area in the Plan.

Brief summary of topic area raised by submitters	Recommendation
<p><b>17. Seeks rezoning to Rural Living – 72 Messmate Road and 206 Moores Road, Flowerdale</b></p> <p>A submitter sought a zoning change for 72 Messmate Road and 206 Moores Road, Flowerdale to enable rural residential development pointing to:</p> <ul style="list-style-type: none"> <li>• The legitimate rural living role of Flowerdale.</li> <li>• Sparse vegetation cover and relatively moderate topography.</li> <li>• Proximity to community services in Flowerdale.</li> <li>• The opportunity for larger rural living lots in a safer location.</li> </ul> <p>The Plan has considered the investigation of this land for development and concluded that it is not a viable Development Investigation Area.</p> <p>Similarly previous strategic work to introduce amendment C12 considered potential rural living rezonings and did not include the subject site.</p> <p>A number of other key sites, including the subject site were also investigated as part of the proposed planning scheme amendment C19, all were discounted.</p> <p>The Flowerdale area is not supported due to the extent of the bushfire hazard in the immediate area and the wider landscape and the significant risk bushfire poses to life and property. Further development outside existing zoned land is considered to be inconsistent with the recommendations of the VBRC. The Plan should emphasise that population growth is expected to be incremental and be provided through development that maximises the use of appropriately zoned land in existing townships and avoid growth in new areas.</p>	<p>This site is not considered to be a viable location for new residential development.</p>
<p><b>18. Seeks rezoning to low density residential – 268 Glenburn Road, Kinglake East</b></p> <p>A submitter sought a zoning change for 268 Glenburn Road Kinglake East to enable low density residential development pointing to:</p> <ul style="list-style-type: none"> <li>• The lands inclusion in the 2003 <i>Kinglake Flowerdale Integrated Strategy Plan</i>.</li> <li>• Consistency with the Plan’s directions.</li> <li>• The logical extension of the Kinglake settlement.</li> <li>• Close proximity to George Street township, Kinglake Meadows estate, and facilities of Kinglake township.</li> <li>• Increased housing choice.</li> <li>• Opportunity to enhance landscape character.</li> <li>• Need for more low density residential development.</li> </ul> <p>In addition to the site specific investigation submitted, it is noted that other submitters have pointed to this general area as a suitable for residential growth.</p> <p>This land was identified as ‘future residential potential’ in</p>	<p>That 268 Glenburn Road, Kinglake East not be supported as a part of a future Development Investigation Area (DIA) in Kinglake.</p> <p>The lot is not supported due to the extent of the bushfire hazard in the immediate area and the wider landscape and the significant risk bushfire poses to life and property. Advice from the Country Fire Authority and the Department of Environment and Primary Industries confirms that these locations will be subject to extreme ember attack and the proximity to substantially forested areas poses an unacceptable risk to human life.</p> <p>Further development outside existing zoned land is considered to be inconsistent with the recommendations of the VBRC and their translation into the State planning policy for bushfire. It is also noted that Government policy in relation to the Bushfire Land Acquisition program reinforces the unsuitability of development.</p> <p>The Plan should emphasise that population growth is expected to be incremental and be provided through development that maximises the use of appropriately zoned land in existing townships and avoid growth in new areas. This view is consistent with the findings of the</p>

the strategic plan, *Kinglake Flowerdale Integrated Strategy Plan*, adopted in 2003.

Although Development Investigation Areas were originally identified as a means to balance bushfire risk and growth objectives, these areas are not consistent with the recommendations of the VBRC to avoid development in areas where there is a significant risk to life and property.

New bushfire mapping includes the whole of the Kinglake East area in the Bushfire Management Overlay, and is considered subject to high bushfire risk.

Advice from the Country Fire Authority (CFA) and the Department of Environment and Primary Industries (DEPI) confirms that these locations will be subject to extreme ember attack and the proximity to substantially forested areas poses an unacceptable risk to human life. As a result, the Development Investigation Areas should be deleted from the Kinglake East area in the Plan.

Victorian Bushfires Royal Commission Report (2010).

Brief summary of topic area raised by submitters	Recommendation
<p><b>19. Seeks rezoning to low density residential – 119 McMahons Road, Kinglake</b></p> <p>A submitter sought a zoning change for 119 McMahons Road Kinglake to enable low density residential development pointing to:</p> <ul style="list-style-type: none"> <li>• The lands inclusion in the 2003 <i>Kinglake Flowerdale Integrated Strategy Plan</i>.</li> <li>• Consistency with the Plan’s directions.</li> <li>• The logical extension of the Kinglake settlement.</li> <li>• Close proximity to George Street township, Kinglake Meadows estate, and facilities of Kinglake township.</li> <li>• Increased housing choice.</li> <li>• Opportunity to enhance landscape character.</li> <li>• Need for more low density residential development.</li> </ul> <p>In addition to the site specific investigation submitted, it is noted that other submitters have pointed to this general area as a suitable for residential growth.</p> <p>This land was identified as ‘future residential potential’ in the strategic plan, <i>Kinglake Flowerdale Integrated Strategy Plan</i>, adopted in 2003.</p> <p>Although Development Investigation Areas were originally identified as a means to balance bushfire risk and growth objectives, these areas are not consistent with the recommendations of the VBRC to avoid development in areas where there is a significant risk to life and property.</p> <p>New bushfire mapping includes the whole of the Kinglake East area in the Bushfire Management Overlay, and is considered subject to high bushfire risk.</p> <p>Advice from the Country Fire Authority (CFA) and the Department of Environment and Primary Industries (DEPI) confirms that these locations will be subject to extreme ember attack and the proximity to substantially forested areas poses an unacceptable risk to human life. As a result, the Development Investigation Areas should be deleted from the Kinglake East area in the Plan.</p>	<p>That 119 McMahons Road, Kinglake East not be supported as a part of a future Development Investigation Area (DIA) in Kinglake.</p> <p>The lot is not supported due to the extent of the bushfire hazard in the immediate area and the wider landscape and the significant risk bushfire poses to life and property. Advice from the Country Fire Authority and the Department of Environment and Primary Industries confirms that these locations will be subject to extreme ember attack and the proximity to substantially forested areas poses an unacceptable risk to human life.</p> <p>Further development outside existing zoned land is considered to be inconsistent with the recommendations of the VBRC and their translation into the State planning policy for bushfire. It is also noted that Government policy in relation to the Bushfire Land Acquisition program reinforces the unsuitability of development.</p> <p>The Plan should emphasise that population growth is expected to be incremental and be provided through development that maximises the use of appropriately zoned land in existing townships and avoid growth in new areas. This view is consistent with the findings of the Victorian Bushfires Royal Commission Report (2010).</p>
<p><b>20. Seeks rezoning to Township Zone – 2950 Heidelberg-Kinglake Road, Kinglake</b></p> <p>A submitter sought a zoning change for 2950 Heidelberg-Kinglake Road, Kinglake to a Township Zone to facilitate a mixture of uses on the land. In support of the request the submitter points to:</p> <ul style="list-style-type: none"> <li>• The lands inclusion in the 2003 <i>Kinglake Flowerdale Integrated Strategy Plan</i>.</li> <li>• Opportunities on the land including permanent potable water supply and a reticulated sewerage treatment plant.</li> <li>• The capacity to contribute to the viability and sustainability of Kinglake</li> <li>• Much needed release of land for a mix of housing</li> </ul>	<p>That 2950 Heidelberg Kinglake Road, Kinglake not be supported as a part of a future Development Investigation Area (DIA) in Kinglake.</p> <p>The lot is not supported due to the extent of the bushfire hazard in the immediate area and the wider landscape and the significant risk bushfire poses to life and property. Advice from the Country Fire Authority and the Department of Environment and Primary Industries confirms that these locations will be subject to extreme ember attack and the proximity to substantially forested areas poses an unacceptable risk to human life.</p> <p>Further development outside existing zoned land is considered to be inconsistent with the recommendations of the VBRC and their translation into the State planning policy for bushfire. It is also noted that Government policy</p>

<p>types.</p> <ul style="list-style-type: none"> <li>• Potential for a small number of retail, business and community uses.</li> </ul> <p>A large part of 2950 Heidelberg-Kinglake Road, Kinglake was exhibited to be included in a Development Investigation Area.</p> <p>Although Development Investigation Areas were originally identified as a means to balance bushfire risk and growth objectives, these areas are not consistent with the recommendations of the VBRC to avoid development in areas where there is a significant risk to life and property.</p> <p>New bushfire mapping includes the whole of the Kinglake area in the Bushfire Management Overlay, and is considered subject to high bushfire risk.</p> <p>Advice from the Country Fire Authority (CFA) and the Department of Environment and Primary Industries (DEPI) confirms that these locations will be subject to extreme ember attack and the proximity to substantially forested areas poses an unacceptable risk to human life. As a result, the Development Investigation Areas should be deleted from the Kinglake area in the Plan.</p>	<p>in relation to the Bushfire Land Acquisition program reinforces the unsuitability of development.</p> <p>The Plan should emphasise that population growth is expected to be incremental and be provided through development that maximises the use of appropriately zoned land in existing townships and avoid growth in new areas. This view is consistent with the findings of the Victorian Bushfires Royal Commission Report (2010).</p>
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Brief summary of topic area raised by submitters	Recommendation
<p><b>21. Seeks rezoning for rural residential development – 305 Whittlesea-Kinglake Road, Kinglake Central</b></p> <p>A submitter sought a zoning change for 305 Whittlesea-Kinglake Road, Kinglake Central to enable rural residential development.</p> <p>In support of the request the submitter points to:</p> <ul style="list-style-type: none"> <li>• Agriculture no longer being viable.</li> <li>• Large lot rural residential meeting the objectives of the framework plan.</li> <li>• Cleared nature of the land.</li> <li>• Existence of fire buffers.</li> <li>• Ready road access.</li> <li>• Proposed land use that compliments existing and proposed tourism facilities.</li> </ul> <p>The Plan originally considered the investigation of this land for development, concluding that it was not a viable Development Investigation Area. In any case, Development Investigation Areas have been deleted from the Plan, in consultation with the Country Fire Authority (CFA) and the Department of Environment and Primary Industries (DEPI).</p> <p>Previous strategic work did not include the subject site. Compared to other locations, the site is not in close proximity to existing townships or community facilities.</p>	<p>This site is not considered to be a viable location for new residential development. New bushfire mapping includes the site in the Bushfire Management Overlay, and is considered subject to high bushfire risk.</p>
<p><b>22. Seeks rezoning to low density residential – 92 Orchard Rd, Lot 42b and Lot 41c, McMahons Road, Kinglake</b></p> <p>A submitter sought a zoning change for 92 Orchard Rd, Lot 42b and Lot 41c McMahons Rd Kinglake to enable low density residential development pointing to:</p> <ul style="list-style-type: none"> <li>• The lands inclusion in the 2003 <i>Kinglake Flowerdale Integrated Strategy Plan</i>.</li> <li>• Consistency with the Plan’s directions.</li> <li>• The logical extension of the Kinglake settlement.</li> <li>• Close proximity to existing residential development.</li> <li>• Increased housing choice.</li> <li>• Opportunity to enhance landscape character.</li> <li>• Need for more low density housing.</li> </ul> <p>92 Orchard Road, Kinglake was exhibited to be within a Development Investigation Area in the Plan.</p> <p>Lot 42c (the submitters Lot 41c) McMahons Road, Kinglake and land to its north were identified as ‘long term community leisure precinct’ in the <i>Kinglake Flowerdale Integrated Strategy Plan 2003</i>.</p> <p>Although Development Investigation Areas were originally identified as a means to balance bushfire risk and growth objectives, these areas are not consistent with the recommendations of the VBRC to avoid development in areas where there is a significant risk to life and property.</p>	<p>That 92 Orchard Rd (Lot 42B and Lot 41C), McMahons Road, Kinglake not be supported as a part of a future Development Investigation Area (DIA) in Kinglake.</p> <p>The lot is not supported due to the extent of the bushfire hazard in the immediate area and the wider landscape and the significant risk bushfire poses to life and property. Advice from the Country Fire Authority and the Department of Environment and Primary Industries confirms that these locations will be subject to extreme ember attack and the proximity to substantially forested areas poses an unacceptable risk to human life.</p> <p>Further development outside existing zoned land is considered to be inconsistent with the recommendations of the VBRC and their translation into the State planning policy for bushfire. It is also noted that Government policy in relation to the Bushfire Land Acquisition program reinforces the unsuitability of development.</p> <p>The Plan should emphasise that population growth is expected to be incremental and be provided through development that maximises the use of appropriately zoned land in existing townships and avoid growth in new areas. This view is consistent with the findings of the Victorian Bushfires Royal Commission Report (2010).</p>

New bushfire mapping includes the whole of the Kinglake area in the Bushfire Management Overlay, and is considered subject to high bushfire risk.

Advice from the Country Fire Authority (CFA) and the Department of Environment and Primary Industries (DEPI) confirms that these locations will be subject to extreme ember attack and the proximity to substantially forested areas poses an unacceptable risk to human life. As a result, the Development Investigation Areas should be deleted from the Kinglake area in the Plan.

Brief summary of topic area raised by submitters	Recommendation
<p><b>23. Objection to rezoning – Toolangi Tavern</b></p> <p>Submitters objected to designation of the Toolangi Tavern as an activity node and the proposed rezoning to a Rural Activity Zone.</p> <p>Concerns included:</p> <ul style="list-style-type: none"> <li>• Undesirable development would be possible in the future.</li> <li>• Negative amenity impacts from the existing activity could be exacerbated by further development.</li> <li>• Selection of this site for rezoning when other sites offer better access and amenity protection</li> </ul> <p>The site has been the focus of commercial activity in Toolangi for some time.</p> <p>The proposed Activity Node recognizes an existing use however the Farming Zone doesn't reflect the current use and places limitations on future commercial potential.</p> <p>The Rural Activity Zone provides an appropriate level of flexibility but does limit many shop activities considered inappropriate in a rural setting.</p> <p>Any development proposals on the site would be the subject of appropriate notification.</p>	<p>No change to the Plan ie. retain the designation of Toolangi Tavern as an Activity Node and the proposed rezoning to Rural Activity.</p>
<p><b>24. Objection - Proposed sewerage treatment plant Kinglake West</b></p> <p>A submitter objected to the installation of a sewerage treatment plant at 70 Burtons Road, Kinglake West by Yarra Valley Water.</p> <p>No planning permit is required under the planning scheme to construct the facility.</p>	<p>No change to the Plan.</p>
<p><b>25. Horse riding trials</b></p> <p>Submitters suggested that more horse riding trails and facilities be constructed.</p> <p>The Plan at A7.2 pp58 makes reference to constructing off road pedestrian, cyclist and bridle trails within and between settlements and to natural attractions.</p>	<p>No change to the Plan.</p>



Brief summary of topic area raised by submitters	Recommendation
<p><b>26. Other Comments about the plan</b></p> <p>Submitters raised a broad range of other issues related to:</p> <ul style="list-style-type: none"> <li>• Infrastructure</li> <li>• Service</li> <li>• Other facilities</li> <li>• Need for self sufficiency</li> <li>• Clearance of road side vegetation</li> <li>• Maintenance of road side vegetation</li> <li>• Walkability and trail connections</li> <li>• History</li> <li>• Implementation concerns</li> <li>• More information</li> <li>• Proposed community and culture facility</li> <li>• Other general matters</li> </ul> <p>Infrastructure provision and the nature of nearby services will be one of the factors that shape the final outcome within Development Investigation Areas.</p> <p>Similarly walkability and trail connections are emphasised in the Plan.</p> <p>The heritage study is currently being finalised.</p> <p>Implementation of the Plan will involve further detailed work including the preparation of planning scheme amendments and supporting documentation.</p> <p>Some of the matters raised are outside the scope of the Plan to influence eg. enforcement of Council bylaws.</p>	<p>No change to the Plan.</p>
<p><b>27. Various Corrections</b></p> <p>Submitters suggested a number of corrections to various street names and features.</p> <p>The suggested corrections are noted.</p>	<p>That those submissions suggesting corrections be referred to the consultant for consideration and the Plan be altered where appropriate.</p>
<p><b>28. Consultation process</b></p> <p>Submitters raised a number of comments about the Plan's consultation process including the extent, timing and attendance.</p> <p>Extensive consultation has been undertaken and community consultation is a vital and valued part of preparing the Plan.</p> <p>The comments about timing of consultation are noted.</p> <p>The need for a strategic plan was identified by Community Recovery Communities and consultation has been mindful of the special circumstances confronting communities in the study area.</p>	<p>No change to the Plan</p>
<p><b>29. Yarra Ranges Council</b></p> <p>Yarra Ranges Council's submission notes a number of policy areas that it would like to see addressed in the Plan.</p> <p>The comments have been noted.</p>	<p>Yarra Ranges Council has not supported DIAs for townships in the Kinglake Ranges.</p> <p>Development Investigation Areas (DIAs) have been previously discussed under individual submissions.</p> <p>Remove the reference to future Development Investigation Areas (DIAs).</p>

Brief summary of topic area raised by submitters	Recommendation
<p><b>30. Goulburn Murray Water</b> Goulburn Murray Water makes a number of positive statements about the Plan. The comments have been noted.</p>	<p>No change to the Plan.</p>
<p><b>31. Goulburn Broken Catchment Authority</b> Goulburn Broken Catchment Authority generally makes a number of positive statements about the Plan and then comments in detail on various aspects of the plan including some corrections. The comments have been noted.</p>	<p>Amend the Plan to reflect significance of King Parrot Creek and additional comments of the CMA.</p>
<p><b>32. Parks Victoria</b> Parks Victoria generally makes a number of positive statements about the Plan and then comments in detail on various aspects of the plan including some corrections. The comments have been noted.</p>	<p>No change to the Plan.</p>
<p><b>33. Department of Sustainability and Environment</b> The Department of Sustainability and Environment generally makes a number of positive statements about the Plan and then comments in detail on various aspects of the plan including some corrections. The comments have been noted.</p>	<p>Amend the Plan to reflect comments of DSE. Amend Action 3.6 to investigation of innovative responses to waste water treatment at Flowerdale and Hazeldene.</p>
<p><b>34. Environment Officer Murrindindi Shire</b> The Environment Officer of Murrindindi Shire comments generally on the need to be clear on the meaning and statements within the Plan especially those related to managing vegetation but also other matters. The comments have been noted.</p>	<p>Amend the Plan to clarify particular phrases within the document.</p>

## 1. Overall Impression of the Plan

### Community Comments (17 submitters)

- Wish to commend and support the creation of the KFT Plan and strongly encourage the Murrindindi Shire Council to adopt the plans and recommendations.
- The plan is a list of 'motherhood' statements and 'mission' statement in the corporate mould and lacks any practical value.
- For the most part I to commend the draft, especially in its acknowledgement of the strong feelings and opinions of those in the Kinglake Ranges community who recognize the unique environment in which we live, and of the importance of preserving the natural environment and enhancing the built environment, for the enrichment of not only those who choose to live here, but also for the people of Melbourne.
- The quality of outcomes from the KFT Plan is entirely dependent on the commitment of the Murrindindi Shire, and especially its Planners, to actually implement the many excellent proposals contained within it.
- Whilst I have no opposition to much of the plan, I strongly object to the proposed rezoning of land in Extons Road from Farm Zone to Residential Zone.
- Council should adopt this plan as it has been formulated from the combined ideas of a large proportion of the local community.
- After looking at the KFT draft plans, we feel they look good and think it will be appreciated in the future and hope it goes ahead.
- The Kinglake Ranges will be beautified and retain its natural look.
- In general I think it will be a vital addition to strategic planning in the Kinglake Ranges, though I would have liked to have seen a greater level of detail: the ability to prepare and incorporate this next level of detail will be critical to the plan's success. Are ongoing resources available to increase Council's capacity to achieve and implement this?
- I agree with its broad aims and visions, such as: maintain a tranquil lifestyle; foster a local viable community; protect and enhance the environment; create attractive, distinctive vibrant towns; maintain places where the natural environment and rural landscape continue to be highly valued; and bushfire safety.
- In general believe it to be a promising document.
- I congratulate all parties on the work that has been achieved to date on this plan.
- AECOM & Dept. of Planning and Community Development have generally grasped the values the community has identified as important to their future.
- With the exception of the Kinglake Central proposal to change existing Rural Land to Residential I believe that AECOM have produced an accurate reflection of the wish lists drafted at the community forums.
- The DRAFT PLAN does appear to have addressed many of the strategic issues that the community raised. However, there are concerns on particular aspects suggested in the plan such as inappropriate residential development proposed in Kinglake Central and the lack of detail for treatments effecting neighbourhood character (e.g. township signage and roadside beautification, housing styles and visual impact).
- It is important to express the disappointment in the plan and the lack of detail. There are many mistakes in the document, some simple showing laziness and lack of attention to the area. There were issues discussed at the meetings that do not get a mention.
- The proposed strategic plan however suffers from a problem common to government planning documents, in that it appears to be based on a set of unstated assumptions about wider contextual geopolitical, energy, economic, climatic and environmental forces.

### **Response**

- Some submitters have made positive comments about the Plan, while others were disappointed.
- Some submitters generally support the Plan but note their concerns about the proposed Development Investigation Area at Kinglake Central or the Castella Design framework.
- Specific concerns are elaborated and discussed in following sections.

### **Recommendation**

Issues relating to Development Investigation Area (DIAs) are responded to in recommendations for specific submissions with an overall recommendation to remove reference to future Development Investigation Areas (DIAs).

## 2. Key strengths, concerns and other comments about the Plan

### Community Comments (11 submitters)

#### ***Key strengths of the Plan (7 submitters)***

- No more ad hoc developments.
- That there is a plan.
- The vision and values are excellent. They need to be continually brought before Authorities having jurisdiction over the area.
- The draft plan and design framework cover photographs are how I would like Kinglake to stay.
- Toolangi to remain a small rural settlement preserving its unique character.
- To help Kinglake recover from loss of residents.
- Nil. (2)
- Growth & direction – improving the appeal of our towns.

#### ***Key concerns (6 submitters)***

- The plan is a list of ‘motherhood’ statements and ‘mission’ statement in the corporate mould and lacks any practical value.
- This appears to be a short term plan 20 years.
- Emphasis of the plan on tourism. Not all residents want to live in a tourist precinct with the negative impacts that come from tourists.
- There are too many signs.
- Too much development of tourism is emphasised. The population is extremely diverse. It includes battlers, and multi millionaires, academics from universities, other professionals, people who work from home, retirees, and many others who make a considerable contribution to the community with expertise, time and money. This diversity adds to the strength and resilience. Their needs are not well considered. Some may look elsewhere.
- Kinglake Central (Extons Road) should not be rezoned as it is valuable farming land.
- It will ruin the land.
- It will ruin our lifestyle.
- Subdivision possibility Kinglake Central. If there was to be subdivision would have to be on 5 acre lots like Kinglake West. So it does not look like Hawkins Drive. Too built up, not the life I envisioned for myself in Kinglake.

#### ***What do you like about the Plan? (6 submitters)***

- That the visions and values 1-7 have been addressed.
- Kinglake township should be extended because of the small blocks already there.
- Nil.
- We particularly like the emphasis on maintaining tranquil lifestyles. Safeguarding and enhancing the environmental and rural landscape character. Concentrating on Agriculture and Tourism and keeping the settlement/population growth under control using proper infrastructure.
- Car parking/more retail space/parks & BBQ areas, better roads, population growth within reason, country town, don't want to big!

#### ***What should be given priority? (2 submitters)***

- An endeavour to improve our environment.
- Talking and listening to the community.
- Improve the Kinglake town centre.
- Tidy up the existing industrial development areas.
- Uplifting the community's moral. The recreational centres, swimming pool facility, our parks, also there are a lot of burnt trees along the main road side that is a reminder of black Saturday.

They could be removed; local residents could use the wood to warm them on cold nights. Plant some natives to replace what was lost.

***What is missing from the plan? (4 submitters)***

- No long term 50 year vision.
- Development and improvement for the town centre and surrounds.
- Consideration for the people who live in Extons Road, who do not want small blocks around them. (2)
- Community connections ie. Pool / BBQ areas. Our roads are shocking.
- Various social needs have not been addressed including equitable access to youth services, opportunities for a retirement village and post primary education.
- If we wanted to improve wellbeing various initiatives could be implemented to improve it including ancillary health services, seniors meals, and a swimming pool.

***Other concerns (4 submitters)***

- Concerned that this flies in the face of the Royal Commission Report about people living in bushfire prone areas. Especially encouraging large numbers of people to live and work in this area.
- We had to spend lots of money and go through many processes to prove to the Council why we should be able to build our house on rural land. We had to prove we were going to farm land before we could build our house.
- Cannot believe that with the number of people residing in Kinglake we still don't have a pool. Kids up here cannot swim because the closest pools are all too far away.
- Protection of the environment should be a priority especially minimising negative impacts of human activity.
- Unfortunately, most of the visions for the future actually do reflect what the community wants but the draft plan is an open contradiction to the vision and values.

**Response**

- Feedback is mixed about the proposed Plan. Particular proposals have aroused community concerns yet the existence of a Plan is welcomed.
- The importance of the plan in guiding the future rebuilding of the townships in the Kinglake Ranges, Flowerdale and Toolangi areas should be acknowledged and noted.
- Specific concerns are elaborated and discussed in following sections.

**Recommendation**

The Plan is an important document in contributing guidance on the future rebuilding of the townships in the Kinglake Ranges, Flowerdale and Toolangi areas.

### 3. Need for and support for strategic planning or visions

#### Community Comments (4 submitters)

##### *Need for strategic planning and planning tools to deliver (2 submitters)*

- Adhoc and inappropriate planning has long been recognized by the Ranges community as the key factor restricting proper and sensible development of the area. This was again acknowledged in the 2003 Kinglake/ Flowerdale Draft Strategy, which, although strong on rhetoric acceptable to the community, actually did little in real terms to back that rhetoric with substantive Planning guidelines.
- This was bought into stark relief after the 2009 bushfires when we realized there were no urban-design or neighbourhood character guidelines which could come into play to ensure the best possible outcomes for the re-building process. Instead we have seen hasty and ill-conceived decision-making which has had a marked negative impact on a traumatized community.
- Two examples which have become iconic for the community. Firstly, there is the tilt-slab building at the intersection of Whittlesea-Yea Rd. and Whittlesea-Kinglake Rd. at Kinglake West.
- The development conflicts with published statements and objectives of the MSC.
- The second example is that of the proposal for the rezoning of farmland at Pheasant Creek to Industrial 1, again this occurred shortly after the bushfire, but the rezoning of this parcel has a history going back to the 1990's, and on each and every occasion it has been resoundingly rejected as inappropriate by the community.
- If the KFT Draft Plan is to achieve the goals the Ranges community has expressed through the consultative process, the implementation by the Shire has to be primarily focused on achieving excellent planning outcomes for the community it serves.
- The Ranges community feels that the only strategic outcomes the Shire has until now desired for our district have been principally guided by the desire to increase rate revenue. This is not seen as exemplifying good planning, and in fact brings issues of governance to the fore.
- Whilst understanding that the Shire of Murrindindi is large and diverse, and is therefore under constant pressures affecting its financial sustainability, its Strategic planning must not be predicated on this factor alone.
- Many in our community are of the belief that the Kinglake Ranges, if under the governance of another Shire, such as Whittlesea or Nillumbik, would avoid much of the adhoc & inappropriate planning we continue to experience. The much larger rate-base of these other Shires would surely free the Kinglake Ranges from the pressure for development that our geographical location within the Murrindindi Shire brings us.
- This pressure for development often masquerades as issues of the 'sustainability' of our community. And whilst there is no doubt that communities need to grow, there are also sound arguments for restricting and guiding growth carefully within the Kinglake/Toolangi/Flowerdale region due to the fact that it is environmentally significant and quite distinct from urban Melbourne.
- It is well acknowledged that the farmland in our region is extremely productive in the right hands, and studies show that there is relatively little farmland of this quality in the State. Nevertheless, once again we have a proposal, this time in the KFT Plan, for rezoning farmland for residential development in Kinglake Middle.
- There are many flaws in the accompanying rationale for this as well as spurious argument around rebuilding of the school.
- The 2003 Kinglake/Flowerdale Strategy clearly identified that residential growth would best happen in close proximity to the Kinglake township, in order to allow easy access to existing facilities, shops, etc. However the lack of services (reticulated water and sewer) meant that easier solutions for growth were pursued.
- The unfortunate consequence of this was that larger lot sizes capable of handling sewer outflow and dispersion meant that more valuable farmland was sacrificed for development in the Kinglake West/ Pheasant Creek area.

- The quality of outcomes from the KFT Plan is entirely dependent on the commitment of the Murrindindi Shire, and especially its Planners, to actually implement the many excellent proposals contained within it.
- Priority needs to be given at planning stage for neighbourhood character and preservation of history.

***Need for a vision (1 submitter)***

- A vision that unlocks the deildrin effected farm land and allows it to be appropriately rezoned for an outstanding community benefit such that the area could be a tourist mecca into the next century and beyond.
- This could be achieved by the simple donation of a road reserve form the farms on the south side of the Whittlesea Kinglake Road from Pheasant Creek to Kinglake East (in total about 10 kms). Appropriate compensation for the land donation could be via rezonings to abutting farms. This 10 km road reservation could be vegetated with stately trees and could include an Avenue of Honour as a monument for those that lost their lives in the 2009 bushfire.

***Response to deildrin contaminated farm land needed (1 submitter)***

- Neglected to address the serious issue of deildrin contaminated farm land and appear to be defining this contaminated land as high quality agricultural land.
- How can deildrin contaminated land be defined as high quality agricultural land?

***Serious conflict of interest between the farming zone and other zones in Kinglake (2 submitters)***

- Number of schools located next to farms; potentially school children could be affected by spray drift. (2)
- Similarly many farms have residential properties abutting their boundaries which places restrictions on farming activities.
- Rezoning of this land would allow a grander vision to unfold. With more flexible planning we have a wonderful opportunity to create a rural lifestyle that could be a rural model for the rest of the State.
- The government plans to introduce a new Urban Interface Zone which will allow Councils to establish a lower density residential buffer between farming zones and residential zones. Kinglake is now more suited to rural lifestyle living and niche farming activities that require smaller acreage.

***Detailed submission on the flawed strategic planning context that underpins the KFT plan***

A detailed submission including illustrations on strategic issues and assumptions that underpin the draft KFT plan was received. A synopsis of the submission follows:

- The proposed strategic plan however suffers from a problem common to government planning documents, in that it appears to be based on a set of unstated assumptions about wider contextual geopolitical, energy, economic, climatic and environmental forces.
- These apparent assumptions reflect 'business as usual' trends and futures forecasts about global political-economic conditions that commonly are drawn from national and state institutions, as well as from multi-national big business and global corporations.
- Such assumptions aren't always shared by community members, NGOs or activists.
- The weakness of the Draft KFT Plan is not so much in its details, but in its very limited provisions to consider, let alone enable, the adaptive capacity and capability required of local communities to evolve with and engage futures that sit outside of these apparently shared corporate and mainstream media-reinforced assumptions about our future.
- Blindspots in the corporate and governmental planning include:
  - climatic disruption, and its associated environmental, social, economic, energy generation and political impacts,
  - peaking of global oil supply in 2008.
- Suggests incorporation of well-recognised planning and decision-making tools including:
  - Insurance policies and actuary calculation and contingencies,
  - Risk assessment, risk management and risk mitigation,



- Scenario planning, critical foresight and integral futures,
- Transparent accounting and open management,
- Participatory democracy and deliberative inquiry.
- Advocates for a more controversial document to initiate some serious discussion in all sectors of the regional economy and community about probable and possible peri-urban futures.
- Details a number of unstated assumptions within the draft KFT plan related to use of non renewable resources, economic growth, climate change household and community economies.
- Outlines four energy/climate scenarios as a template for futures thinking:
  - Green Tech: top down transform (slow oil decline, slow climate change),
  - Brown Tech: top down control (slow oil decline, fast climate change),
  - Earth Steward: bottom up powerdown (fast oil decline, slow climate change),
  - Lifeboats: civilisational triage (fast oil decline, fast climate change).
- Points to relevance of permaculture in future scenarios.
- Includes a description of the Eve Project – Earthship Village Ecologies highlighting a fully sustainable prototype home that has a zero carbon footprint, the need for legislation that facilitates testing of sustainable development, the need for an economy of people living in harmony with the planet.

## **Response**

### ***Strategic Planning***

- The submissions raise many issues that are discussed in other submissions under specific topics later in this report.
- The need for strategic planning together with the tools and capacity to deliver the outcomes is acknowledged. The need for strategic planning was identified by earlier strategic work and the Community Recovery Committees.

### ***Dieldren contamination***

- Dieldrin is an organochlorine pesticide (OCP). Within the Kinglake Ranges and surrounding areas, dieldrin and aldrin have been used primarily in the production of potatoes, although they may also have been used for other purposes. Dieldrin may be found in all environmental media, although it binds tightly to soil and sediment particles.
- Dieldren contamination places some limitations on types of farming activity and the end user of produce however when properly managed the land remains of high quality for many agricultural activities.

### ***Protection of agricultural land***

- The Environmental Significance Overlay (ESO) identifies high quality farming land.
- Kinglake Ranges has an agricultural future. In some circumstances agricultural activity faces challenges including the transfer of water rights, need for larger economies of scale, market changes and the loss of agricultural value and productivity. However agricultural entrepreneurship also creates new opportunities.
- Population growth, technological innovation, social and economic change have inexorably driven the demand for residential growth within the study area.
- While anticipating limited incremental population growth, the Plan provides for the full protection of existing agricultural land by limiting future residential growth to within existing areas zoned for residential development.

### ***Strategic planning context that underpins the Plan***

- Many of the issues such as climate change and peak oil are issues that inform the broader community, however their individual responses to these issues vary. In some instances permaculture and alternative housing solutions are adopted and in others more traditional options are pursued by the community.
- Extensive community consultation has been undertaken as part of preparing the Plan to ensure that the Plan reflects the aspirations and values of the communities.

- Consequently, the directions of the Plan emphasise protection of the environment and sustainability. Specific strategies such consolidation of growth around townships, waterway rehabilitation, trails for alternative transport modes, whilst conventional do respond to these broader strategic planning issues of climate change and peak oil.
- The Plan cannot predict the wider contextual geopolitical, energy, economic, climatic and environmental forces and the response of the community to those changes.
- The Plan responds to the community's views as they have been expressed through the consultation process.

**Recommendation**

No change to the Plan.

## 4. Nature and its risks

### Community Comments (7 submitters)

- Don't know how realistic this plan is taking into consideration: We live in a seriously fire prone area and we have many days of mists especially Extons Road part of the draft plan.
- People will come here to live and they know the risks but it is irresponsible to encourage even medium density housing in the light of what happened in February 2009.
- Weather conditions fog the area to nil visibility throughout the year, low temperatures and ongoing drizzle and damp, as a consequence Kinglake is deserted of tourists, save during the summer months when it is buzzing with activity.
- Land owners should be required by the Shire to abate fire risks on their individual properties.
- Further subdivisions should ensure that no dead end streets or roads are created. All roads should have access from either end.
- Roads dead ending at National Park boundaries or public land which is forested should have constructed emergency escape routes clearly defined.
- Reticulated water in townships, industrial and residential developments needs to be provided.
- All businesses and industries should be required as an interim measure to provide water storage facilities dedicated to fire fighting.
- When appropriate financial assistance needs to be provided by government for creating such water storages.
- The danger of landscaping and creating forested buffer zones within industrial and residential estates needs to be reconsidered. Many such barriers are ineffective and when not properly maintained deteriorate into fire hazards.
- Buffer zones of cleared ground, and solid fences around industrial complexes need to supplant the creation of hazardous tree planting and landscaping.
- Industrial employers are great support agencies and they are the grassroots of safer living. They are required to provide many of the services through OH&S compliance which are important in times of emergency eg. Water storages, fire fighting equipment, fire drill and management are required to be conscious of safety.
- The standards of buildings must conform to the Building Code of Australia. My solid brick house on a concrete slab was destroyed. It is my opinion that an immense amount of research is necessary before buildings are safe and they will be expensive. The most effective control is maintenance and updating of power lines, constant availability of trained and paid officers and emergency services, heavy penalties for fires lit during danger periods and immediate action at any sign of smoke.
- Further subdivisions and hasty rebuilding should not be encouraged because of the bushfire risk.
- The proposed Arts and Culture Centre is built on a south escarpment and is a huge fire risk.
- Inconsistent application of building regulations suggests some new buildings are not fire proof despite BAL assessments.
- After the fires the problems of Kinglake as the centre and all others as the suburbs were dramatically highlighted. This resulted in basic services and essential provisions bypassing other communities. Flowerdale was left with no basic provisions for days; the delivery of fire fighter meals for Kinglake West went to Kinglake.
- We need to retain those open tracts of farming land (particularly at Extons Road) since it creates an open buffer zone during fires between the bush and dense human habitation. More often than not, fire fronts can be controlled or slowed on this type of open farmland giving the rest of the population and housing a good chance to survive such events.
- After two years since Black Saturday there are still no identified safer places in the Kinglake Ranges, no designated shelters during bushfires or other natural disasters, nor any protection plan. This should have been a priority immediately following Black Saturday and appropriate places and plans should have been identified before the following summer. The Kinglake

Ranges is under threat from fire every summer and these emergency protection plans should be implemented immediately and before any further population increase is allowed.

- The Castella Low Density Residential area is the only area in this document where this type of planning policy has been dropped due to fire risk. While I fully support this at Castella, there are many other areas throughout the ranges where similar policies should also be dropped, yet they have not. In particular, the proposed development on the south side of the escarpment at Kinglake where the fire risk is at its greatest, nothing with the topography and even the highest BAL ratings is defensible here.

### **Response**

- The Plan identifies bushfire safety as the most important factor for land use planning in the study area and enunciates the principle that rezoning of land for additional settlement should demonstrate how the fire risk can be reduced for both the rezoned land and for existing adjoining settlements. Land use planning is included within the broader framework of fire preparation, response and recovery outlined by the 2009 Victorian Bushfires Royal Commission. Within this framework, specific measures and initiatives such as risk mapping and fuel management are considered and recommended to achieve the objective of safer more resilient communities.
- In terms of community safety and resilience, the management of potential settlement growth and fire risk is addressed by:
  - Avoiding further residential rezoning in the study area due to the high risk of bushfire.
  - Allowing further residential development only within appropriately zoned areas.
- Although potential Development Investigation Areas were identified in the draft Plan, these areas have not been implemented due to the clarification of bushfire risk in the area and the inclusion of the study area in the Bushfire Management Overlay, ie an area of identified high bushfire risk. Community consultation and concern was also considered in the resolution of the Development Investigation Areas.
- Land use planning is one aspect of responding to bushfire risk. Building regulations across the state now include a response to fire risk. Other actions regarding fuel management, township protection plans all contribute to responding to fire risk.
- The assessment of all development proposals will include consideration of detailed aspects such as landscaping, fire protection, subdivision layout design to respond to bush fire risk.

### **Recommendation**

Recommendations for submissions have been informed by a thorough review of bushfire risk, with areas subject to high bushfire risk being included in the Bushfire Management Overlay.

## 5. Viable Local Economy

### Community Comments (7 submitters)

#### *Employment (2 submitters)*

- There has been insufficient regard to the development of manufacturing, processing and service industries. The draft plan lacks any proper consideration of existing industries in various zones which are already making communities more viable.
- The draft plan has failed to address sufficiently the relationship between living in the area and working in the same area, and the existing employment opportunities afforded by existing industries.
- Long term industrial and manufacturing development is of the utmost importance in providing employment in the area. Industrial development brings long term employment and makes rural communities more viable.
- Existing industries need to be nurtured and new industries need to be attracted to suitably zoned land to give local communities the employment boost they need not only for recovery but also for the further development and viability of local communities.
- Tourism, agricultural development and local business development needs to be supplemented with locally based manufacturing, processing and service industries to enable long term sustainable growth of communities.
- Communities need employment, industry needs a workforce; together they create viable township.
- The Draft plan fails to recognise is that Kinglake West and Kinglake are really only a short distance from the outer suburbs of Melbourne. The time and distance these people travel is really not much different from those that live in one Melbourne suburb and work in another. The idea that there needs to be more employment in the area for sustainability is preposterous, since the majority of people will choose not to live in the same area as they work, no matter where they are situated in any Australian city or its outskirts. It is a lifestyle choice that people make when they move here, not an economical one.
- Another point worth mentioning is that many of the inhabitants of the Kinglake Ranges are contractors, tradespeople or small business owners that either offer services in their local areas or elsewhere, thus negating the need to create as much employment as the plan makes out.
- As for local existing employment in the area, there are a number of businesses in operation that do not have any or few local employees now. For example, Businesses bus in foreign workers from a Melbourne suburb and local community members lost their jobs there because of this. The majority of employees at some local businesses are not locals, they are people who travel here from elsewhere.

#### *Support industrial development (1 submitter)*

- The extension of industry into other zones where the need for extension is obvious needs to be considered. Unused residential land and rural land abutting existing township and industrial zones should if the need is there be considered for rezoning and the granting of permits for the development of industry.
- The existing township and industry 1 zones contain clear directives that landscape and residential areas must be protected. Good development is the balance of weighing up all the advantages and disadvantages of the development proposed for what is best for the community. Communities are not just residential and agricultural but also small business, service industries, processing and manufacturing all of which come together to make a viable community in a pleasant landscape to live and work.
- To ignore industrial development or worse to generally make it more difficult would be very short sighted and would remove the essential element of employment that would make communities more viable.
- The development of industry should become a goal of communities in the area and it is suggested that one of the best ways to do this is by the formation of separate independent development committees.

**Support alternative employment (2 submitters)**

- Local skills census to establish if an alternative employment to travelling miles and hours away could be had, tens to even hundreds of people could be employed here, at a state of the art, environmentally friendly, low emission, good looking facility, producing (for EXAMPLE ONLY solar, wind or other sustainable energy products) With links to TAFE, Universities and other high tech institutions, interested corporations etc.....
- The 2011 draft plan mention tourism but offers no incentive for business or industry which is needed to create sustainable employment.

**Other (3 submitters)**

- The reality of business operations across the ranges should be carefully considered. Despite the efforts of many people ... you can not regulate for success.
- Planning schemes must provide opportunities for entrepreneurial people to develop their own ideas. Support for small and large agribusinesses is also a relevant consideration and the State Planning Scheme for Melbourne's fringe development should consider viable options to the profitable uses of farm land.
- Rebuild businesses first priority to regain services to Kinglake area.
- Business needs support and assistance generally.
- Insufficient car parking is provided for many businesses and activities.

**Response**

- Industry can and does make a valuable contribution to local employment and the viability of local communities. There are other benefits in terms of reduced travel times, growth in other services and the diversification of the economic base in rural communities.
- Rezoning land for industry in the absence of concrete proposals for development can lead to an oversupply and underutilisation of vacant industrial land. Conversely it is difficult for potential developments seeking appropriate land to identify sites in the absence of any direction.
- An opportunity or demand based approach to planning for industrial development could be adopted. Proposals that meet strategic criteria and generate a net community benefit could be facilitated via a planning permit or rezoning as they arise. Any proposals would be the subject of appropriate community notification and consultation processes.
- Strategic criteria for industrial development would be developed by Murrindindi Shire Council but could include:
  - Concentration of development within or abutting existing townships.
  - Encouraging small scale locally based industry.
  - Demonstration of waste water management.
  - Generation of locally based employment.
  - High quality development in a landscaped setting.
  - Environmentally friendly and low emission.
  - Linkages to education opportunities.
  - Implementation of appropriate community notification and consultation processes.
- An opportunity or demand based approach to planning for industrial development responds to the entrepreneurial nature of business growth. Larger provisions of land for employment would require further investigation.

**Recommendation**

The Plan could be strengthened by highlighting key economic development actions set out in the Plan. This will provide clarity to stakeholders around what measures are to be emphasised as the focus for long term rebuilding efforts in the KFT area.

The economic development strategies should be progressed as a matter of priority. The Government encourages Council to implement priority strategies by considering preparation of a detailed KFT Economic Development Action Plan.

## 6. Development Framework

### Community Comments (10 submitters)

#### *Protect rural lifestyle and environment (1 submitter)*

- Protect lifestyle that people came here to live and environment waterways and vegetation.
- Removal of weeds and pest animals.
- Water mining should be for agriculture.
- Soil removal must be controlled.

#### *Integrated communities of residential, tourism and industry (1 submitter)*

- Industrial development should be encouraged in existing township and industrial 1 zones and the extension of these zones should be considered on a needs basis so that further employment opportunities are created to improve the viability of local communities.
- Land currently zoned for residential purposes and not used should not only be considered for residential use but also for business or industrial use by expanding the opportunities for business manufacturing and processing plants and service industries to expand sympathetically in appropriate areas. Eg. Kinglake West, Pheasant Creek.
- Townships should be contained and commercial activities within them should be consolidated into industrial estates. The development of industrial tourism within townscapes should also be considered as this goes hand in hand with rural and landscape tourism.
- The use of local industries to build tourism facilities can be seen in the recent construction of buildings at the Kinglake Ranges Wilderness Centre, a world class tourist facility built by local industry and operated by local business on government owned land.
- The future must look to a more diverse job creation than is proposed in the draft framework. The emphasis on tourism and niche agribusiness needs to be expended to other industries.
- The provision of reticulated water and sewerage must inevitably be considered in township centres. Existing township facilities need to be improved with developing residential and industrial development. The more industry the more provision of community services will occur and the more there will be the need to update roads and drainage. The more industry the more local employment will be available and the more people will be able to work in close proximity to their homes and the more disposable income they will have and time to enjoy there environment. Increased population will require upgrading of schools and other facilities and service industries like medical centres and also facilities for the aged. The concept of a broadly based communities should be sought.
- With increased rate income from more industry and residential development more money will be available to enhance the appearance of local towns and the provision of facilities for tourists.
- All connections between towns and tourist attractions will need to be and will be improved with the growth of townships.
- Our vision is for an integrated community of residential, tourism and industry both rural and secondary complimentary to each other to create viable towns within a beautiful but safe environment.

#### *Residential Development (4 submitters)*

- Strongly object to further development in Kinglake without continuing community consultation and a clear plan on what the development proposal is ie. size of blocks, types of housing, etc.
- Development in the Kinglake township and Extons Road would be an eyesore as the lay of the land means that you would be confronted with an array of rooftops as you pass by therefore destroying the rural aspect of the area.
- If there must be growth then the Glenburn site would be more appropriate. But Glenburn Road MUST be repaired.
- We need more innovative approaches to subdivision and not the rubbish we have been given.
- The proposed growth of population in the Kinglake ranges is totally contradictory to a number of key directions related to services, protecting agricultural land and bushfire safety.

**Protect agricultural land (3 submitters)**

- Agriculture land is highly fertile soils and good water allocations for food production and should be kept for food production and should be kept for farming practices which have run in cycles – over 150 years and will be viable in the future – this has been proved by our pioneers and later generations.
- Farming is never profitable when alternatives are subdivision of land and water mining; therefore if these are taken out of the equation, land would be more sustainable.
- There has been a history of building on agriculture land in other parts of the State let us learn from that and retain any further agriculture land near Melbourne from being developed.
- I do not support housing development on the prime agricultural land on Exton's Road, Kinglake Central, OR on the prime agricultural land north of Orchard Road, on the northern edge of Kinglake.

**Farming no longer viable (1 submitter)**

- Kinglake has changed dramatically over the years from being a viable farming community involving potato, carrot, cattle and sheep to a community of commuters. The area is now more lifestyle living.
- Farming in Kinglake is no viable because;
  - farms in broad acre areas grow potato and carrot crops up 1000 hectares, some with two crops a year. Kinglake paddocks are small and steep and our winters too wet and cold,
  - Dieldrin affected soil restricts many farms from running cattle,
  - Sheep production is under threat from dog mauling,
  - Spraying has to be limited because of the proximity of residences,
  - Irrigation motors and tractor movements has been restricted,
  - Capping of irrigation licences.
- Most farms are within 1 kilometre of high to low density residential areas with often no buffer between residential and farming.
- The farming zone in the Kinglake Ranges is totally inappropriate and it needs to be changed to something more suitable.

**Urban sprawl subdivision cannot be reversed (1 submitter)**

- This area does not need high density housing as in the City of Whittlesea. The development should not pass Whittlesea township.
- Subdivision has occurred by default through land excisions:
  - Middle Kinglake (6 acres),
  - Kinglake RAC land,
  - Kinglake CFA and SES,
  - National Park HQ,
  - Arts and Culture land.

**Other comments (6 submitters)**

- The overwhelming priority is maintenance and securing of prime agricultural land for food production, and the fostering of eco-resilience and biodiversity in our southern escarpment pyrophilic National Parks and State Forests.
- The second priority is the consolidation and increased amenity of the two existing townships of Kinglake and Kinglake West-Pheasant Creek. These two settlements are required to function much much better than they currently do, so they can both become centres for servicing and supporting a re-localised Kinglake Ranges community economy.
- The next priority is the gateways / entrances to the Kinglake Ranges and beyond from the south. These sites and drive up to them needs sensitive and clever and appealing design work and a planning framework that secures them as the entrance places to our region and reflect the transition from city to country landscapes.



- Establishing clearly defined boundaries around existing settlements, avoiding conflict between adjoining residential and industrial uses in Kinglake West/Pheasant Creek. Retain townships residential, business kept to proposed business zones.
- Concerned about the 'Development Investigation Areas': I am a little cynical that these are anything other than future development sites. The areas seem to relate fairly directly to the proposed population increases: would an investigation really produce an 'all or nothing' development scenario, with certain sites being dismissed? It seems unlikely.
- No more subdivision until land available is rebuilt and population returns.
- National park office – main entrance – this should remain at Masons falls – Mt sugarloaf as historic value – first park area opened. Also where most tourists go too.
- Neighbourhood character – the plan should have design rules.
- No information is provided on allotment sizes in the Development Investigation Areas.
- There is much more work to be done here to secure service roads, parking, stock delivery service roads, open space, footpath and cycling networks, and new sites for Business One and Commercial Development.
- Proposed development at Extons Road and Kinglake do not take into consideration not only the added traffic pressures for local roads.
- Yea has sufficient land, services and community infrastructure to maintain long-term growth. Any future development should be concentrated in Yea, rather than pushing for subdivisions and population growth in Kinglake, Kinglake Central, Kinglake West and Pheasant Creek. Yea is the perfect place for growth, infrastructure is already there, services are already there and it is perfectly placed for growth, industry and employment, nestled between the Hume Hwy at Seymour, rail at Seymour and the Melba Hwy.

## Response

- The Plan includes key directions to maintain tranquil lifestyles and protect and enhance the environment. The Plan also includes directions to foster a viable economy and support the wellbeing of the communities. The balancing of these and the other directions is summed up in the vision statement:
 

*Kinglake Ranges, Flowerdale and Toolangi regions will seek to be: places where the natural environment and rural landscape continue to be highly valued, defining the character of local towns and community lifestyles; and that seek to balance the environmental, economic and social aspects of everyday living.*

*Safer more resilient communities serviced by distinctive small towns that are welcoming and attractive locals and visitors alike, are able to meet daily needs and are well connected to each other and to surrounding employment and services.*
- As stated earlier, Kinglake Ranges has an agricultural future. In some circumstances, agricultural activity faces challenges including the transfer of water rights, need for larger economies of scale, market changes and the loss of agricultural value and productivity. Agricultural entrepreneurship however also creates new opportunities.
- Population growth, technological innovations, social and economic changes have inexorably driven the demand for residential growth within the study area.
- Anticipating limited incremental population growth, the Plan seeks to balance competing directions through providing for incremental growth within established, zoned settlements and for the protection of high quality agricultural land and other attributes of the area.
- A number of submissions nominate additional land for inclusion in Development Investigation Areas around Kinglake. Growth is not supported outside of existing appropriately zoned areas but does provide for incremental development that maximises the use of appropriately residentially zoned land in existing townships. This approach allows a moderate level of infill development, is consistent with the findings of the Victorian Bushfires Royal Commission Report (2010) and protects agricultural land and other attributes of the area.

## Recommendation

Growth is not supported outside existing appropriately zoned areas.

The Plan should emphasise population growth is expected to be incremental and provided through development that maximises the use of appropriately zoned land in existing townships and avoid growth in new areas. This view is consistent with the findings of the Victorian Bushfires Royal Commission Report (2010).

Amend plan to reflect this approach.

Remove reference to future and additional Development Investigation Areas (DIAs) from Kinglake and Kinglake Central.

Amend point 1 p 24 for consistency with the incremental growth scenario.

Amend Figure H (p25) to show that future development in Kinglake is through *existing zoned land* and Kinglake Central as *status quo*.

Amend the section "Settlement Structure" (p 26-27) diagrams and accompanying text for Kinglake and Kinglake Central for consistency with preceding advice.

Amend p28 to describe a growth scenario through development that maximises the use of appropriately zoned land in existing areas.

Amend Figure 1.1 to remove reference to DIAs.

Amend p32 to remove provision for additional rezoned land for housing.

Amend Figure 2.1 to remove reference to DIAs.

## 7. Townships and settlements: Kinglake

### Community Comments (11 submitters)

#### *Planning (6 submitters)*

- Agree with some of the possible Development Investigation Areas at Kinglake.
- Given the proposed Development Investigation Areas allocated, we believe that these are appropriate areas to consider for future development. In addition, some of the adjacent farming land that is suffering due to the restrictions on these farms caused by residents living on abutting residential land may be worth considering for future development.
- It is appropriate that higher density (smaller) residential blocks close to amenities are considered for the Kinglake township rather than creating new developments at Kinglake Central.
- More parking needed.
- Any development should be confined to township area.
- Agree with some of the possible Development Investigation Areas at Kinglake.
- Residential development of higher density should be focused around the Kinglake township subject to the provision of services, and that perhaps land that is not identified in the KFT Plan, but in proximity to the Kinglake township might be included as part of the investigation in order to protect farmland such as that at Kinglake Middle and that remaining at Kinglake West-Pheasant Creek.
- Any housing developments in and around the Kinglake township should also have minimum lot sizes of 1 hectare.
- In-fill development for Kinglake Township is of vital importance as the Town currently operates as a hollowed out centre with relatively little medium density housing with a 400 metre radius walkable catchment of the Post Office. Consideration should be given to mixed-use two-story development, ie, affordable housing above, or even below (underground) a shop front.
- The street frontage on the south side of the Main Road from Capel Street (opposite Bollygum Park) back to the Shire Offices site should all be zoned as Business One.
- While I do not necessarily disagree with future development of this area I do believe it should be kept to a minimum, since this area will become and even more serious fire risk with dense housing and commercial buildings.

#### *Comments about northern Development Investigation Area (3 submitters)*

- Significant concerns about this from a viability and traffic/fire access perspective: I would not like to see Glenburn Road funnel increased traffic towards the township (reminiscent of the traffic/fire safety issues in North Warrandyte), and its location seems on this level contrary to the design parameter of road permeability listed on page 19. The site is also beyond reasonable walking distance to the main services in the town centre, and generally would not support principles of walkability, except for the few households which would make use of the school for a period of time. I don't think development of this site would in any way address the issues of the isolated Kinglake east residences.
- I would prefer to see this development on both sides of Glenburn road: this would offer better walkability and road permeability, linkages to destinations including town, Kinglake central and off-mountain employment and services. The 'key view' vista' noted on the plan on p.29 is already dominated by recent subdivision, additional development in this area would not be significant in this regard.
- Kinglake Development Investigation Area, much has been said of the folly relating to continued urbanization of prime agricultural and horticultural land in the Kinglake Ranges that does not need reiterating here.
- From a functional design perspective it should be noted that the continued residential growth of this investigation area begs the question of the serviceability of the current road network. All of the established area north of the Kinglake township, the current growth area (Hawkins Estate) and the investigation area are serviced by a single feeder road from the township.

- This is poor urban planning and design, and poses significant risk in emergency situations. Any further investigation area should consider better circulation and traffic flows alternative to Glenburn Road to avoid continued pressure on existing poor road infrastructure.

#### ***Kinglake Temporary Village site (3 submitters)***

- We would welcome the creation of a sustainable living village at the present site of the Kinglake Temporary Village identified as #6 Development Investigation Area. Such an estate might cater for the lack of rental properties affecting lower income families since the 2009 Bushfires and also showcase sustainable living, also benefiting the local retail economy.
- I would also like to see the area where the temporary village is sited at Kinglake, to be open for suggestions by the local community for its future use. I don't believe it should be used for a high density housing development.
- Happily support the development of this site: it is well located, walkable and with good access to major roads. I would strongly support innovative forms and higher density forms of development on this site, especially retirement villages or other communal scenarios.
- The former site of the Temporary Village should also be developed as this site lends itself well to mixed development. A Co-Housing or an Eco-Village Development would best suit this site, so as to make best use of the undulating land and develop a precinct where people live, recreate and work – see my detailed eco-village development proposal relating to this site submitted previously to the MSC *Kinglake-Flowerdale Strategy Plan* in 2003-04.

#### ***Kinglake Township Streetscape improvements (3 submissions)***

- The draft plan emphasises the need to improve the attractiveness of town centres, landscapes and streetscapes and create gateways. However the implementation strategy has no reference what so ever to “streetscape improvements”. Many references to the community requirement and expectation have been overlooked have been overlooked.
- The references to, in generic terms, “Improved streetscape” that is reflected right throughout the plan has been totally ignored in the implementation strategy.
- Other major towns within the Shire get a disproportionate amount of funding and support for streetscape development and maintenance. For too long has the Kinglake Township been ignored by the Shire. The townships of Yea, Alexandra, Marysville (pre fires) all enjoyed manicured lawns, substantial exotic tree planting, rose gardens, landscaped pavements, featured planter boxes, rotundas, piped music, etc. whilst the Kinglake Town centre has been ignored.
- Request that the implementation strategy be revised to enhance the Kinglake Town Centre streetscape through:
  - Signage “*Kinglake – Gateway to the National Park,*”
  - Additional pedestrian crossing near Bollygum Park,
  - Landscape planting and upgrades,
  - Bicycle racks,
  - Flower boxes,
  - Paving,
  - Centre island plantation in commercial strip,
  - Covered Rotunda style BBQ area,
  - Refurbishing and modernising existing toilet block,
  - Public seating,
  - Adequate car parking for visitors to Bollygum Park.
- Detailed comments and plan attached to submission.
- In agreement with the points regarding “Streetscape improvements in the Kinglake town centre”. However I don't see any mention of extra car parking spaces becoming available. If the population of the area is to increase, more car parking spaces will be desperately needed, as they are stretched at present.

- Where is the provision for extra parking to cope with not only the current population but the projected increase of population and tourists in the future?

***Proposed shared path from the Kinglake Township along the Kinglake-Healesville Rd to the Melba Hwy (1 submitter)***

- This path is crucial to the access of basic services to residents along the East ridge from Kinglake township.
- At present children in the residential areas of Mountain Home Road and Mountain Home Estate cannot safely travel either by foot or bicycle to the township to purchase staples such as milk and bread, this limits independence and responsible learning.
- Children do not have the option to travel to school safely by bicycle either to Kinglake Primary or Middle Kinglake Primary.
- Children cannot safely visit peers and school friends in the township or access Bollygum Park or the new Ellimatta Youth Centre for the Ranges, further adding to social isolation.
- Senior members of the community are another group who are made venerable by the lack of safe access to the township from the East ridge.
- Benefits to senior citizens would be better health and financial situations if cars were not required to make the short trip to town.
- Benefits to community would be a more connected neighborhood community as residents moved along shared pathways.
- Local community connectedness to the main environmental feature of the Kinglake Ranges being the National Park is limited by the lack of the proposed path.
- If a staged project were required Stage One might be a path from the Kinglake Township to Howards Rd, covering the most populated areas East of Kinglake.

***Shared path No.1 Creek (2 submitters)***

- No. 1 Creek. The township plan or Local Area Design Framework for Kinglake shows the development of a shared trail along the No. 1 Creek that links Glenburn Road to the rear of Bollygum Park. This is a strategic piece of open space that serves primarily as a drainage easement but has also been identified by the community in forums such as the Remake Kinglake planning day as an important link for walkable communities.
- The extent of the proposed trail linkage should be extended to Shelly Harris Crt to provide a strategic linkage and thoroughfare to the Kinglake Youth Space as well as Bollygum Park.
- The plan does not talk to this proposal shown on the map. There needs to be some supporting documentation or explanatory text within the body of the plan that indicates the intent of this linkage. As it stands it is simply an undefined line on Local Area Design Framework for Kinglake.
- It is my understanding that the No. 1 Creek Linkage and trail is a project that is being championed by the People and Parks Foundation via recently allocated VBAF funding for environmental community projects. As such it has gained some momentum (by virtue of P&P Foundation are beginning the scoping/ feasibility of the trail) and should be given some weight in the overall plan through supported text, in the same way that other discrete fire recovery projects have been absorbed into this strategic plan.
- The proposed shared path around Bollygum Park and The Kinglake Pub area may be a good idea but it is proposed to go through private land. Does that mean that a stretch of land is intended to be purchased to achieve this?

***General (6 submitters)***

- What if any assistance is being given to improving the actual township of Kinglake. For example assisting businesses to establish in order to provide a more attractive and safe town precinct for residents and visitors alike, A roundabout at either end to slow traffic down and opening of the precinct so that more businesses may enter.
- There are minimal shops in Kinglake. The grocery shop is little more than a convenience store, and other than a very small bakery, a chemist shop and a fish and chip shop – there is little else – apart from the post office and pub.

- Mens shed in Kinglake Town what happened there?
- Local hall with stage area at Kinglake Town, Not at Frank Thompson reserve!  
Parks office at Kinglake town,
- Parks works depot not at FT Reserve KEEP THE MOUNTAIN TOP NICE!!!
- I would also like to make mention of street lighting. Kinglake has one of the clearest night skies, with people coming for miles away to see and photograph our views, particularly at night. "Light pollution" from street lighting is becoming an increasing problem, and decreasing our view of the night sky. If any further development is to take place, please don't install any further street lighting.
- Kinglake needs a lake. Government grants could be obtained to build a lake as it would offer water for the town gardens and fire protection.
- The proposed CFA and SES site is in an inappropriate position. In the case of any emergency are they to battle for which gets out first. The idea of emergency services is that they get to incidents as fast as possible but in most cases, and due to the increase in population and traffic; they will be held up negotiating the round-a-bout and be slowed down by the busy commercial centre.

## Response

### ***Planning and Development Investigation Areas***

- Although Development Investigation Areas were originally identified as a means to balance bushfire risk and growth objectives, these areas are not consistent with the recommendations of the VBRC to avoid development in areas where there is a significant risk to life and property.
- New bushfire mapping includes the whole of the Kinglake township area in an area of Bushfire Management Overlay, which is therefore subject to high bushfire risk.
- Advice from the Country Fire Authority (CFA) and the Department of Environment and Primary Industries (DEPI) confirms that these locations will be subject to extreme ember attack and the proximity to substantially forested areas poses an unacceptable risk to human life. As a result, the Development Investigation Areas should be deleted from the Kinglake township area in the Plan.

### ***Kinglake township streetscape works***

- Action A4.2 points to implementation of design frameworks prepared as part of this study. Implementation will necessarily involve further detailed design work and include community consultation. The suggestions of submitters will be considered as part of any further detailed design work.

### ***Shared pathways***

- The proposal for a shared path from Kinglake township to Melba Highway has merit and reflects similar works presently underway within the road reservation between Pheasant Creek and Kinglake Central. A connection east to Howards Road would connect areas of greater population. A longer term connection to Melba Highway could be further investigated.
- Extension of the proposed shared path along No1 Creek also has merit however warrants closer examination to ensure that land is available to accommodate the extension of the proposed link.

## Recommendation

### ***Planning and Development Investigation Areas:***

Remove provision for future Development Investigation Areas (DIAs) from the Kinglake township area.

DIAs nominated in Kinglake are not supported due to the extent of the bushfire hazard in the immediate area and the wider landscape and the significant risk bushfire poses to life and property. Advice from the Country Fire Authority (CFA) and the Department of Environment and Primary Industries (DEPI) confirms that these locations will be subject to extreme ember attack and the proximity to substantially forested areas poses an unacceptable risk to human life.

Further development outside existing zoned land is considered to be inconsistent with the recommendations of the VBRC and their translation into the State planning policy for bushfire. It is also noted that Government policy in relation to the Bushfire Land Acquisition program reinforces the unsuitability of development.

***Kinglake township streetscape works***

Note the comments of submitters about streetscape works and consider them when completing the further detailed design as part of implementing Action A4.2.

***Shared pathways***

Amend the Plan to include the creation of a shared path east of Kinglake towards Melba Highway with a priority to Howards Road.

Amend the Plan to include investigation of extending the proposed path along No 1 Creek to Shelly Harris Crt.

## 8. Townships and settlements: Kinglake West – Pheasant Creek

### Community Comments (9 submitters)

#### ***Separate Identity***

- The KFT Draft plan at least recognises Kinglake West- Pheasant Creek as a Township. If implemented this will forever stop the absolute destruction of our Rural Village by continual efforts to turn us into an Industrial wasteland.
- Support distinct township Kinglake West – Pheasant creek separate identity to Kinglake.
- Kinglake West and Pheasant Creek should be a single township in its own right.
- At last we have recognition that we are a separate identity and township than Kinglake. For years local government has decided we are all Kinglake Ranges including Flowerdale and Toolangi without consultation.
- We need to strengthen the identity of Kinglake West and Pheasant Creek, ensure the shire considers as a separate township. Eildon is not considered a suburb of Alexandra, therefore why are we considered a suburb of Kinglake. Castella is not considered a part of Kinglake with less population and no infrastructure.
- Consolidating a community-supported place name for Kinglake West- Pheasant Creek is absolutely critical for strengthening local identity.

#### ***Incorrect location of signage***

- The incorrect placing of the Pheasant Creek signage in the Kinglake West locality has been very confusing to old and new residents.
- The old residents are confused because they know that it is actually Kinglake West and the new residents as their titles and address on the electoral roles indicate they live in Kinglake West. This confusion has nearly been disastrous on occasions when people have requested a response from emergency services.
- The omission of any locality signage for Kinglake West only adds to the confusion. The Kinglake West Pheasant Creek area needs to be recognized as a Township.

#### ***Planning***

- Pleased to support the adoption of the DRAFT PLAN to link Kinglake West and Pheasant Creek as one area with the rezoning to Business and Industrial 3 of the old Industrial Zone.
- As per the plan, support only limited growth within the existing zoned land uses. No further Farming land should be rezoned within this area for residential subdivision.
- Agree with the Kinglake West/Pheasant Creek plan that being there should be no further rezoning of land in this area for urban development. And that no further expansion of industrial use is supported.
- The 500 metres of the Pheasant creek township consists of a milk bar/post office, bakery, hardware store and a collection of large industrial sheds along the main road. Who wants to preserve the unique character of all these industrial sheds as proposed in the draft KFT plan.
- Pheasant Creek needs an integrated zoning along the 500 meters on the south side of the main road to enhance the amenity of the existing businesses. It would include a road reserve setback with business zoning for village/shops. Parking facilities front and rear would be included. Behind the village development an area could be set aside for a park with a shallow water feature of half a hectare for water birds and other wildlife. South of the park could be zoned to accommodate a retirement village.
- Containment of settlement would see Pheasant Creek Road removed from Low Density as it the development area should be contained with the existing boundary with the creek as the boundary. Development here causes confusion as one side of the road is dividable while the other is not. It also goes against the principles of containing costs for garbage etc. The area also has heritage value as the timber tramway network.
- At Kinglake West-Pheasant Creek consideration must be given to re-zoning the strip of land on the south side of the Main Road to National Park Road as Business One, so it can incorporate shops etc and including service roads and parking on the north and south sides of the road and



the slowing of traffic to 50kms per hour. Good design is critical to buffer shops and houses from industrial and agricultural uses.

- To maintain the rural character of Kinglake West/Pheasant Creek it must be determined once and for all that there never will be, or any possibility of another proposal from council for, an industrial estate on the corner of National Park Road and Whittlesea-Kinglake Road. This is one of the most recurring contentious issues that residents of this area want this Strategic Plan to solve once and for all.

### **Pathways**

- Rather than a path around Edenvale Crescent we need one that takes in Edenvale to Kestral Lane, down Kestral and down Peregrine Drive. This loop would provide greater usage as further along these roads there less traffic and Edenvale has grass areas to get of the road.
- Along Watsons Road a path is urgently needed as regularly to access the shop where people have ride a scooter and wheelchair on the road. This is dangerous. We also need walking track along the Stony Creek and the removal of fences on unmade roads and creeks.

### **Streetscape improvements**

- The proposed access and beautification of the main road buffer should begin as soon as possible with community consultation and comment sought.
- Installation of a roundabout at Watson's Road-National Park Road and Main Road intersection would help facilitate and enable this settlement to begin to feel and function as a township.
- Fully support streetscape improvements within Kinglake West/Pheasant Creek but the plan needs to extend streetscape improvements on a larger scale.
- A review of the whole intersection at Kinglake West and the construction of a one way service lane in front of the Kinglake West store and new businesses. Same needs to be done for the Pheasant Creek Supermarket if it is rebuilt. Review by VicRoads of the entrance to the Kinglake West Primary School which runs the opposite way to traffic and designed wrong so those turning left cross the wrong side of the road. Buses have travel to in the wrong way as it is too hard for them to manoeuvre. Construction of proper entrance to the Pheasant Creek businesses of Dragway, hardware, bakery and store including provision of bus stop and exclusion for parking over the pedestrian access.

### **Other**

- The National Park and its facilities are a vital part of our community and should continue to be a drawcard for tourist and educational activities, particularly from Melbourne's northern suburbs. It is vital for planning schemes to recognise this and provide for appropriate farming buffers around the Park's fringes. Also the entrances to the Park should be considered for beautification.
- The sewerage reticulation system being trialled for the southern end of National Park Road will be of interest to all within the area and we trust that regular reporting will be made of the success or failure of the system.
- All infrastructures have to go in the Kinglake township or no further west than Central. We cannot all be one, but I get everything. This is not just frustrating to Kinglake West residents but also to Flowerdale and Toolangi.

### **Detailed Submission on the Kinglake West-Pheasant Creek local community**

A detailed submission including aerial photographs and maps, on the proposals for the Kinglake West-Pheasant Creek local community was lodged. A synopsis of the submission follows:

- Conveys thanks and congratulates thorough and authentic community engagement with the Kinglake Ranges local communities.
- The result is clear - for the first time an accurate description of 'who we are' is captured in policy under the Draft Plan. It provides the principal foundation required to facilitate appropriate and equitable planning and development outcomes, support existing local community identity and reinstate community cohesion across the Kinglake Ranges.

- The Draft Plan accurately identifies the three (3) existing local communities of the Kinglake Ranges, including:
  1. Kinglake West-Pheasant Creek (Township),
  2. Kinglake (Township),
  3. Kinglake Central (Rural District).
- Welcomes acknowledgment and legitimisation of:
  - Kinglake West-Pheasant Creek (KW-PC) as a distinct local community & township; and
  - The existing KW-PC Town Centre.
- This will ensure that the KW-PC Township can begin to prosper as a distinct, vibrant town, through the facilitation of appropriate investment & development to meet local community needs. The Draft Plan has the foundation to deliver a new prosperous beginning.
- The submission includes various statistical and other information to validate Kinglake West-Pheasant Creek as a distinct township including:
  - Population,
  - Geographic boundaries,
  - Demography,
  - History,
  - Governance.
- Submission supports:
  - Acknowledgement of Kinglake West-Pheasant Creek as a distinct local community and township,
  - Legitimising the KW-PC Town Centre existing within the area bounded by Jorgensen Parade, Watsons Road and Whittlesea-Kinglake Road, Kinglake West.
  - Acknowledging that within KW-PC, industrial land uses undermine the rural and bushland setting and cause land use conflict.
- Makes various recommendations to address KW-PC local identity, infrastructure and road safety issues.
- Discusses the Kinglake Ranges settlement pattern and its inaccurate description in previous strategic planning work.
- Outlines the implications of the inaccurate view of settlement pattern including:
  - inappropriate development of town centre,
  - locality names,
  - signage.

### **Response**

- The positive comments about acknowledging Kinglake West- Pheasant Creek identity, maintaining township boundaries and implementing beautification works are noted.

### **Recommendation**

Agreed. No change to the Plan.

## 9. Townships and settlements: Flowerdale/Hazeldene

### Community Comments (5 submitters)

#### ***Clear identification of Hazeldene (1 submitter)***

- Supports all recommendations regarding Hazeldene in the draft KFT document, specifically clear settlement boundaries and providing a unifying way finding strategy.
- The placing of signage identifying and delineating Hazeldene from Flowerdale is long overdue and timely, given Australia Posts reluctance for two separate localities be amalgamated.
- As it stands visitors, contractors, emergency services and utility companies are all confused when entering the town of Hazeldene to be greeted by signage welcoming them to the locality of Flowerdale. Until the naming and postcode issues are resolved between the Office of Geographic Names, Emergency Services Telecommunications Authority (ESTA), Australia Post and the Murrindindi Shire Council it would be counter intuitive not to have signage erected identifying a clear sense of arrival in the Township of Hazeldene.

#### ***Name change from Hazeldene to Flowerdale (2 submitters)***

- The change of name from Flowerdale to Hazeldene has NO historic justification. On checking the council records the original document outlining the reasons for the change cannot be found.
- The issue of Postcodes is a sideline issue. When Postcodes were introduced residents in the Flowerdale district addressed their mail either via Yea 3717 or via Broadford 3658. A system that worked very well.
- It seems the consultants have ignored the vocal voice of Flowerdale and Hazeldene as wanting to be one community.

#### ***Waste water treatment (1 submitter)***

- Problems of inappropriate allotments on the flood zone have not been fixed after the fires. After the fires the shire health office stated than all rebuilt dwelling would be required to have treatment plants in the urban area. Instead they were allowed to use existing septics many who were never properly installed and contributing pollution into the creek. Previously new or modified dwelling were required to install treatment plants but later the shire allowed normal septic next to the creek.
- Some residents have bought neighbouring allotments and should be encouraged and assisted to combine lots to prevent problems reoccurring in the future.

#### ***Suggestions on various improvements (1 submitter)***

- Hazeldene General Store is a focal point and the picnic tables opposite the store next to the creek should be reinstated and the area planted to improve the visual appearance to be attractive to visitors. The toilet on the roadside of the creek should be removed as it is an eyesore. Relocation to the other side of the creek and screen to improve the visual amenity.
- Silver Creek Road Buffer Zone access via Parks Vic to be reinstated in the Wallaby Creek catchment. This is an important area of interest to walkers.
- Picnic facilities at where the Wallaby Creek flows into the King Parrot Creek to be provided and beautification works in the area. No camping signs to be reinstated.

#### ***Other (3 submitters)***

- Like Kinglake West and Pheasant Creek, Flowerdale and Hazeldene should also be considered as one community.
- We believe that the no growth strategy is the correct approach for this area.
- Support no more subdivisions.
- I support the view of no further development here and at Hazeldene.
- Tourism potential of fishing has not been included in this report.

**Response**

- The locality names of Hazeldene and Flowerdale are part of a separate initiative presently underway by Murrindindi Shire Council.
- The Plan includes an action responding to need for improved waste water treatment in Flowerdale and Hazeldene.

**Recommendation**

Agreed. No change to the Plan.

## 10. Townships and settlements: Toolangi/Castella

### Community Comments (17 submitters)

#### ***Need for population growth***

- The Toolangi/Castella area does need small to moderate population growth, in order to support the provision of basic infrastructure and services to residents and to make the area more attractive to tourists.
- In recent years, the Toolangi General Store has reduced operation, the Toolangi Primary School has come close to closure, the Toolangi Tennis Courts have become unusable, the Toolangi Forest Discovery Centre closed temporarily. There is negligible public transport available, and we need to drive nine or ten kilometres to post a letter, buy a newspaper or obtain petrol. (The last two items were available from the Toolangi General Store when we came to live here eleven years ago, so this situation has in fact gone backwards).
- Surely, a moderate increase in population would make these basic services more viable, without adversely affecting the unique rural and bushland nature of the area. In addition, a larger population would mean that local community-based groups such as the CFA, the Toolangi and Castella District Community House, the primary school's parents' group, would become stronger and thus able to better serve the community.

#### ***Retain subdivision potential (6 submitters)***

- We in the Castella Community were severely affected by the 2009 bush fires and sadly 2 lives were lost. Five properties were destroyed indicating that the population expansion such as we have in Banksia and Wattle Courts, subdivision did not adversely affect the situation.
- In the last ten years a number of properties have been sub divided and this has had no real impact on peoples' lifestyle or the landscape.
- For example a property along Old Toolangi Road was subdivided in five lots and several subdivisions have been taking place in Banksia Court and Wattle Court in Castella.
- The Kinglake shops are just 8 km drive and Yarra Glen 13 km where you can access a variety of shops, medical and other infrastructure.
- There are already a number of properties along Castella Road and Glenwood Drive that have multiple dwellings.
- "Removal of growth potential in Castella", must be changed to allow for subdivision within certain guidelines, including a minimum land area, and should be considered on a case-by-case basis. In our case, we have 2 homes on 1 title at No 30. The houses are approx. 500 metres apart. All Council planning requirements have been met and each house has a separate entry from a different road and a separate power supply. This property could be subdivided in the future with no impact at all on the community or environment as there would be no difference in the number of occupants, vehicles, waste water etc.
- While nobody wishes to see suburban "housing estate" type developments, there must be flexibility built into the Design Framework with regard to future development of the area.
- 139 Castella Rd Castella (Formerly Lot 4 Yea Rd) is the first property travelling north to Yea that runs between the Melba Highway and Castella Rd. The property is divided by two creeks with no vehicular access from one side of the property to the other. The only way to access the Melba Highway side of the property is by travelling along Castella Road and up the Melba Highway.
- Routine cleaning up and maintaining the Melba Highway side of our property to minimise bush fire risk has been an onerous task and we believe that the allowing of subdivision of properties in this area would actually reduce the fire risk as properties would be easier to maintain, and have double the person power maintaining them. We do not own a registered tractor and the only reason the other side of our property is currently maintained is due to the loss of vegetation from clearing carried out as part of the construction of the Sugar Loaf pipeline and the bushfire in 2009.

- After owning the property for over 25 years as well as experiencing the devastation of the 2009 bushfires, our preferred option would be to subdivide the property, so we no longer had the burden of trying to maintain this parcel of land.
- The potential for subdivision should not be removed. Rather, we would prefer that subdivision should still be allowed, but with increased lot sizes to a minimum of 2 acres or 1 hectare. Subdivisions of this size have already occurred in the Banksia Court/Wattle Court area, without any apparent effect on the lifestyles of the residents or nature of the area.
- We feel that each application for subdivision should be assessed individually with regard to bushfire risk. Surely, such guidelines would greatly reduce the potential for “an additional 200 lots” as stated in the draft plan.
- Do not agree that the potential for subdivision should be removed. Rather, we would prefer that subdivision should still be allowed, but with increased lot sizes to a minimum of 2 acres or 1 hectare. Subdivisions of this size have already occurred in the Banksia Court/Wattle Court area, without any apparent effect on the lifestyles of the residents or nature of the area. We feel that each application for subdivision should be assessed individually with regard to bushfire risk. Surely, such guidelines would greatly reduce the potential for “an additional 200 lots” as stated in para. 6.1 on page 42 of the draft plan.
- Concerning bushfire risk, we agree that Castella is in a high risk area. However, rather than addressing this by restricting or reducing the number of residents in the area, Council should pay particular attention to clearing roadside verges and any other council-owned land, applying pressure to Department of Sustainability to engage in more controlled back-burning in the forest and national park, and by allowing, encouraging or indeed requiring, property owners to remove combustible rubbish, weeds, dead vegetation and non-significant undergrowth from their properties.
- In support of this latter point, we make the observation that of the two houses lost in Wattle Court on Black Saturday, one was on a 5-acre lot, built close to the boundary with the national park, and with the rest of the property uncleared, thus posing a severe risk to the adjoining properties. The house has been rebuilt in the same spot, and the vegetation has regrown and remains uncleared. The second house lost was on a 5-acre lot, itself reasonably cleared, but adjoining a vacant 7-acre lot which had never been cleared, and which ignited and set fire to the house on the neighbouring property. By contrast, the smaller lots are all cleared of undergrowth, and suffered less severe damage. As smaller properties (i.e. 1 to 2 hectares) are more easily managed, they are much more likely to be kept fire-safe.
- In short, we feel that curtailing population growth by halting subdivision is not the best way to reduce the risk of bushfire to life and property. Rather, close attention should be paid to how vegetation is managed and to the construction materials, siting and maintenance of housing.
- We recognise that pro- and anti- subdivision groups are each valid, passionate and committed to their positions. Also, the question arises of whether the whole of Castella should be covered by the same regulations regarding subdivision. Currently, subdivision is allowed and has occurred in the area marked 1. In figure 6.1, but is not allowed in the remaining Castella area to the east of the Melba Highway.
- Concerned about the removal of subdivision potential in our area. Our property is 4 hectares of cleared land, and zoned farming, we have lived on the property for 27 years and enjoy the rural lifestyle with a few animals. Being only a small parcel of land it has never been viable for commercial usage. As we now are reaching retirement age and wishing to remain on our property and hoping for the possibility to subdivide to build a family home for our son.

#### ***Valuable Industry of growing strawberry runners***

- In the 1950's, strawberry fruit growers selected runners from their current season's crop as planting stock for the following season. Diseases built up and resulted in reduced yield and quality. The Department of Agriculture, Victoria selected the district of Toolangi as the most suitable site for growing vegetatively propagated Certified (pathogen tested) strawberry runners, to save the ailing strawberry industry.

- The Toolangi Certified Strawberry Runner Growers Co-Operative Ltd (TCSRGC) which has 12 grower members was established in 1960 so the runner growers in Toolangi & Castella could work collaboratively to produce high-quality strawberry plants to meet the required stringent certification standards.
- Toolangi strawberry plant growers are involved in growing Foundation Stock (generation 2), mother stock (generation 3) as well as the certified runners (generation 4). Growing of these stages (and also Nucleus stock, generation 1) is strictly controlled by the Victorian Strawberry Industry Certification Authority (VISCA).
- New and improved varieties to suit particular growing conditions are sought from around the World. The TCSRGC is sole Australian licensee for many international varieties because the Co-op is able to satisfy breeding & production protocols.
- Strawberry Runner growing in Toolangi & Castella is now a major industry;
  - Initially a Victorian scheme, TCSRGC now supply over 85% of Australia’s strawberry plants, an industry which collectively is worth in excess of 400 million dollars annually.
  - Strawberry Runner growing in Toolangi & Castella is a major employer of labour from within the community and surrounding areas.
- It is imperative that this industry is protected and any planning document should acknowledge the importance, prohibitions, and needs, of Strawberry Runner growing in Toolangi.

***Toolangi Plant Protection District (2 submitters)***

- Toolangi and Castella are part of the Toolangi Plant Protection District. This has special implications for any future planning in these areas and yet is NOT mentioned anywhere in the Planning document.
- The district was declared under the Victorian State Government Plant Health and Plant Products Act 1995. It has special significance to Australian horticulture due to high-quality strawberry and rubus planting stock produced in this area to supply local and interstate commercial growers.
- Specific prohibitions, restrictions and requirements operate to prevent the entry of pests or diseases into the control area, or spread of pests and diseases within the Toolangi Plant Protection District. It requires that commercial consignments of nursery plants, cut flowers and leafy vegetables, strawberry plants, rubus plants and potato tubers be free from certain plant pests and diseases or treated to control certain pests, be accompanied by certification and be verified by an accredited business before entering the area.
- It is essential that Plant Protection Rules and Regulations are taken into consideration for any future Planning in Toolangi and Castella.
- Map showing area of Toolangi Plant Protection District attached to submission.
- More specific details of Victorian Government prohibitions and protocols, Australian & Victorian Government quarantine issues as well as plant varieties, disease and virus threats are available by contacting the Toolangi Certified Strawberry Runner Growers Co-operative Ltd on 5962 9220.

***Existing zoning doesn’t make sense (2 submitters)***

- The area of Castella has a number of different zonings which doesn’t seem to make sense.
- A number of people have enquired in recent years about the possibility of sub division but this was not allowed because of the zoning. In our view there should be only two zonings allotted to the area. One for Agricultural use and the other for Rural living (Lifestyle).
- 139 Castella Rd Castella (Formerly Lot 4 Yea Rd) and many of the properties in the area north of the Toscano’s market garden on the corner of Campbells Creek Road and Castella Rd are not suitable for agricultural purposes as they are located on inferior soil and are classified as lifestyle blocks. This was the basis on which the property (properties) was valued by both independent and state government surveyors in order to establish compensation for the Sugar Loaf pipeline.

**Vegetation mapping is inaccurate (4 submitters)**

- Question the term “Significant Vegetation Cover” as this does not seem to comply with the way the map is drawn up.
- This “Significant Vegetation Cover” overlay must be removed and the properties reassigned as “Retain Farming or Cleared Land” only. (2)
- In its current form the Castella Design framework is not accurate in lots representation of land use within Castella. Many properties within Castella including, but not limited to, those in Castella Road, Campbells Creek Road, Glenwood Drive and Crooks Road are shown as “retain farming or cleared land, but have a ‘significant vegetation cover overlay.
- 71 Campbells Creek Road Castella has been over 85% cleared of native vegetation for over 25 years and used for farming activities. The land is presently used cattle, hay and silage production. The land has been sown with improved pastures and is routinely cropped for animal feed and fodder conversation.
- Question how the area has a significant vegetation overlay attached to it when flora and fauna surveys conducted prior to the Sugar Loaf pipeline did not reveal the same findings.
- Our property consists of 16.5 hectares of mostly cleared land. We have two areas which are tree- covered: one along the Yea River of approximately 1.5 hectares, and another of 0.5 hectares along the Campbells Creek Road boundary. The Design Framework, while having us in the Land Use category as “Retain Farming or Cleared Land”, shows an overlay of “Significant Vegetation Cover”. This is clearly incorrect as demonstrated by the aerial photos and DPI Map 2A (included in the Submission by the Castella KFT Plan Working Group).
- Could you please clarify (in writing) the definition of the terms: “Retain Farming or Cleared Land” and “Significant Vegetation Cover”.
- Bingara Dell, Horse and Rider Training Centre is mostly cleared, property is divided into many small paddocks of pasture for the horses required for our business. We have three ménages. Which are cleared, flat areas for training horses in dressage or jumping. Again pointing to the fact that the property is predominantly pasture, and the “Significant Vegetation Cover” overlay is not correct and must be amended.
- Our business provides a lot of secondary , flow-on employment opportunities for farriers, fencers, veterinarians, horse masseurs, chiropractors, and physiotherapists, stock feed merchants and various other contractors, and as such requires the property to remain as it is, “mostly cleared” pasture for horses, without the “Significant Vegetation Cover” overlay.

**Mapping**

- It is imperative that all members of the Toolangi Certified Strawberry Runner Growers Co-Operative Ltd are able to view accurate maps of the entire district to ensure there are ‘no overlays’ and all farms are clearly defined with accurate boundaries.

**Toolangi Castella are tightly interwoven communities**

- Toolangi and Castella are close communities who are tightly interwoven.
- The maps in Figures 6.1 and 7.1 on pages 43 and 45 are NOT adjacent. There is a significant area between the 2 maps not addressed by the document.

**Locality boundaries**

- Would like to see this planning document address the issue of the exact Castella and Toolangi boundary.
- Name change of parts of Toolangi to Castella has created problems and issues in terms of:
  - Emergency services
  - Medical records
  - Title documentation
- NO correspondence has ever been received to notify residents of the change. Nor have we received any justification as to why a change of locality is necessary.



- We are not the only ones affected. Other residents and businesses on Old Toolangi-Dixon's Creek Road, Spraggs Road and sections of the Healesville-Kinglake Road have been similarly affected – all without any notification. Many others in Toolangi are also concerned about this boundary issue.
- Along the Old Toolangi- Dixons Creek Road there are three different localities on one stretch of 8.88 kilometres.
- We ask the 'Kinglake Ranges, Flowerdale and Toolangi Draft Plan & Design Framework' February 2011 to include this issue of the Toolangi & Castella boundary in the Planning document so it can be addressed by Murrindindi Shire Council and any other relevant authorities, with consultation.
- We as the Toolangi Certified Strawberry Runner Growers Co-operative now find our address as Castella. We are seriously concerned with issues:
  - The legal ramifications of our address now being Castella. As a Co-operative, all Legal documents have related to Toolangi, not Castella.
  - All Legal proceedings relate to TSCRGC in Toolangi, not Castella.
  - All binding, International Agreements relate to TSCRGC in Toolangi, not Castella.
  - Any Legal contest could mean we are thrown out of court, and major problems and expense for our industry.
  - Major Transport Companies need to find us. They search for Toolangi – we are not there!
  - Victorian strawberry fruit growers search for our depot to collect plants – they can't find us!
  - NO correspondence has ever been received to notify the Co-operative of the change. Nor have we received any justification as to why a change of locality is necessary.
- The Toolangi and Castella boundary issue should also be listed in the Catalyst Projects A4.3 on page 46.
- Toolangi and Castella share a postcode with Healesville and this has been a hindrance in keeping our community informed.

#### ***Locality sign (3 submitters)***

- Locality Signage identifying Castella is needed.
- There is also an immediate need for a "Castella" road sign, preferably on the south-west corner of the intersection of the Melba Highway with the Kinglake-Healesville Road, possibly next to the Murrindindi sign recently erected there. Over the years, we have had countless people ask us "where on earth is Castella?"
- Fig 6.2 page 43 shows a reasonable position for the northern Proposed Locality Signage for "Castella", however the southern-most position needs to be changed to the corner at the top of Mount Slide, which is the corner of the Melba Highway and the Healesville-Kinglake Road, and another sign for people driving up from Healesville on the Healesville-Kinglake Road where Castella begins. Would there then also be signs at the corners at both ends of Castella Road, and at Campbells Creek Road?

#### ***Planting roadside vegetation needs to comply with Plant Protection District***

- The Planning Framework needs to include areas between townships, especially when referring to "Transitions between Urban and Rural Land use. (7.2, page 44) This is of particular importance to our members who are the Rural Land users. Any enhancement or replanting of roadside vegetation buffers needs to comply with Plant Protection District protocols and not be a harbour to any pests and diseases that could threaten the Strawberry Plant Industry.

#### ***Clearing of roadside vegetation (3 submitters)***

- Also the clearing of roadside vegetation which is currently a fire hazard as well as a dangerous visual obstruction for drivers entering or exiting the side roads. In fact recently residents themselves cleared undergrowth from the stop sign at the end of Glenwood Drive as it was completely obscured, creating a very dangerous situation despite repeated requests to Council.
- A problem exists at the corner of Castella Road and Campbells Creek Road where excess vegetation on the north-east corner restricts vision along Castella Road. On this side the roadside is further out onto Castella Road than the south-east corner, which means that

vehicles must be significantly into the intersection for drivers to gain view along Castella Road. Thus really, the car is too far into the intersection by the time the driver can check for on-coming cars. Part of this vegetation could be cleared as part of development of the proposed Historical Park at the corner of Campbells Creek Road and Castella Road.

***Community precinct (2 submitters)***

- The central area of Toolangi is to be improved for community activities including:
  - Toolangi Castella CRC has identified the need, and funding is being pursued, for a community facility that includes a community mechanics workshop (Men's Shed) and a youth space and workshop. The proposal is to utilise the soon to be vacated CFA shed located alongside the Toolangi Castella District Community House.
  - An application has also been made to fund a community garden on the site of the unusable tennis court.
  - There are plans to extend the Community house to improve disabled access, increase classroom and meeting room space.
- The community precinct should appear on the KFT plan in an appropriate way.
- The zoning of the Hall area as a community node is logical.
- The plan needs to include a link to Toolangi Oval from the community node.

***Streetscape needs improvement (3 submitters)***

- Disagree that no improvements to streetscape are needed in Castella. Regular maintenance is essential and should be incorporated into the Design Framework, specifically the grading and repair of unsealed roads which are at present in a terrible state, particularly our road, Glenwood Drive.
- Page 42 of the Framework states, "no improvements are needed within Castella". Why would this line need to be included? Is this just talking about the estate in Banksia Court again? It seems short sighted to make such a far-reaching statement which may create some limitation to streetscape design or improvement in future years, and as such has no place in the Framework.

***Road construction and maintenance (4 submitters)***

- Bitumen sealing of Castella Road.
- General road repairs to all side roads in Castella but particularly Glenwood Drive.
- Installation of safety fencing on Yea River Bank immediately west.
- Weed control including blackberry, thistle and holly.
- 'Significant roadside vegetation signage' prevents slashing and clearing. Residents are no longer permitted to maintain and manage roadside areas alongside their property. Native plants and blackberries have grown thick and overhang the roadsides, reducing safety and visibility. Will Council maintain these roadside areas by managing bushfire fuel loads on a regular basis.
- The shire has a high responsibility to clear public roads within residential, township and industrial areas.

***Need for additional pedestrian and cycle infrastructure within the residential streets. (2 submitters)***

- Castella Rd is considered by the Shire as a main road, it is used as a cut through for people travelling from Healesville to Yea as well as Healesville to other parts of Castella.
- At least half of Castella Road is unsealed, there is no speed limit.
- During the week the road has students waiting on the side of the road for the two school buses each morning and night, the road is also well used for people walking and riding bikes during the week and on the weekends. There is no path along the road side and it is quite common for people walking or waiting on the side of the road to have to jump out of the way of cars travelling in excess of 70kms on the dirt. The danger of walking along the road along with the excessive amounts of dust generated by speeding cars make it fairly unattractive to walk along.
- The Castella Design Framework talks about "better-connected streets, paths and trails" and then goes on to say there is "no need for additional pedestrian and cycle infrastructure within

the residential streets” and then “a community park is proposed at the junction of the Melba Highway and the Healesville-Kinglake Road.

- Clearly there is a need for pedestrian and cycle infrastructure, which in part is being addressed by the “shared path ... proposed to connect Castella and the park”. The multi-purpose track is well under way from Toolangi to Castella, linking on to the Castella Central Park, which it is hoped will join Castella Road, and the proposed Memorial /Historical Park/area, on the corner of Castella Road and Campbells Creek Road, which is not shown on the map 6.1 page 43. There are tracks which link from Banksia Court to a track which, it is proposed, might connect Toolangi and Castella to Kinglake. As “connectedness” is one of the aims of the Framework, I propose the line “no need for additional pedestrian and cycle infrastructure within the residential streets” , be deleted and that the area on the corner of Castella Road and Campbells Creek Road be added to fig 6.1.

#### ***Horse CJ Dennis Centennial Trail (3 submitters)***

- The trail could have been an asset to Toolangi, showcasing our environment and landscape – a missed opportunity. Instead of going through the State forest and possibly along the river linking up with bush trails, it is running alongside the road, impacting on residents, homes and business’s, causing lot of disgruntled people and a split in the community.
- There is lack of information about where the trail passes.
- The trail is already well underway – so it’s not proposed as noted in the plan.
- Apart from residents losing their privacy and security there is also the issue of safety, people have to access their homes over the trail, farmers are particularly concerned about their machinery and that they access and exit their driveway all day.
- Concerned about the safety of users of the trail, especially a section that runs between Old Toolangi Dixons Creek and leading down to Old Toolangi Road. This section is very narrow with a crest at the top going into a blind corner and then downhill into a ‘signed’ high risk bend. The road carries logging trucks, commercial and light trucks, cars, caravans, road bikes, dirt bikes, tractors, farm equipment and has frequent car and motor bike rallies. This area has been the site of car accidents and near misses.
- The trail will cause the loss of a tranquil lifestyle, peace and security, and peace of mind.
- Residents along the trail are not happy and feel they’re not heard, this is being railroaded by a couple of people who are ignoring the views of the people this trail impacts – I’m sure CJ Dennis would not be pleased.
- The CJ Dennis Centennial Trail commences at Silvia Ck Rd and meanders beside the main Rd and will eventually link to Melba Hwy. The side of the Rd is still being negotiated at the moment and we can send an accurate map as the trail is completed.
- Currently, the Centennial Trail is under construction. Due to lack of funding and decisions where to cross the Melba Highway and link Kinglake Ranges, the Trail is to finish at Old Toolangi-Dixons Creek Road and the Healesville-Kinglake Road. There is nowhere for ‘users’ to go except cross the road. This is an extremely dangerous intersection for cars. It is even more so for horses, bikes and pedestrians. This issue needs to be addressed urgently.

#### ***Infrastructure development and maintenance (2 submitters)***

- General road repairs to all side roads in Castella but particularly Glenwood Drive.
- Installation of safety fencing on Yea River Bank immediately west.

#### ***Tranquillity is being undermined (1 submitter)***

- Taking off and landing helicopters for scenic joy flights does not accord with the direction of ‘Maintain tranquil lifestyles’. The noise level is very stressful. Helicopters in our area represent an emergency of some sort or another. These flights should not be allowed over the residential area.
- There should be research into the health risks of the farm fertilising. In particular the practice of spreading dry chook manure. This leads to pollution in the air for all residents to breathe in and an unpleasant choking stench.

**Further community consultation**

- Residents of this area have not been informed of the planning framework and its details therefore it is impossible for them to make a comment.
- We sincerely hope that the Murrindindi Shire Council engages in further consultation with the Castella community before finalising the Plan and Design Framework.

**Specific requests (1 submitter)**

- That the area of Castella be considered as a Development Investigation Area.
- That we received a complete map of the area of the Castella area which shows an accurate picture of cleared areas.
- That the area has only two zonings according to the activities carried out on the properties, such as farming and rural living.
- If subdivision is possible that the minimum area of acreage will be allocated for each property to maintain rural landscape and the “Lifestyle” of residents.
- All unnecessary clearing of land be stopped in the Castella area to maintain its rural bush setting with all waterways protected under current law.
- All major roads such as Castella Road (the unmade section) are sealed as this causes a real danger as there is a speed limit of 100 on this section of road.
- We would like to see the removal of the environmental overlay on the property to be consistent with the surrounding properties.
- Require clear and unambiguous definitions in writing of a variety of terms used as descriptors in the Castella Design Framework.

**Other comments (4 submitters)**

- Page 42 begins with “Castella is a rural locality which contains a low density residential estate...” with no description to follow of the rest of Castella, or the current predominant land uses. I do not think this small area in Castella defines or represents the whole of Castella, and as such a more appropriate description of the locality should begin the Framework.
- Later the Framework states, “There is currently significant potential to further subdivide land in the estate to create over 200 additional lots”. Is this just in Banksia Court or is there some other part of Castella where this sort of subdivision is proposed?
- A number of properties between Castella Road and the Melba Highway cannot be accessed during wet weather as there is a water course or creek running through the middle of them. This means that during the wet season one half of the property is accessible from only one side, either Castella Road or Melba Highway.
- A large number of people have chosen to live in this area because of Lifestyle and the use of their properties is re-enforcing this. There are only five properties which run a commercial enterprise.
- It is hard to make a living from a small parcel of land unless people use intensive farming practises. The term “viable agricultural land” can be deceiving as farming practises have greatly diminished in the last ten years because it is no longer economically viable to grow crops such as potatoes, carrots etc. The only viable industry in the area is the growing of strawberry runners.
- Identifies various map corrections including locality boundaries.
- Understands the intention of new residential development complimenting the character of the region, has reservations about limiting freedom of choice and inhibiting architectural design. Would like to have more specific clarification on what would be/or not be approved before adoption of this proposal.
- Support proposal for no subdivisions.
- No convenience store or petrol station could be considered at the intersection as it is considered by VicRoads to be one of the most dangerous intersections. Further work is required to be done to improve this intersection as it is dangerous accessing the Melba Highway.

### **Submission by the Castella KFT Plan Working Group**

A submission including aerial photographs was lodged by the Castella KFT Plan Working Group for Changes and Modifications to the Proposed Kinglake Ranges, Flowerdale and Toolangi Draft Plan and Design Framework by Castella KFT Plan Working Group. A synopsis of the report follows:

- This submission requires changes to the descriptions of properties within Castella which have been inaccurately and incorrectly described in Proposed Kinglake Ranges, Flowerdale and Toolangi Draft Plan and Design Framework. In particular, the submission requires that Council remove of the Significant Vegetation Cover overlay from a number of properties in Castella which are defined in the submission. The submission requires the re-assignment of these properties as “Retain Farming or Cleared land” only in keeping with the condition and long term use of these properties.
- In addition, the submission outlines a number of recommendations to improve signage, road safety, and control of vegetation by removal of weed species and for bushfire risk reduction within Castella.
- The submission notes that there is a dichotomy of community views about whether to retain or remove subdivision potential in Castella and requests a meeting with representatives of the Council and members of the Castella community to discuss the important question of subdivision and future development within the Castella area.

### **Response**

#### ***Retain subdivision potential***

- Objections to the loss of subdivision potential are generally from land owners in the Farming Zone. The Farming Zone already has restrictions on further subdivision requiring a minimum lot size of 40 hectares. The Plan proposes no changes to this requirement.
- Further subdivision in the Low Density Residential zone is inappropriate due to fire risk and the isolated nature of the settlement.
- The pipeline and Melba Highway create difficulties for alternative access to land discussed by some submitters. Any proposals for subdivision would have to be assessed on their individual merits.

#### ***Plant protection district***

- The *Toolangi Plant Protection District* is a notable feature of the Toolangi/Castella area and should be noted in the final version of the Plan.

#### ***Meaning of terms and mapping***

- The meaning of terms used in the Plan will be clarified and mapping potentially adjusted accordingly.

#### ***Locality name***

- Action A4.1 recommends the removal of inconsistencies between locality boundaries identified in the rates system, emergency services and signage in addition to residents understanding of localities. Castella and Toolangi are specifically mentioned in the action.

#### ***Community activity node***

- A community activity node is noted on the Toolangi Design Framework. The text under community node could be expanded to include the Neighbourhood House and emphasise that this node is the preferred location for the types of activities proposed by the community.

#### ***Pathways***

- Suggestions on additional pathways can be considered as part of resolving the Plan. If finalised, the precise location of the CJ Dennis Trail should be shown on the Plan. Community consultation has been undertaken as part of trial implementation.

#### ***Roadside vegetation and road maintenance***

- Maintenance of roads and roadside vegetation could be discussed with residents to identify specific issues and develop responses to community concerns.

## Recommendations

### ***Loss of subdivision potential***

No change to the Plan's proposal to limit further subdivision potential in the low density zone.

### ***Plant protection district***

Amend the text and maps in the Plan to illustrate the *Toolangi Plant Protection District*.

### ***Meaning of terms and mapping***

Clarify the term 'significant vegetation cover' and 'retain farming or cleared land' and if necessary adjust mapping accordingly.

### ***Locality names***

No change to the Plan regarding locality names as it is already included at Action 4.1 pp 52.

### ***Community activity node***

Amend the Plan to include additional text about the central area of Toolangi being the focus for community activities.

Amend the Plan to show a link to Toolangi Oval from the community node.

### ***Pathways***

Consider suggestions on additional paths and amend the Plan where appropriate.

### ***Further community consultation***

As a separate process to finalising the Plan, additional community engagement be undertaken with the Toolangi and Castella communities to address the issues not directly connected to the Plan including road side vegetation and road maintenance.

## 11. Opposed to proposed Development Investigation Area in Kinglake Central

### Community Comments (34 submitters)

#### ***Opposed to proposal (20 submitters)***

- Strongly oppose the proposed subdivision at Extons Road at Kinglake Central (13 submitters).
- Strongly object to this development and do not wish to see Kinglake Central changed so dramatically.
- We also believe that the proposed urban style development in the Extons Road area would detract greatly from the tourism value of the area and severely detract from local agriculture there. We do not need a huge influx of population in the Shire.
- This very disturbing for many reasons.
- I am not anti development What is needed is appropriate and sustainable development both economically, environmentally and morally.
- It is disappointing that this proposal should arise once gain as it when it was raised in 2009 it added a great deal of distress to an already stressed community with no justification and once again has done the same.
- Writing to express my concerns about the proposed rezoning of land at Kinglake Central from “rural” (as it is currently) to “residential Housing” nope as proposed.
- This proposal is a slap in the face for all those that have come back to the Kinglake Ranges to rebuild their community and lifestyle as much as they can back to what we had prior to 07/02/2009 when so many lost so much.
- Respectfully ask that this proposal be rescinded and other avenues of development be researched.
- It lowers the standard of living for the locals.
- Vehemently opposed to any high density housing in this area.
- I am writing to voice my disapproval at the proposed subdivision at Kinglake Central.
- As a farmer in the Kinglake Central area I am extremely disappointed in the proposed Extons road 280 house subdivision proposal.
- My clear objection to the proposal is clear and the logic behind the proposal is flawed.
- I am extremely upset with the Extons Rd development proposal.

#### ***The proposal will undermine the rural setting (9 submitters)***

- My family moved to Kinglake Central to live and work in a rural setting. We had no desire to live in an urban environment. The housing development on Extons Road of 250 houses shows a lack of understanding of our area, the community and the environment.
- We specifically moved from a residential zoned (and hence more heavily developed) area of Kinglake to Powers Road four years ago. The attraction for the Kinglake Central area was, and is, that it is sparsely habituated and has very high quality agricultural land.
- We have been informed that the proposed residential development is going to contain 300 houses; we feel that this is an excessive amount of houses and are concerned that the landscape will be totally spoiled by this development. We choose to live here because it is peaceful and secluded, we would like it to stay that way.
- Having agricultural land and wildlife corridors increases the overall value and desirability for the whole Kinglake region. The natural environment is what holds the appeal for tourists and visitors.
- The entire look and feel of our region will be destroyed.
- It is a total contradiction of the stated outcomes outlined in the Issues Paper and the Draft Plan and Design Framework itself.
- We made a lifestyle choice to move to Kinglake Central to live and work in a rural setting, in an area known for its fertile soil, (which provides our self sustaining food), views tranquillity and beauty. We have no desire to live in the vicinity of a sprawling urban environment. We are indeed quite happy to travel to the services we need.

- When we bought our property there was no indication though Murrindindi council searches that this area was earmarked for development – a major criteria in our purchase.
- Land is a finite resource – once it's gone it can never be retrieved. By building over our green belt we create more and more urban sprawl. We owe it to our children to preserve our precious countryside from bricks, concrete and paving stones.
- The entire look and feel of our region will be compromised if not destroyed.
- If any residential development is to go ahead it is essential that new residential development complements the character of the region, strong caveats need to be considered and enforced by Council. Consideration should also be given to the minimum size of blocks on any subdivision, the rural feel of the area must be retained.
- The council also wishes to increase tourist numbers in this region by highlighting our National Parks, rural regions and other natural assets, but who wants to drive up the mountain and see more housing developments? When you can easily see this on the outskirts of Melbourne. Tourists want to see majestic mountain grey gums, lyre birds and farms dotted with cows or hay bales, not a new suburb.
- Corridor between National parks will be blocked off by a Mill Park on the Mountain estate.
- In 2003 Kinglake Central was zoned a green belt. Why has this changed?
- With 280 new houses built in Extons Road, would anyone have a nice quiet country life?
- We bought our house for the quiet peaceful life and magnificent views we have, rolling hills and pastures. With these plans we will lose everything, our views at the front of our house, the views at the back of our house and the views on the side of our house. Our quiet country life will be gone forever.
- The identity of Kinglake Central will be destroyed if the planned development is allowed, most residents in the Kinglake District recognise Kinglake Central as a rural area.
- The rural landscape and environment will be substantially compromised with housing lots of this size.
- Specifically moved from a residential zoned area of Kinglake to Powers road four years ago. The attraction for the Kinglake central area was, and is, that it is sparsely habituated and has very high quality agricultural land.
- Having agricultural and wildlife corridors increases the overall value and desirability for the whole Kinglake region. The natural environment is what holds the appeal for tourists and visitors.
- This proposal for such small blocks is ludicrous and in direct contradiction to what this development plan is supposed to be trying to achieve and in direct contrast to the communities vision for the future. Just how is it that we can maintain a rural lifestyle without large blocks.

***Loss of significant agricultural land and have a negative impact on farming activities (12 submitters)***

- The proposed development and change of zoning in the Kinglake Central area should not go ahead. Kinglake Central is an area of very productive agricultural land with many diverse and sustainable agricultural practices being carried out by landowners. The area needs to be retained for agriculture and council should be encouraging farming families in the area with programs such as rate subsidies for good land management.
- The proposed housing is on prime farming land. The land is some of the best agricultural land in Victoria with rich soil and should not be used for high density housing. (4 submitters)
- The proposed housing site will be on valuable and productive farming land. Many farmers would love the opportunity for such rich soil and to just tear it up into housing blocks is criminal.
- The proposal will be detrimental to the future use of high quality agricultural land. That is protected by an Environmental Significance Overlay.
- The *Local Planning Policy Framework* objectives state that subdivisions must:
  - Discourage the fragmentation of rural land into lots that are not capable of productive agricultural and rural use.
  - Ensure that small lot subdivisions do not prejudice primary production activities on the land or in the surrounding rural area.



- The proposal does not comply with the purposes of the rural zone and is not justified under the zone.
- The proposal is not in accordance with State or Local Planning policies. (2 submitters)
- The current proposal would have the effect of closing down the farms in Kinglake Central.
- A housing development will affect neighbouring farms and businesses in their ability to farm.
- It is a necessary part of our farming business to spray our property with weed killing chemicals and pesticides continually throughout the year. We have been using tractor driven spraying equipment since 1999 and will be introducing the use of aerial spraying in the future. Most other farmers in Kinglake Central use the same method of controls and shall continue to use them. It is not in the interests of public health and safety to allow a housing development to be built beside farmland.
- The Design Framework states that 'Kinglake Central is currently zoned farming; however limited agriculture activity occurs with groundwater extraction an existing use'. This is untrue as there are many new and established agriculture practices along and around Extons Road that are viable.
- Employment in the area- there are more opportunities for jobs in horticultural and agricultural farming, especially with the new Fruit & Vegetable & Flower market moving to Epping.
- This land is prime agricultural land that has been in the one family since clearing. Other farming enterprises would be successful on this land and jobs would be provided in a community where jobs are scarce.
- The Advance tree farm on Powers Road is a clear example of how ownership change can create work in the community via horticultural jobs. Agricultural land of this quality should not have housing on it.
- The encroachment of residential land has already affected the right to farm for the Singh's Broccoli farm which is clearly the logical spot for a proposal like this as their viability has been compromised with spraying restrictions close to housing. The Extons road proposal would compromise a whole new group of farmers.
- Thefts from adjoining farms would increase, stock would be injured by dogs, garbage would be blown onto paddocks, motorcyclists would damage crops.
- We are concerned about the effect that the rezoning of land from rural to residential will have on us. At this stage we are running a working farm and would expect limitations would be placed on our farming practices if a 300 lot subdivision is nearby, we would also envisage a substantial increase in our rates notice if the land is deemed residential.
- The two main large areas proposed for subdivision for housing, one at Kinglake Central and one at the east side of the Kinglake township. Both of these areas are the best quality farm land in Kinglake and also Australia with good irrigation water allocation. If this good quality land is built on IT IS LOST FOREVER.
- The proposed developments will change the current zoning and as a result land values will change most likely resulting in higher rates and taxes making the existing farms unviable.
- Also the close proximity of houses will make it impossible to farm effectively.
- The proposed new development will affect the landowners surrounding the estate by limiting the use of legitimate methods of pest and weed control, not to mention fertilization of viable crops, with so many houses in close proximity to working farms and vegetable crops.
- The land has excellent fertile soil access to clean water supply and would be suitable for a large range of agricultural activities and should be protected for that reason alone. The Council need look no further for confirmation of this than to its own planning scheme: Schedule1 to the Environmental Overlay (ESO1) that would cover this area.
- This land is some of the best farmland in the state with access to high quality ground water. The possibilities for new and enterprising farmers are endless and job opportunities from such a development will benefit the area. Why not keep Kinglake Central as a farming hub and attract tourists to the area for the rural qualities as outlined in the design framework? A development like this will severely affect the Kinglake Brand as people visiting will see a line of subdivisions all along the ridge road.

- Why destroy the best farmland in the state, the potential to sell water to large companies and any chance of future farming by placing a subdivision there? Why can't you break up the property into 50 acre allotments to suit the area and allow horticulture to continue?

***Need to retain agricultural land (13 submitters)***

- The proposal to subdivide high quality agricultural land ignores that the land is protected from subdivision by a State Environmental Significance Overlay.
- Previous 2005 decision of VCAT set aside Council decision to allow subdivision of land in Extons Road. Establishes a valuable precedent to support policy to discourage subdivision of land for residential purposes in Rural Zone and excision of land for house lots where it is likely to lead to a loss of high quality agricultural land.
- Loss of farming communities in Kinglake Central means the loss of food to Melbourne and increased costs to ship food from interstate.
- This valuable land could be a vital food source for the district due to soil composition, climate and access to groundwater. Food availability is a worldwide issue of increasing concern. Why build houses that could be built elsewhere over high quality growing land such as this?
- One of the values that the community rated as high was the 'guardianship of the environment and our communities for future generations' Why close up some of the best farming land in Victoria with houses, when future generations will have new ideas for the land.
- The land in question is highly fertile and as the government has been keen to point out on many occasions we will need more market gardens and food producers for the future benefit of the population as it increases throughout Australia. We especially need such farms here in the highlands of Victoria after so much of the lower plains have recently been inundated and so much of the harvest for this year has gone. To decide that an extra 280 homes on productive land should be constructed just to add more rates to the council coffers is an error of judgement of huge proportions.
- Farmland should be protected for future generations and food production.
- A wide range of agricultural enterprises occurs in Kinglake Central including potato production, livestock production, wholesale nursery, cut flower production blue berry and raspberry production just to name a few. Just because some farms seem inactive at the present time does not mean it will be in the future.
- With increasing pressure to reduce pollution the protection of farmland in this area encourages a low 'food kilometre' approach, especially so close to Melbourne and Melbourne market moving to Epping only adds to the benefits of the Kinglake District.
- If the current landowners do not want to farm this land that is no reason to justify residential development. I am sure there are other farmers that would like to have the opportunity to farm this finite, fertile, productive and versatile agricultural land.
- Aspiring young farmers would like nothing better than the chance to become farmers in their own right. Should the residential development go ahead it will put even more pressure on the available land and the price it commands making it more difficult for young farmers to enter the industry, just when many industry experts are signalling the need to encourage young people to take up agriculture.
- Short sighted to use such rich soil in a designated "farming zone" to be used for high density housing.
- This proposal is ridiculous as it locks up the best farm land in the state with access to high quality water and turns it into a housing estate. This type of development is short sighted and doesn't recognise the future demand for food and the importance of highly productive farm land close to population centres.
- Intelligent people don't use top agricultural land for house lots.

***Negative environmental impacts (9 submitters)***

- Native animals such as the highly rare spotted quoll will be in danger of extinction in these parts because of the increase in dogs and cats and habitat destruction.
- The water table feeds many of the springs in the area and could be affected by effluent of 250 houses.

- The Development Investigation Area is on highly productive agricultural Kinglake soil that could be used for more than water extraction. To put 280 houses on such rich farming land and over precious water that feeds local springs is not sensible. What will the effluent of over 1000 people do to the ground water in this highly porous soil which runs to many springs?
- The farming community in Kinglake Central is already stressed as a consequence of ground water extraction. Ground water extraction has had the effect of drying up the springs which feed neighbouring farms. The water level in the creek drops and does not regenerate itself until the following day.
- 280 new homes in Kinglake Central would further destroy and fragment wildlife habitat.
- This land is also on an area where a large portion of our spring water percolates into the subsoil. A housing development would effectively hard top the catchment causing water to run off quickly down the streams in winter and the underground aquifer would not be replenished. Sewerage disposal from 280 houses would also add bacteria to the aquifer just as the system at the temporary village did to the aquifer there.
- We also have concerns about the environmental impact of 300 houses so close to waterways and the impact on fauna.
- Effluent, all of the proposed development areas are beside or at the head of creeks and with the porous soils in the Kinglake and surrounding areas with the proposed developments resulting in a population increase large quantities of effluent will be soaked into the ground most likely contaminating the creeks.
- Some of the other problems are going to be evident when the effluent from 1000 people gets into the water table and begins to affect the health of other people in the community downstream of the proposed site. The water table is close to the surface and already being tapped for households through the areas downstream of the proposed site.
- Does the company that buys water from Extons Road know about the plans to rezone Extons Road so that 280 households can slowly contaminate ground water they buy and use for human consumption? If someone informed them could it be a legal issue?
- To cope with extra traffic, Extons Road would have to be widened which would destroy natives that have only appeared after the fire.
- The beginning of a major waterway, the Pheasant Creek, would be threatened by pollution.

***No community infrastructure or services (12 submitters)***

- No clear explanation of why Kinglake Central is being developed where there are no facilities except for sporting, school and wood mill.
- If this proposal goes ahead the new community would need support facilities especially retail.
- Proposal would allow a housing estate to be built in the middle of highly producing agricultural land, in the middle of a bush fire zone, with no water supply.
- The proposal will introduce over 1000 people into an area where there is no infrastructure support.
- There is no medical clinic, no dental clinic, no dental technician, no optician, no hospital, no ambulance, no high school, no service station, no cinemas or places of entertainment, no hairdresser, no barber, no shopping centre, no street lighting, no town water supply, no town gas supply, no public transport and no employment.
- Housing estates breed boredom, what will the new residents do for entertainment in Kinglake Central?
- There are no services (other than a new primary school) in the immediate vicinity of Kinglake Central. No shops, fuel etc.
- The proposal is to invite another Marysville see attached article "Marysville water supply fell short" (Copy provided by submitter).
- Prime Minister, Julia Gillard, has been most specific about the need to restrict the urban sprawl without appropriate and sufficient infrastructure to support it. And here in Kinglake Central on our highly producing land, where the top soil is up to twelve feet deep and is remote from urban sprawl as can be imagined – is now earmarked for housing development with no infrastructure whatsoever.

- Housing development not close to any shops and facilities. Will this lead to vandalism at the primary school and community centre?
- The proposal would create a community dependant on Centrelink with no infrastructure and no employment.
- The roads in the Kinglake and surrounding areas are inadequate and in crisis now with the proposed population increase this is a major issue as what public transport we have depends on the roads.
- The electricity supply network in the Kinglake and surrounding areas which was not destroyed and replaced as a result of Black Saturday is at the end of it design life and overloaded.
- Water supply, there is no reticulated water supply at present and no mention of one in any of the proposals.
- If you project a total of approximately 200 new families with primary school age children, extrapolating a minimum on two per family, the new school, even combined with the two other schools in Kinglake Ranges area, will not have the capacity to handle an extra 400 children.
- There are many problems with providing the normal services that this increase in population would create as well. Another example is there is currently one doctor in the township and so most residents will have to go further a field such as Whittlesea, Yea, Yarra Glen, Healesville or beyond to avail themselves of this service. There is now no supply store at Kinglake West, only a very limited one at Pheasant Creek and services in Kinglake township would not cope with the extra traffic. There is a limited bus service for public transport. There is VERY limited fuel sources for transport on and off the hill.
- The Police, CFA, SES, and CERT teams would be overwhelmed with the extra burden of coping with these additional people if, heaven forbid, another disaster should hit Kinglake Ranges.
- There is very limited access and egress for local traffic and an extra 300 to 350 vehicles commuting up and down the mountain would mean a whole slew of problems with regard to traffic flows, road maintenance (which is already overtaxed to the hilt) and especially where the proposed development is situated also increases dramatically the possibility of children becoming accident statistics in and around the school and Memorial Oval precincts.
- This plan is not sustainable as there are no services in this part of Kinglake.

***An area of high fire risk (9 submitters)***

- It is an area where the three winding downhill exit roads are surrounded by bush. It is an area to be avoided on Fire Danger days.
- Given the devastation that the 2009 fires caused in the area, including significant loss of life, it does not seem to be good strategic planning to increase the load of residents across the mountain.
- We do not understand how this development can be considered after the 2009 bushfires and the recommendations of the Royal Commission to reduce developments in high bushfire areas.
- Public safety – All access to the Kinglake district was blocked at the same time during the Black Saturday disaster. Any proposals to increase population MUST ADDRESS the issue of access in the event of disasters to prevent loss of life.
- There is only ONE road in and out of the area which in a disaster situation would create a bottleneck that would have the potential for a major traffic incident and cause more victims than are acceptable to anyone. History has shown that the area is not able to cope with an increase in traffic flows outward bound in an emergency.
- Do you realize that you would be placing people in the line of the last inferno?
- How can it be assumed that the rezoned land would provide a 'safer resettlement', when so much of this area was burnt in the fire including surrounding houses and buildings in the proposed area.
- The bushfire zone signs are correct. Millions of gum trees now cover this mountain and there will be more fires.
- This is a dangerous place to live and no one should be encouraged to move here.

- Should people be encouraged to move into a bushfire zone you will be responsible for the planning and any litigation that could follow.
- No house lots of less than five acres should be made available due to fire danger.

***Replacement of existing community facilities does not justify rezoning land (7 submitters)***

- The most contentious part of the 2011 draft plan is the creation of another township at Kinglake Central claiming that the new school precinct is town facilities. It is only replacing buildings destroyed on Black Saturday and it is almost at capacity now.
- The pre existing primary school that have been enlarged as a result of the 2009 fires should not and do not underpin the justification to rezone this land.
- Just because a generous family has gifted the community with a parcel of land to reconstruct the new Kinglake Central Primary School and Child Care Facility does not mean that we have to have an extra 280 houses surrounding it just because it is there. This area of Kinglake was never designed or constructed for an influx of 280 more families in such a confined space.
- The facilities already existed and have simply been rebuilt. How does this create an “opportunity” to rezone land when nothing has changed?
- There is no reason for residential development to surround Middle Kinglake Primary school when it has been operating successfully for over one hundred years as a rural school in which I believe is much of the attraction. Why do all towns need to be urbanised? There need not be a continual sprawl of residential development that further blurs the boundaries of each town.
- Central has always had the facilities that exist there today and has historically been a central meeting place for the sporting clubs and community groups that have shared the facilities available to all the Townships and Rural District across the Ridge.
- Replacing an existing school is not grounds for an opportunity to rezone land for housing.

***Lack of strategic justification (6 submitters)***

- Are the numbers of new homes that are proposed more than we actually need?
- Will the growth in homes reflect a parallel increase in jobs in the area?
- What urban sprawl- transportation problems will it further create?
- Will the growth in homes reflect a parallel increase in investment in local infrastructure?
- The development of this area will not support the following values as listed on page 20 of the draft plan.
- The 2003 plan developed extensive consultation with the people of the Kinglake area which was adopted in 2007. The 2003/2007 plan main objective is to contain development to the existing townships of Kinglake, Pheasant Creek , and Kinglake West and to preserve good quality viable farm land in the remaining areas. This plan is widely supported by the people of Kinglake. Importantly it preserved the right to farm for farmers.
- The proposed rezoning of the land in Extons Road does not comply with the State Planning Policy Provision, Local Planning Policy Provisions or the Murrindindi Shire Municipal Strategic Statement for that area.
- Settlement patterns are clearly defined in the Victorian Planning Policy Framework and State Planning Policy Provisions a criteria that is not met under the proposed rezoning. If this land were to be considered for rezoning for future housing it would fit the criteria for Rural Residential NOT low density residential.

***Better alternative locations for residential development (9 submitters)***

- Perhaps a more sustainable approach would be to promote regeneration of our town by making more use of previously developed, under used and abandoned land before we build over green fields.
- Kinglake Central is a rural farming area and we wish for it to stay that way. We don't want continuous housing across the mountain. Settlement areas of high density housing should occur in and around established towns.
- There are areas of Kinglake that already have high density housing and some of these areas are bordered by vacant land. It would seem to be more sensible to develop these areas as the

people who live there are satisfied with the urban style of environment and there is access to shops and services.

- Land next to Hawkins Estate in Kinglake is currently a broccoli farm, but is not viable as a farm and business as they cannot spray chemicals near the nearby houses. This would be an area to consider for the housing development as it is an extension of an existing town, with access to shops and facilities.
- If council is going to consider further residential housing there is far more suitable and appropriate land that could be developed within the Kinglake Township district, For example - Glenburn Road between McMahons Road and James Street, entering Kinglake from the west, on the Whittlesea Kinglake road, the land currently being market gardened. Both/either of these sites would consolidate the current residential area and meet the settlement criteria.
- If more housing is needed due to increased population interest and movement towards such rural areas then it should be done closer to the township of Kinglake along the Glenburn Road precinct which has already been the site of development that could be increased to a limited extent.
- If a new housing estate had to be built it should be next or close to the township where people can walk to shops etc. and not in the middle of good farming land.
- I have been a farmer for a long time and never have I seen a subdivision proposal that is so far removed from any town boundary. Not only is this proposal too far away from town infrastructure but it is on the best land in the district. I grew up in Europe and town expansion follows clear areas which are adjacent to the town. This is 3-4 kilometres away from town and the selection of such a strange location.
- An estate of this size should be situated closer to town where housing is expected to be seen. It would also be closer to shops and facilities.
- The addition of more residential land would be better placed closer to the existing Townships of Kinglake West-Pheasant Creek or Kinglake. There is rural land around Kinglake and in particular to the West of the township around the Church, Pony Club and Youth Centre that is under pressure from existing residential development that would be more suitable for residential subdivision. It has existing facilities and is surrounded by low density residential.
- Kinglake is the current town area and should be developed and expanded. This would then allow existing services to be utilized and even increased if warranted.
- There are already smaller subdivisions within the Kinglake township area – perhaps some of the larger ones could be resubdivided down to one acre or smaller.
- Development in Kinglake would have road and other infrastructure more easily implemented.
- A larger town would be more enticing for businesses to set up.

#### **Soil contamination (3 submitters)**

- The Middle Kinglake Primary School is located on donated land without consultation with local residents.
- This particular rural farm land is heavily contaminated with Organochlorines hence animals cannot be grazed for human consumption. The school will house children, teachers and staff for 1/3 of their daily life on this freshly disturbed soil. Do we know what the long term effects will be?
- Now a dense housing subdivision is planned – will this land be advertised as highly contaminated?
- The new school precinct is on donated land heavily contaminated with organochlorides primarily dieldrin. Has the due process required by Ministerial directive number 1 Planning and Environment Act 1987 been properly followed? This would also apply to the adjoining land proposed for development.
- Has the dieldrin that was sprayed on potato crops in past years affecting lands on the proposed estate been eradicated or do we wait for health problems to turn up first.

***Detailed submission primarily on loss of agricultural land***

A submission including photographs was received regarding primarily the loss of agricultural land. A synopsis of the submission follows:

- The proposal will severely compromise the future of Agricultural activity in the Kinglake district. It is not connected to any existing town ship or residential zone, lies in the centre of the last major rural zone on the plateau. Approval will retard new agricultural /horticultural development currently under way which was encouraged by the Councils previous planning strategies.
- Without doubt the properties out lined for residential development on the Kinglake- Whittlesea and Extons roads are representative of the best agricultural land in the Kinglake district, based on soil type and topography. On a regional basis, any form of farmland capability assessment for a cool climate district would rank this farmland amongst the highest in the state.
- There is no doubt that agriculture in the Kinglake district is in transition, from the potato/grazing era of the past to new industries for the district such as Raspberries, Blue berries, Apples, Strawberries, Chestnuts, Grapes, Proteas, Citrus, Grape vines, Broccoli, commercial nurseries.
- The proposal suggests the land is no longer used for agriculture and only for ground water extraction. While the land under consideration has not been used for commercial potato production for the last 2-3 years, it is presently being used for prime lamb and hay production.
- All of the remaining commercial rural properties in the Kinglake district have a either a water diversion or extraction (bore) licence from Murray Goulburn water. They are a tradable commodity in the catchment and farmers decide themselves what crops they choose to irrigate if at all, or whether they change the terms of their license for potable water extraction.
- Therefore the issue of the use of this land currently for water extraction should not form the basis for deciding whether rural farm land should be deemed suitable for residential subdivision. Most other rural properties would be entitled to do the same with the appropriate permits in place.
- This proposal has profound implications for the future of the whole Kinglake Region both for the local community and the visitors. If it proceeds the remaining rural zones with their local commercial and amenity value to the district and the greater Melbourne area will be difficult to defend from the pressures of residential subdivision.
- At the regional level, the water resources, from extensive surface spring activity and ground water reserves which flow through to both National parks and drier communities down stream, have also provided some farmers with a new income stream through the supply of potable water, both must be threatened by a un-sewered high density housing estate in the heart of the catchment.
- This proposal is almost counter-intuitive, in that the gate way to a national park, would be through a high density residential estate, instead of permanently green rich farming land, some of the best country in the State.
- There are a growing number of local producer's who's exit strategy from farming is solely focused on residential subdivision, not handing over to new farmers or the next generation.
- If the farmland in the Kinglake central investigation area cannot be defended as prime agricultural land in the planning system, along with its contribution to the regional landscape and water resources, then no farm land on the Kinglake plateau can be defended from a change in such zoning.
- Farmers use their management skills to undertake profitable primary production enterprises on Rural Zoned land, it can never compete directly with residential subdivision.

***Detailed submission opposed to development***

A detailed submission with a number of attachments was submitted opposed to the proposal to develop land at Kinglake Central. A synopsis of the submission follows:

- A top priority is to protect highly productive farming land, lifestyle, tranquillity, water ways and the environment.
- The general description of agriculture classes shows that land from Kinglake west to Kinglake Central is of average to high agricultural quality and among the best available land is in Kinglake Central.

- The property at 488 Whittlesea-Kinglake Road is currently involved in general farming activities such as seed potato production, sheep grazing, hay production and water extraction.
- Additional houses would potentially have an enormous impact on the health and environment of streams.
- Likelihood of increased land use conflicts with residential neighbours.
- Development should occur around Kinglake Township.
- The land has true potential for farming with water licences and access to vast amounts of water.
- 70% of the subject land was burnt in the Black Saturday fires along with 9 houses.
- The land owners have not been personally consulted about proposed Development Investigation Area.
- Various attachments accompany the submission including:
  - Agricultural quality classes,
  - DSE ground water notes,
  - Land capability report,
  - Location of water bores,
  - Aerial photograph,
  - Title,
  - Planning scheme controls,
  - Letters DPI re organochlorine levels,
  - Photographs – Black Saturday.

**Other Comments (12 submitters)**

- The current zoning is the reason why many Kinglake Central residents moved to this area.
- Our wish is for the Kinglake Central area to stay a rural farming area and retain its green belt zoning.
- It is another attempt to undermine the Planning Scheme – on which scheme the residents are entitled to rely, and around which scheme the residents have arranged their lives.
- A similar attempt to undermine the Planning scheme in 2005, by granting a permit to allow a subdivision of 674 Extons Road in Kinglake Central was set aside by VCAT (See Dunn v Murrindindi SC [2005] VCAT 984 (24 May 2005) (Copy provided by submitter).
- The proposal for urban subdivision contradicts the key aims of the draft plan and design framework.
- This proposal also contradicts the key priorities outlined in the Draft Plan and Design Framework. The document places value in preserving key agricultural land and developing areas close to existing settlements. This proposal is 3 kilometres from the Kinglake Township.
- This part of the proposal is against the criteria in Ministerial directive number 6 Planning and Environment Act 1987.
- This area of the Kinglake Ranges was zoned a green belt in 2003. When if ever was its designation changed to justify the permits needed for 280 new homes in Kinglake Central that would be without any support ancillary services closer than the Kinglake township, over the hill from the site.
- There will be no employment opportunities in the area after the reconstruction of the Kinglake Ranges is complete. Although there is plenty of rebuilding of houses at present this will certainly cease in the short term and continued work sites will no longer be here.
- It will destroy Kinglake's tourism. Most people come to Kinglake to enjoy driving through the country side. Car clubs, bikes, motor bikes and other tourists drive through Kinglake almost every weekend.
- Just signed a contract to build a new house after the bushfires, but if I knew about the proposed estate, I would have second thoughts about it and maybe I might have sold up and moved to a more rural site.



- Further to the point of reducing pollution nearly all the residents in the proposed rezoning of Kinglake Central would travel to work off the mountain doing nothing to reduce pollution, putting further pressure on the local roads and increasing the possibility of vehicular accidents in the notorious foggy climate.
- The residents have not recovered from Black Saturday and DO Not need more changes in their town.
- I cannot understand where the proposal for the Kinglake Central Residential subdivision came from. I attended all the Forums and it was never something that was entertained.
- Would create a precedent for future subdivisions, as Extons land, as cleared farm land to west, these owners will apply for same subdivisions and seek suitable outcome.
- Kinglake and Kinglake West – Pheasant Creek are and want to continue to be two independent areas.
- It will create more traffic on a road that is in disrepair and not designed to cope with the volume of traffic. The intersection at Extons Road and Whittlesea Kinglake Road is not able to facilitate the extra traffic; it is already one of the worst intersections in the area with poor visibility and management.

### Response

- Slow and incremental residential growth is expected to occur across the Kinglake Ranges, this growth being limited to infill development within appropriately zoned land.
- Although Development Investigation Areas were originally identified as a means to balance bushfire risk and growth objectives, these areas are not consistent with the recommendations of the VBRC to avoid development in areas where there is a significant risk to life and property.
- New bushfire mapping includes the whole of the Kinglake Central area in the Bushfire Management Overlay, and is considered subject to high bushfire risk.
- Advice from the Country Fire Authority (CFA) and the Department of Environment and Primary Industries (DEPI) confirms that these locations will be subject to extreme ember attack and the proximity to substantially forested areas poses an unacceptable risk to human life. As a result, the Development Investigation Areas should be deleted from the Kinglake Central area in the Plan.

### Recommendation

Amend the Plan to emphasise that population growth is expected to be incremental and provided through development that maximises the use of appropriately zoned land.

This view is consistent with the findings of the Victorian Bushfires Royal Commission Report (2010).

Amend the Plan to reflect this approach.

Remove the reference to future Development Investigation Areas (DIAs) for Kinglake Central.

The Kinglake Central DIA is not supported due to the extent of the bushfire hazard in the immediate area and the wider landscape and the significant risk bushfire poses to life and property. Advice from the Country Fire Authority and the Department of Environment and Primary Industries confirms that these locations will be subject to extreme ember attack and the proximity to substantially forested areas poses an unacceptable risk to human life.

Further development outside existing zoned land is considered to be inconsistent with the recommendations of the VBRC and their translation into the State planning policy for bushfire.

It is also noted that Government policy in relation to the Bushfire Land Acquisition reinforces the unsuitability of development.

## 12. Suggest parameters for development in Kinglake Central

### Community Comments (7 submitters)

#### ***Rejects development of 280 dwellings and suggests rural residential***

- Believe the documented potential for 280 new dwellings in the area is excessive, however would like to see growth in the area. Re-zoning all of Kinglake Central to Rural Living would be our ideal solution.
- For the area to keep its country feel 2 to 5 acre blocks should be considered rather than the 1 acre blocks.
- Achieving a balance between the needs of people, the environment and the economy is a key concern. The rezoning of green belt land in Kinglake Central for housing development that could provide approximately 280 dwellings, 750 people, the size and number of blocks on that land raises alarm bells. That is agriculture land. Small hobby farms placed on the land would be a better choice and also cover an interest in tourism, city folk have always travelled to the ranges for fresh produce.
- Would support 80-100 dwellings here, but 280 seems utterly ridiculous for a location where you can't buy a litre of milk. To locate development around a primary school, used by some residences for a very limited part of their lives, and recreational facilities they might use for a couple of hours per week - if they are very active types - is not sound. Some development would be acceptable but the scale proposed is completely excessive.
- In order to maintain the balance between the beauty of the area and future development, my thoughts are that we should consider this development to prepare for growth. Small acre house blocks is clearly too intrusive on the area, however I feel that lot sizes should be considered of between 10 and 25 acres.

#### ***Support smaller farms and agricultural activity***

- Larger parcels of land eg. 20 acre lots would be in keeping with the surrounding area and would offer the opportunity to utilise rich soils and underground water sources for hobby farms.
- Lots of 10 and 25 acres would encourage farming to return to the area, albeit in hobby form and allow for local families to maintain and build a solid community. There has been much debate regarding the fertile land that is Kinglake Central and that this shouldn't be sacrificed for housing development. However, farming in Kinglake Central is long gone and given way to international produce and decreased profits. There are few surviving farms in the area and in order to maintain and encourage new farming, smaller lots would be preferable and more sustainable.
- A more appropriate use would be to make available lots of a minimum of 2 hectares for use as hobby farms or small agricultural businesses. There would be no need to change the zone category, and employment opportunities could become available, which is in line with the aims of the plan.

#### ***Current farming zone is too restrictive (1 submitter)***

- We have already approached the Council with a new business venture which we believe would fit well with the area, increase tourism and provide local employment opportunities. Re-zoning Kinglake Central to Rural Living would enable us to support this venture and cement our future in Kinglake. The current Farming zoning is restrictive and operating a successful farming venture is not really viable, as the lack of farming operations in the area would suggest.

#### ***Availability of Community facilities (2 submitters)***

- Alternative rural living proposal would enable growth in the area to support the community & educational precinct while still maintaining the rural aspect and potential for home based business opportunities & hobby style farming that drew us to the area in the first place.
- Kinglake Central is definitely a growth area and the addition of the new school at the end of Extons road along with other community facilities signifies a need for rezoning.
- Development within the Kinglake area is inevitable with the increasing population of Melbourne and family growth in Kinglake. Facilities like the new Primary School, the sporting precinct

development, and population growth in the Kinglake Central area alone would indicate that the area will witness substantial growth in coming years.

***Suggestions on land to be included in Development Investigation Area (2 submitters)***

- 60 Powers Road should be included as part of any rezoning plans for the area.
- 60 Powers Road was originally within the area for consideration for rezoning in early plans that we viewed just after the Black Saturday fires.
- 60 Powers Road is 23 acres and should receive rezoning that would allow subdivision of the land into approx. 5 acre blocks. While the land is great for farming a farm of 23 acres is little more than a hobby farm and having been cleared would make ideal large blocks for at least three more families.
- Trying to gain an income out of farming on this size block is really not feasible. At this stage we are running the local water cartage service and so the majority of income from the farm is gained from the commercial water licence we hold, not crops.
- 60 Powers Road should to be included in any rezoning as we are keen to make the land more usable and the best way to do this would be to subdivide into 5 acre blocks which could be sold to other families who then, like us, could experience the country style of living on a hobby farm and bring extra growth to the Kinglake Ranges, something that is sorely needed as we recover from the fires. We love living in Kinglake Central.
- Would like 372 Whittlesea-Kinglake Road, Kinglake Central included in this subdivision.
- Propose selling approximately 5 1/2 acres making the property the same size as the adjoining neighbours properties. The property is not used for farming purposes and no farming activities I know of take place in the nearby neighbourhood.
- The proposed 5 1/2 acre subdivision would provide a family a peaceful private place to live within walking distance to the new local school, kindergarten etc.
- Would like to scale this property down giving so that it is less work. In 27 years of living here the back of this property has never been of any use and would benefit from someone else being able to look after and maintain it.
- Financially it would help to repair the rest of damage caused by the fires.
- In order for Kinglake to remain viable the area would benefit from allowing this subdivision bringing more people here, will mean more money coming into local business's and would help council to receive more income for funding for infrastructure.
- By holding back this subdivision will cause rates to increase and local business's to struggle and probably shut.

***Other Comments (1 submitter)***

- It is clear that Kinglake has so much potential. Its beauty and proximity to Melbourne are two of the reasons why we have chosen to make it our home. We would like to see it become a thriving town where residents like ourselves can operate viable businesses on the mountain and not have to travel off the mountain for work. We believe the KFT Plan is a great step towards making that a reality and welcome the opportunity to be a part of seeing it come to fruition.
- The Kinglake area is a beautiful community that will only thrive with future growth and I am pleased that this growth is being managed well and open to all residents for discussion.

**Response**

- Slow and incremental residential growth is expected to occur across the Kinglake Ranges, this growth being limited to infill development within appropriately zoned land.
- Although Development Investigation Areas were originally identified as a means to balance bushfire risk and growth objectives, these areas are not consistent with the recommendations of the VBRC to avoid development in areas where there is a significant risk to life and property.
- New bushfire mapping includes the whole of the Kinglake Central area in the Bushfire Management Overlay, and is considered subject to high bushfire risk.
- Advice from the Country Fire Authority (CFA) and the Department of Environment and Primary Industries (DEPI) confirms that these locations will be subject to extreme ember attack and the proximity to substantially forested areas poses an unacceptable risk to human life. As a result,

the Development Investigation Areas should be deleted from the Kinglake Central area in the Plan.

**Recommendation**

Amend the Plan to emphasise that population growth is expected to be incremental and provided through development that maximises the use of appropriately zoned land.

This view is consistent with the findings of the Victorian Bushfires Royal Commission Report (2010).

Amend the Plan to reflect this approach.

Remove the reference to future Development Investigation Areas (DIAs) for Kinglake Central.

The Kinglake Central DIA is not supported due to the extent of the bushfire hazard in the immediate area and the wider landscape and the significant risk bushfire poses to life and property. Advice from the Country Fire Authority and the Department of Environment and Primary Industries confirms that these locations will be subject to extreme ember attack and the proximity to substantially forested areas poses an unacceptable risk to human life.

Further development outside existing zoned land is considered to be inconsistent with the recommendations of the VBRC and their translation into the State planning policy for bushfire.

It is also noted that Government policy in relation to the Bushfire Land Acquisition reinforces the unsuitability of development.

### **13. Support proposed Development Investigation Area in Kinglake Central**

#### **Community Comments (3 submitters)**

##### ***Supports proposed development (1 submitter)***

- Submit my approval and show my support for The Kinglake Ranges, Flowerdale and Toolangi Draft Plan and Design Framework, including and especially for the potential subdivision of land in Kinglake Central.

##### ***Suggestions on land to be included in Development Investigation Area (1 submitter)***

- Would like the corner of Exton's and Powers Road. Property No. 5101 to be included in any potential plans for future subdivision of Extons/Powers Road/Kinglake Central area.
- The corner of Exton's and Powers Road. Property No. 5101 is not big enough in acreage to farm so I do not agree with the current zoning at all. Some of the acreage is quite steep and is hard to maintain due to blackberries and weeds. With more people to look after it, it would benefit the environment.

##### ***Safer location (1 submitter)***

- Extons Road is a safer place to build new houses in such a bushfire prone area than many other parts of Kinglake.

##### ***Community needs to grow to support facilities and activities (1 submitter)***

- We need more people up here to continue and support all the resources we currently have. Middle Kinglake Primary School had around 11 prep enrolments this year, which is a shame for such a new school with so many facilities. With more blocks of land available there could be more families that discover like I did, that this really is a beautiful and good place to live and raise their kids here.
- There is no longer a seniors basketball competition at the stadium due to lack of players. There is no junior football team anymore.
- If we do not release more land and encourage people to come here, my personal opinion is that this town will die. Businesses will close down and everything myself and so many other people that have lived up here for a long time and supported and fought for will be lost.

#### ***Detailed report supporting development for rural residential purposes***

A detailed report was submitted in support of the proposal to develop land at Kinglake Central for rural residential purposes. A synopsis of the report follows:

##### ***Proposal***

- In support of developing land at Kinglake Central for rural residential purposes, the submission provides a site description, outlines the statutory and strategic planning context, identifies potential constraints and opportunities for development, and provides a summary supporting rezoning.
- It is important to note that the assumptions made in this submission are yet to be substantiated by the necessary engineering, environmental and other specialised studies.

### Locality



- Kinglake Central is located approximately four kilometres to the North West of Kinglake.
- The Development Investigation Area portrayed in the Draft Plan is approximately 150 hectares.
- The Development Investigation Area is cleared with a history of agricultural land use. In recent years viable agricultural production has been economically challenging due to the pattern of small rural holdings in the locality and changes in production techniques and marketing have favoured the larger producers in locations with economies of scale, water availability, and warmer climates.
- The Kinglake Ranges have a long fire history. Areas with topographic relief, heavy fuel loads and hot summers combine to expose dispersed rural residential development to considerable risk, particularly where that development is located close to or within forested areas.
- Following the 2009 bushfires it would have been apparent to planning authorities that a more disciplined approach needed to be applied to land use allocation within the Ranges, and to the location and of rural residential development activity within.

### Rationale for rezoning

- Kinglake Ranges, Flowerdale and Toolangi Draft Plan and Design Framework is perhaps a long overdue response, it is a logical response in that it proposes to manage growth in a way that mitigates environmental impact, maximises the utilisation of existing community infrastructure, and most importantly, in a way that seeks to separate future dwelling development from the risk of wildfire. Adoption of the Draft Plan and Framework, or something similar, will be an important and proactive step towards mitigating the impact of the next wildfire event on the same community.

### Boundaries of Investigation area

- Land to the east of Extons Road outside of the investigation area appears to be very suitable for rural residential development because of its attractive easterly aspect however we acknowledge that a decision on the boundaries of any proposed rezoning should be left until further evaluation of the Investigation Area has been undertaken.
- Another advantage of moving the Investigation area a little to the east is that offers increased protection from wildfire attack (Fig.5). The most aggressive wildfires approach from the Northwest Zone, and by moving any development a little to the east the setback from forested land to the NW would be increased.

### Opportunities and constraints

- The Investigation Area has a long history of agricultural land use, it has been cleared and with the exception of the road reserves there are no trees on the site.
- The Investigation area has ready access to adjacent community facilities, with sealed roads, and it has a generous community centre. These attributes would provide a social foci that suit the purposes of an assembly area.
- There are many environmental impacts that can arise from unplanned rural residential dwelling development, and concentrating development activity as proposed in the Framework Plan can mitigate these environmental impacts. One such impact would be the

necessary removal of native vegetation for the purposes of protecting a new dwelling from wildfire. If the choice were to be between a dispersed dwelling pattern and one that was concentrated, then the latter would have less impact on existing native vegetation.

- The Investigation Area offers the opportunity to improve the utilisation of various community facilities. There is an oval, a community & indoor sports centre, and an early learning precinct in the immediate vicinity. From this perspective the Investigation Area appears to be well chosen.

#### *Conclusion*

- The submission argues that:
  - The Framework Plan is well conceived in that it seeks to concentrate future rural residential growth into areas that can be more easily defended from wildfire,
  - By focusing rural residential development patterns the potential environmental impacts, including the clearing of native vegetation, are likely to be reduced, and
  - By providing a residential foci adjacent to community facilities access and utilisation are facilitated.

#### **Response**

- Slow and incremental residential growth is expected to occur across the Kinglake Ranges, this growth being limited to infill development within appropriately zoned land.
- Although Development Investigation Areas were originally identified as a means to balance bushfire risk and growth objectives, these areas are not consistent with the recommendations of the VBRC to avoid development in areas where there is a significant risk to life and property.
- New bushfire mapping includes the whole of the Kinglake Central area in the Bushfire Management Overlay, and is considered subject to high bushfire risk.
- Advice from the Country Fire Authority (CFA) and the Department of Environment and Primary Industries (DEPI) confirms that these locations will be subject to extreme ember attack and the proximity to substantially forested areas poses an unacceptable risk to human life. As a result, the Development Investigation Areas should be deleted from the Kinglake Central area in the Plan.

#### **Recommendation**

Amend the Plan to emphasise that population growth is expected to be incremental and provided through development that maximises the use of appropriately zoned land.

This view is consistent with the findings of the Victorian Bushfires Royal Commission Report (2010).

Amend the Plan to reflect this approach.

Remove the reference to future Development Investigation Areas (DIAs) for Kinglake Central.

The Kinglake Central DIA is not supported due to the extent of the bushfire hazard in the immediate area and the wider landscape and the significant risk bushfire poses to life and property. Advice from the Country Fire Authority and the Department of Environment and Primary Industries confirms that these locations will be subject to extreme ember attack and the proximity to substantially forested areas poses an unacceptable risk to human life.

Further development outside existing zoned land is considered to be inconsistent with the recommendations of the VBRC and their translation into the State planning policy for bushfire.

It is also noted that Government policy in relation to the Bushfire Land Acquisition reinforces the unsuitability of development.

## 14. Pheasant Creek Industrial area

### Community Comments (7 submitters)

#### *Planning (3 submitters)*

- The Industrial 1 Zone needs to be changed to Business 1 on the main road area and Industrial 3 or mixed use elsewhere. It is a catastrophe that Industrial 1 was ever allowed to be zoned right up against Low density Residential in a rural village and is completely at odds to the vision stated in the 2003 Kinglake Flowerdale Strategy plan as a Rural Village in harmony with the environment.
- Support industrial zone to be commercial and Industrial Zone 3.
- The current industrial zone is not fully utilised and many buildings, factories and land in this zone remain unused. It is for these reasons that I agree that the land be rezoned for light industrial and commercial only. In addition, that there be no further expansion of the current industrial area or proposals for new ones in this area.
- Welcome the plan to plant screening vegetation and improve the streetscape of the industrial area. However, this plan should also include guidelines for properties to maintain a standard of repair and improvements to improve the look of the area.

#### *No further expansion (2 submitters)*

- Agree that no further expansion of industrial use is supported in this area.
- No industrial zone south side of National Park Road.

#### *Managing amenity and environmental impacts (2 submitters)*

- Good that officials are at long last recognising the water shed attributes associated with Oldfield Road.
- The industrial zone backs straight on to the back gardens of the residential zone with no buffer and to date no noise containment system. The industrial estate, which is supposed to be landscaped, is primarily a collection of semi derelict buildings and weeds.
- Various queries about, revitalisation of water way running through industrial estate, precautions to protect both water way and nearby residents.
- The rezoning to industrial 3 and beautification/streetscaping of the existing industrial zone should be a priority.
- The current industrial area should be upgraded and expanded to make it more attractive to industry to locate to the area.

#### *Objects to extension of commercial zone by proposed restaurant (1 submitter)*

- We are separated from the commercial/light industrial area in Pheasant creek by Margaret St and a residential block. With this proposal of a commercial business being built on that block narrows that gap bringing the commercial zone to our door step.
- Anyone moving to the country side to live, is not looking to move into a commercial zone. Our privacy would be affected with only a post and wire fence and little vegetation to buffer the noise and activity created by this business.
- A restaurant featuring a large bar serving alcohol, tables to seat 80 patrons, parking for 40 cars, an outdoor eating/smoking area situated around a fire pit. All this is encroaching on our privacy and the noise will travel especially at night not to mention the disturbances a business of this size will generate as a whole.
- The proposal will also generate additional traffic around a dangerous blackspot.

### Response

- The Plan proposes to improve the amenity of the area around the industrial zone in Pheasant Creek. The proposed Industrial 3 zone will assist in achieving this outcome.

### Recommendation

The strength of the Plan is the opportunity to advance positive economic development opportunities for residents, business and visitors to the KFT area.

As an economic development strategy, this action should be progressed as a matter of priority.



## 15. Seeks rezoning - Pheasant Creek supermarket

### Community Comments (1 submitter)

- A zoning change would enable the rebuilding of a viable and well structured business proposition at the commercial site at 1 Pheasant Creek Road Pheasant Creek.
- The site has 'as of right' uses including a supermarket, petrol station and café but with only one street entry.
- The Kinglake West general store is shown as commercial in the plan and the Pheasant Creek supermarket should be also be shown as commercial especially as it is proposed to build a petrol station that is urgently needed for Kinglake area.

### Response

- Immediately after the 2009 bushfire, changes were made to planning schemes to facilitate recovery and reconstruction of homes, businesses and communities.
- The Planning Scheme includes provisions that protect existing use rights where a use ceases for a period of time or is damaged by fire. These existing use provisions do not anticipate the scale and extent of damage that 2009 bushfire caused nor the time that recovery and rebuilding can take in these circumstances.
- The two year existing use rights on this property have now lapsed. In order to retain the capacity to rebuild the commercial premises and assist community recovery it would be necessary to provide a site specific amendment to the Planning Scheme.

### Recommendation

Council continues to work with the landowner to resolve the site specific redevelopment potential of the land. An amendment to the Murrindindi Planning Scheme has been drafted to allow the Minister for Planning to approve the redevelopment of the land.

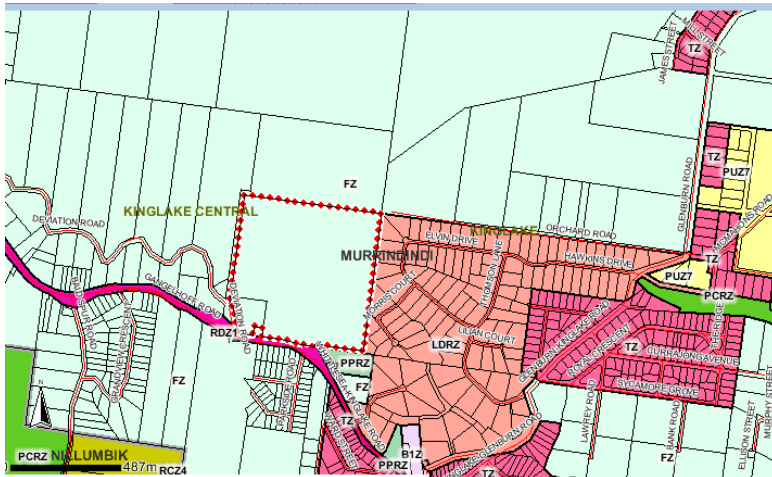
## 16. Seeks rezoning for residential development - 98 Whittlesea-Kinglake Road Kinglake

### Community Comments (1 submitter)

A detailed report was submitted in support of the rezoning request for 98 Whittlesea-Kinglake Road Kinglake. A synopsis of the report follows:

#### Proposal

- Seeks rezoning of the property from a Farming Zone for future residential development.
- Submitted location plan could not be reproduced in this consultation report with clarity, the location has been identified from *Planning Maps Online* below;



#### Suitability of land for residential zoning

- The property is most suitable for residential purposes, consistent with the Murrindindi Planning Scheme, and the key directions of the KFT discussion paper.
- Location - The property is located adjacent to existing residential development and forms part of the Kinglake township.
- Accessibility - The site has a wide frontage to Whittlesea Kinglake Road and is highly accessible.
- Services – The site is located adjacent to an already developed residential estate and all the required services could be provided/extended to the site.
- Size and shape of the land – The property is 92 acres in size, the size and shape of the land offers a variable and reasonable opportunity for residential development.
- Clearance of native vegetation – The site is cleared and there is no native vegetation which would be required to be removed.
- Form of the site – The undulating and gradual slope offers a very good opportunity for designing a residential subdivision.
- Site features – The site has a natural spring and a significant water body which offers an excellent opportunity for an outstanding residential design.

#### Rationale for rezoning

- A residential zoning will generate reasonable population growth to give Kinglake a better township focus. This growth will in turn generate business opportunities for the local shops, increase in business will lead to more jobs and as well increase opportunities for tourism.
- An independent consultants report concludes that the existing farm is unviable because of:
  - Developments in the past three to four years which now abut the farm boundary.
  - The loss of infrastructure in the 2009 fires, continuing soil erosion and shortage of water dam capacity.

- The farms water entitlement is 70 megalitres. This is insufficient for the farm and the capacity of the dams is much less than this amount due to the eroded soil that has settled in them.
- Due to the proximity of recent residential properties, farming has become a health hazard for the residents. Fumigation and spraying of essential chemicals for farming cannot be carried out.
- Dust arising from rotary hoeing, spreading of fertilizers and lime affects the drinking water of residents because this dust falls on the roof of adjoining houses and their water tanks. Limiting activities to when the wind direction is away from residents is impractical because spraying must occur when needed by the crops.
- Although permitted to shoot pests such as birds, rabbits and wild ducks, in practice this cannot be done because of the noise and risks to adjoining residents.
- The farming season is restricted to 4 to 5 months around summer months due to wet weather and cold winter conditions.

### **Response**

Although Development Investigation Areas were originally identified as a means to balance bushfire risk and growth objectives, these areas are not consistent with the recommendations of the VBRC to avoid development in areas where there is a significant risk to life and property.

New bushfire mapping includes the whole of the Kinglake Central and Kinglake areas in the Bushfire Management Overlay, and is considered subject to high bushfire risk.

Advice from the Country Fire Authority (CFA) and the Department of Environment and Primary Industries (DEPI) confirms that these locations will be subject to extreme ember attack and the proximity to substantially forested areas poses an unacceptable risk to human life. As a result, the Development Investigation Areas should be deleted from the Kinglake Central area in the Plan.

### **Recommendation**

The rezoning of 98 Whittlesea-Kinglake Road, Kinglake to become part of a future Development Investigation Area (DIA) for Kinglake is not supported due to the extent of the bushfire hazard in the immediate area and the wider landscape and the significant risk bushfire poses to life and property. Advice from the Country Fire Authority and the Department of Environment and Primary Industries confirms that these locations will be subject to extreme ember attack and the proximity to substantially forested areas poses an unacceptable risk to human life.

Further development outside existing zoned land is considered to be inconsistent with the recommendations of the VBRC and their translation into the State planning policy for bushfire. It is also noted that Government policy in relation to the Bushfire Land Acquisition program reinforces the unsuitability of development.

The Plan should emphasise that population growth is expected to be incremental and be provided through development that maximises the use of appropriately zoned land in existing townships and avoid growth in new areas. This view is consistent with the findings of the Victorian Bushfires Royal Commission Report (2010).

## 17. Seeks rezoning to Rural Living – 72 Messmate Road and 206 Moores Road, Flowerdale

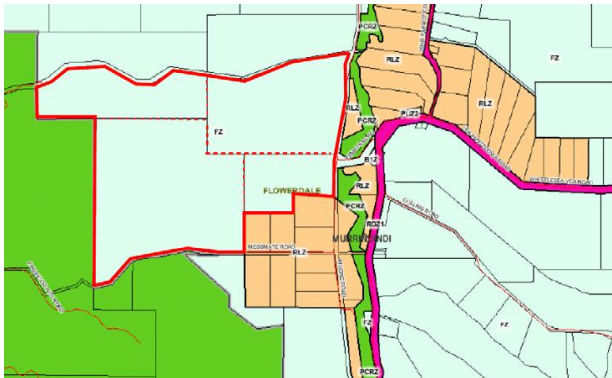
### Community Comments (1 submitter)

A detailed report was submitted in support of the rezoning request for 72 Messmate Road and 206 Moores Road, Flowerdale. A synopsis of the report follows:

#### *Proposal*

- Submits that the draft plan and design framework has failed to recognise the legitimate rural living role of Flowerdale, both now and into the future, and has failed to appropriately address the context of allotments to the west of Moore Road.
- Seeks rezoning of property from a Farming Zone to a Rural Living Zone.

#### *Property Context*



- Notes the pattern of rural living zoned land in the surrounding area and the general proximity to the Flowerdale Hotel, Flowerdale Primary School and Rural Living Zoned land to the south and to the east of Moore Road.
- Describes gently undulating topography and a distinct ridgeline that bisects the landholdings.
- Describes the vegetative character of the properties as open farm land that stands in contrast to the more heavily forested Kinglake Ranges foothills to the south-west.
- The land is considered to be of poor agricultural quality, with farming uses largely restricted to low-intensity grazing.

#### *Rationale for rezoning*

- Given the sparse vegetative cover, relatively moderate topographical character and proximity to community services in Flowerdale, our client's properties have a limited relationship with Public Conservation and Resource Zone (PCRZ) land to the south and west., or land used for more intensive farming activities to the north and east. It is considered that by maintaining the current zoning regime, the draft plan and design framework has failed to recognise the true context of Flowerdale as a focus for rural living.

#### *The draft KFT plan*

- The draft KFT plan concentrates future growth within existing larger townships surrounding Kinglake. The plan indicates that smaller communities to the north, such as Hazeldene and Flowerdale are not expected to experience any growth and that they should seek to maintain the status quo.
- The draft KFT plan fails to recognise the potential role of smaller communities as environmentally and socially suitable locales for population growth. In particular, Flowerdale offers an important opportunity to accommodate larger allotment rural living in an area with reduced bushfire hazard and limited agricultural utility. This can be accomplished on identified parcels of land without interrupting the rural character of the area.

#### *Requested changes*

- The following alterations are suggested:
  - Land with direct frontage to Moore Road and Messmate Road be rezoned to Rural Living Zone with standard allotment size of approximately six (6) hectares;

- Properties to the north-west of the ridgeline, with frontage towards Drunks Track be rezoned to Rural Living Zone with standard allotment sizes of up to nine (9) hectares;
- The Potential Development Framework should be amended to alter the status of Flowerdale from 'no growth – status quo' to 'limited growth – rezone land'. This will reflect the opportunity to rezone Farming Zone land to Rural Living Zone;
- It is not expected that properties would require sewerage connection; and
- It is not intended that allotments be subject to further subdivision.

#### *Support for request*

- The role of Flowerdale as an appropriate and desirable location for rural living style development.
- The land offers an important opportunity to provide larger rural living lots, in an area that is sufficiently removed from the bushfire hazards that preclude such development elsewhere within the Kinglake Ranges.
- It is expected that demand for this type of living will continue to grow as urban development continues to occur in the Plenty and Hume Growth Corridors.
- Based on this, the addition of limited population growth in the Flowerdale area would have a positive impact on both the community and the broader Murrindindi Shire.
- The rezoning of land to the west of Moore road from FZ to RLZ would fundamentally support various objectives of the draft KFT plan.

#### *Other*

- Seeks clarification regarding the manner in which submissions will be managed and whether or not we will be able to make further presentations relating to the suitability of the outlined changes.

#### **Response**

- The Plan has considered the investigation of this land for development and concluded that it is not a viable Development Investigation Area.
- Similarly previous strategic work to introduce amendment C12 considered potential rural living rezonings and did not include the subject site.
- A number of other key sites, including the subject site were also investigated as part of the proposed planning scheme amendment C19, all were discounted.
- The Flowerdale area is not supported due to the extent of the bushfire hazard in the immediate area and the wider landscape and the significant risk bushfire poses to life and property. Further development outside existing zoned land is considered to be inconsistent with the recommendations of the VBRC. The Plan should emphasise that population growth is expected to be incremental and be provided through development that maximises the use of appropriately zoned land in existing townships and avoid growth in new areas.

#### **Recommendation**

This site is not considered to be a viable location for new residential development.

Existing bushfire mapping includes portions of the site in an area of Bushfire Management Overlay, which is therefore subject to high bushfire risk.

## 18. Seeks rezoning to low density residential – 268 Glenburn Road, Kinglake East

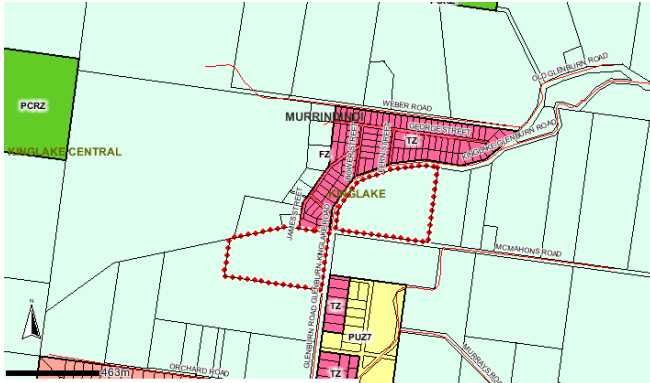
### Community Comments (1 submitter)

A detailed submission was submitted in support of the rezoning request for 268 Glenburn Road Kinglake. A synopsis of the submission follows:

#### Proposal

- Seeks nomination of land as low density residential in the draft KFT plan and rezoning of the property through implementation of the plan.

#### Snap shot of the land



- No location plan was included in submission, location identified from Planning Maps Online.
- The property is in two allotments of 30 and 35 acres. The land is level, fully cleared and used for sheep grazing.
- It is no longer practical or viable to continue agricultural use of the land due to the size of the land holding and limited water.

#### Rationale

- The strategic plan, *Kinglake Flowerdale Integrated Strategy Plan*, adopted in 2003 identified the land as ‘future residential potential’ and this should be implemented.
- The rezoning of the land is consistent with and supports the future directions of the draft KFT plan.
- The land is a logical extension of the established Kinglake settlement, will further consolidate the town and should fall within the settlement boundary.
- The land is strategically located nearby to the George Street township, the Kinglake Meadows estate and facilities of Kinglake township.
- Rezoning and development of the land will provide housing choice and maybe designed to protect and further enhance the landscape character.
- There is a need for further low density residential development in the Kinglake township area.

#### Requested changes

- The land be indicated as “Residential growth area”, subject to site assessment” and included within the settlement boundary for the Kinglake Township.
- The draft plan note the need to provide for 15 year land supply as set out in the Murrindindi Planning Scheme.

#### General comments

- Many actions in the implementation section are effectively strategies which appears to be very abstract and non specific.

### Response

- In addition to the site specific investigation submitted, it is noted that other submitters have pointed to this general area as a suitable for residential growth.
- This land was identified as ‘future residential potential’ in the strategic plan, *Kinglake Flowerdale Integrated Strategy Plan*, adopted in 2003.

- Although Development Investigation Areas were originally identified as a means to balance bushfire risk and growth objectives, these areas are not consistent with the recommendations of the VBRC to avoid development in areas where there is a significant risk to life and property.
- New bushfire mapping includes the whole of the Kinglake East area in the Bushfire Management Overlay, and is considered subject to high bushfire risk.
- Advice from the Country Fire Authority (CFA) and the Department of Environment and Primary Industries (DEPI) confirms that these locations will be subject to extreme ember attack and the proximity to substantially forested areas poses an unacceptable risk to human life. As a result, the Development Investigation Areas should be deleted from the Kinglake East area in the Plan.

### **Recommendation**

That 268 Glenburn Road, Kinglake East not be supported as a part of a future Development Investigation Area (DIA) in Kinglake.

The lot is not supported due to the extent of the bushfire hazard in the immediate area and the wider landscape and the significant risk bushfire poses to life and property. Advice from the Country Fire Authority and the Department of Environment and Primary Industries confirms that these locations will be subject to extreme ember attack and the proximity to substantially forested areas poses an unacceptable risk to human life.

Further development outside existing zoned land is considered to be inconsistent with the recommendations of the VBRC and their translation into the State planning policy for bushfire. It is also noted that Government policy in relation to the Bushfire Land Acquisition program reinforces the unsuitability of development.

The Plan should emphasise that population growth is expected to be incremental and be provided through development that maximises the use of appropriately zoned land in existing townships and avoid growth in new areas. This view is consistent with the findings of the Victorian Bushfires Royal Commission Report (2010).

## 19. Seeks rezoning to low density residential – 119 McMahons Road, Kinglake East

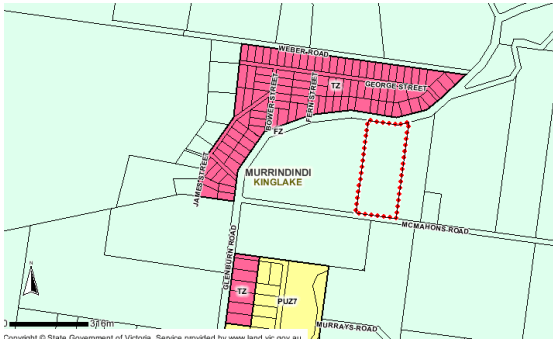
### Community Comments (1 submitter)

A detailed submission was submitted in support of the rezoning request for 119 McMahons Road Kinglake. A synopsis of the submission follows:

#### Proposal

- Seeks nomination of land as low density residential in the draft KFT plan and rezoning of the property through implementation of the plan.

#### Snap shot of the land



- No location plan was included in submission, location identified from Planning Maps Online.
- The property is 15 acres. The land has little slope and is fully cleared.
- The property is used for horse grazing and due to the size of the property this is not a viable economic activity.

#### Rationale

- The strategic plan, *Kinglake Flowerdale Integrated Strategy Plan*, adopted in 2003 identified the land as 'future residential potential' and this should be implemented.
- The rezoning of the land is consistent with and supports the future directions of the draft KFT plan.
- The land is a logical extension of the established Kinglake settlement, will further consolidate the town and should fall within the settlement boundary.
- The land is strategically located nearby to the George Street township, the Kinglake Meadows estate and facilities of Kinglake township.
- Rezoning and development of the land will provide housing choice and maybe designed to protect and further enhance the landscape character.
- There is a need for further low density residential development in the Kinglake township area.

#### Requested changes

- The land be indicated as "Residential growth area", subject to site assessment" and included within the settlement boundary for the Kinglake Township.
- The draft plan note the need to provide for 15 year land supply as set out in the Murrindindi Planning Scheme.

#### General comments

- Many actions in the implementation section are effectively strategies which appear to be very abstract and non specific.



## Response

- In addition to the site specific investigation submitted, it is noted that other submitters have pointed to this general area as a suitable for residential growth.
- This land was identified as ‘future residential potential’ in the strategic plan, *Kinglake Flowerdale Integrated Strategy Plan*, adopted in 2003.
- Although Development Investigation Areas were originally identified as a means to balance bushfire risk and growth objectives, these areas are not consistent with the recommendations of the VBRC to avoid development in areas where there is a significant risk to life and property.
- New bushfire mapping includes the whole of the Kinglake East area in the Bushfire Management Overlay, and is considered subject to high bushfire risk.
- Advice from the Country Fire Authority (CFA) and the Department of Environment and Primary Industries (DEPI) confirms that these locations will be subject to extreme ember attack and the proximity to substantially forested areas poses an unacceptable risk to human life. As a result, the Development Investigation Areas should be deleted from the Kinglake East area in the Plan.

## Recommendation

That 119 McMahons Road, Kinglake East not be supported as a part of a future Development Investigation Area (DIA) in Kinglake.

The lot is not supported due to the extent of the bushfire hazard in the immediate area and the wider landscape and the significant risk bushfire poses to life and property. Advice from the Country Fire Authority and the Department of Environment and Primary Industries confirms that these locations will be subject to extreme ember attack and the proximity to substantially forested areas poses an unacceptable risk to human life.

Further development outside existing zoned land is considered to be inconsistent with the recommendations of the VBRC and their translation into the State planning policy for bushfire. It is also noted that Government policy in relation to the Bushfire Land Acquisition program reinforces the unsuitability of development.

The Plan should emphasise that population growth is expected to be incremental and be provided through development that maximises the use of appropriately zoned land in existing townships and avoid growth in new areas. This view is consistent with the findings of the Victorian Bushfires Royal Commission Report (2010).

## 20. Seeks rezoning to Township Zone – 2950 Heidelberg-Kinglake Road, Kinglake

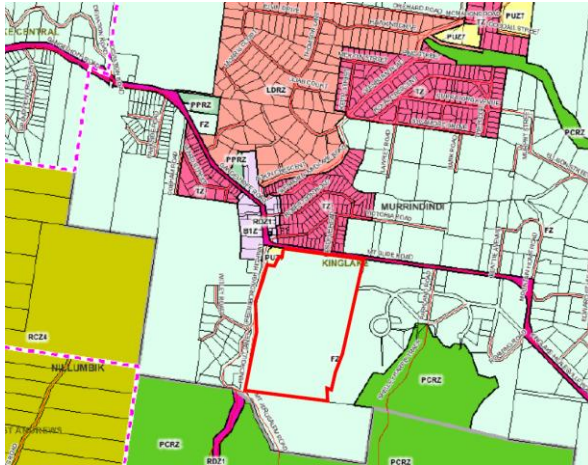
### Community Comments (1 submitter)

A detailed report was submitted in support of the rezoning request for 2950 Heidelberg-Kinglake Road, Kinglake. A synopsis of the report follows:

#### *Proposal*

- This submission seeks to gain support for the rezoning of 2950 Heidelberg-Kinglake, Kinglake to a Township Zone. It also seeks to gain clear strategic support in the revised plan for a development of the land.

#### *Property*



- The land comprises a 42 hectare lot to the south of the Kinglake township, at the south-east corner of Healesville-Kinglake Road and Heidelberg-Kinglake Road.
- The land is generally cleared for grazing with very little vegetation cover, except on the lower southern portion of the site.
- There are a number of springs on the land and the present owner runs a business from the site that involves bottling and selling spring water.
- The northern portion of land is relatively flat allowing for easy development.
- Land at the north-west corner has been allocated as the site for the new Kinglake RAC building.
- Adjoining the RAC site in the northern section of the land is the Kinglake Temporary Village.
- In addition to reticulated electricity supply, the temporary village benefits from an onsite sewerage facility and a water supply from springs on the land.

#### *Background*

- The Kinglake Flowerdale Integrated Strategy Plan was adopted in 2003. It had the purpose of providing clarity and coordinated direction for land use, development, community incentives, environment protection and infrastructure provision to the area. The land was one of five relatively small pockets of land surrounding the Kinglake township as having “Future Residential Potential”.

#### *The draft KFT plan*

- The draft KFT plan identifies the land as a “Development Investigation Area” and supports the concept of a mix of land uses, potentially including business, tourism, community and other non-residential uses, as well as housing.

#### *Opportunities presented by the property*

- Further detailed investigations and work will be required to be undertaken by a number of specialist consultants to prepare a detailed development concept for the land.

- Until such work is undertaken and submitted to Council, the submission seeks to ensure that the Plan retains sufficient flexibility to enable the opportunities provided by the land to be realised.
- The opportunities include a permanent potable water supply, the potential of the springs to provide reticulated drinking water to a permanent residential population on the site and a reticulated sewerage treatment plant.
- The Plan should provide the flexibility for the development of the land to incorporate the following:
  - A small number of shops, businesses, tourism and / or community uses;
  - A conventional density residential;
  - Low density residential lots i.e. 0.4 hectares along the western and southern parts of the property;
  - The potential to retain the existing mineral springs bottling operation, either in the short or long term.

#### *Support for request*

- The rezoning and ultimate development of the land will contribute to the ongoing viability and sustainability of Kinglake as a locally important township with a unique rural character. The rezoning of the land will release much needed land for a mix of housing types and potential for a small number of retail / business / community uses to satisfy expected future demand.

#### *Requested changes*

- Include the land within an identified settlement of urban growth boundary for the Kinglake township.
- Identify an action plan for the rezoning and land release for the expansion of the Kinglake township be identified.
- Indicate the future rezoning of the land to 'Township'.
- Provide strong strategic support for the development of the land to include a variety of residential types, including a mix of conventional and low density residential lots, and a small number of retail / business / community uses, subject to further more detailed investigation'.
- Identify additional implementation items that may assist in the design and development of the site to protect Kinglake's character, such as the use of development plans, landscape assessment and planning, use of community trials, etc.

#### *Other*

- Seeks clarification regarding the manner in which submissions will be managed and whether or not we will be able to make further presentations relating to the suitability of the outlined changes.

#### **Response**

- A large part of 2950 Heidelberg-Kinglake Road, Kinglake was exhibited to be within a Development Investigation Area in the Plan.
- Although Development Investigation Areas were originally identified as a means to balance bushfire risk and growth objectives, these areas are not consistent with the recommendations of the VBRC to avoid development in areas where there is a significant risk to life and property.
- New bushfire mapping includes the whole of the Kinglake in the Bushfire Management Overlay, and is considered subject to high bushfire risk.
- Advice from the Country Fire Authority (CFA) and the Department of Environment and Primary Industries (DEPI) confirms that these locations will be subject to extreme ember attack and the proximity to substantially forested areas poses an unacceptable risk to human life. As a result, the Development Investigation Areas should be deleted from the Kinglake area in the Plan.

#### **Recommendation**

That 2950 Heidelberg Kinglake Road, Kinglake not be supported as a part of a future Development Investigation Area (DIA) in Kinglake.

The lot is not supported due to the extent of the bushfire hazard in the immediate area and the wider landscape and the significant risk bushfire poses to life and property. Advice from the Country Fire Authority and the Department of Environment and Primary Industries confirms that these locations will be subject to extreme ember attack and the proximity to substantially forested areas poses an unacceptable risk to human life.

Further development outside existing zoned land is considered to be inconsistent with the recommendations of the VBRC and their translation into the State planning policy for bushfire. It is also noted that Government policy in relation to the Bushfire Land Acquisition program reinforces the unsuitability of development.

The Plan should emphasise that population growth is expected to be incremental and be provided through development that maximises the use of appropriately zoned land in existing townships and avoid growth in new areas. This view is consistent with the findings of the Victorian Bushfires Royal Commission Report (2010).

## 21. Seeks rezoning for rural residential development – 305 Whittlesea-Kinglake Road, Kinglake Central

### Community Comments (1 submitter)

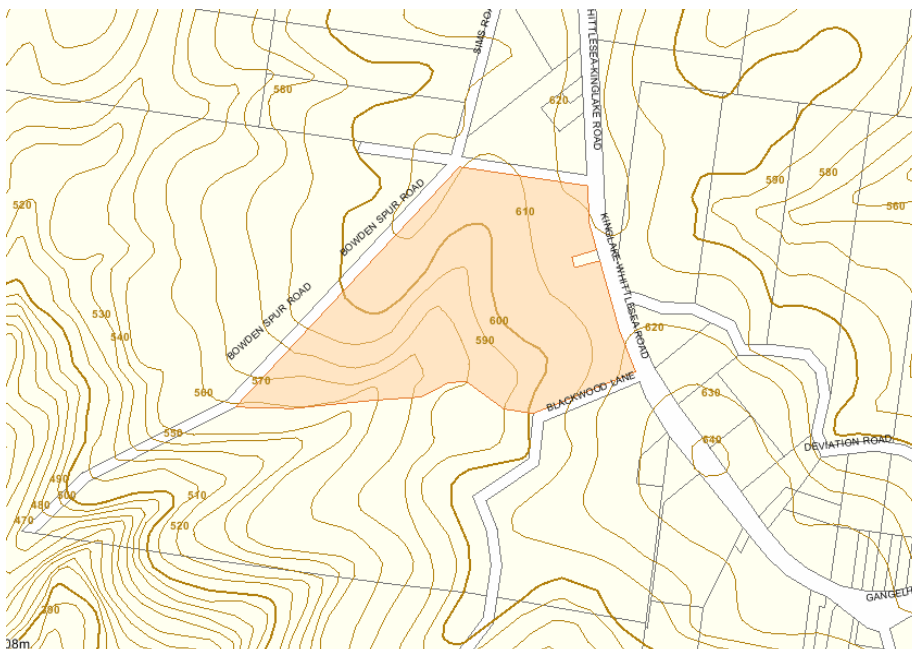
A detailed report was submitted in support of the rezoning request for 305 Whittlesea-Kinglake Road, Kinglake Central. A synopsis of the report follows:

#### *Proposal*

- This submission is to raise the question as to whether land at 305 Whittlesea-Kinglake Road Kinglake Central could be used for a similar purpose to that proposed at Kinglake Central Development Investigation Area.
- This submission site is too small to be used for any commercial agricultural activity, and contextually, its development for large lot rural residential purposes would be congruent with the objectives of the Framework Plan.

#### *The site*

- The submission site is approximately 20.4 hectares which lies to the south of Kinglake Central, between the Kinglake National Park and the Whittlesea-Kinglake Road.



#### *Agriculture no longer viable*

- The site is cleared and it has had a history of agricultural land use. Changes in production techniques and marketing have favoured the larger producers in locations with economies of scale, water availability, and warmer climates. The submission site would be one of a number that have lost the struggle for viability.
- This site is too small to be used for any commercial agricultural activity, has a southerly aspect that shortens the growing season; the potential for land use conflicts to arise should the site be used for some intensive or incompatible agricultural purpose and perhaps a third of the area is unavailable for agricultural purposes because of a steep valley that falls to the southwest.

#### *Alternative Use*

- The remaining 15 hectares or so would comfortably accommodate four or five large rural residential allotments.
- Another attribute of the submission site is its proximity to the Kinglake National Park, which could provide opportunity for some tourism related development, and so contribute to local economic activity.

### *Conclusion*

- In this submission we argue that the submission site should be considered for rezoning because:
  - It is no longer a viable agricultural property, and contextually an inappropriate agricultural use could be detrimental to a developing community foci;
  - It has potential to provide a rural residential product without the need to clear native vegetation;
  - It is protected from fire attack by the transmission easement;
  - It has ready road access;
  - It has proximity to community services that will facilitate the objectives of the Design Framework; and
  - It has the potential to deliver a land use that would compliment existing and proposed tourism facilities.
- The submission site at 305 Whittlesea-Kinglake Road, Kinglake Central, appears to us to be worth further investigation. We respectfully request that our submission be considered together with any Kinglake Central rezoning proposal.

### **Response**

- The Plan originally considered the investigation of this land for development, and concluding that it was not a viable Development Investigation Area. In any case, Development Investigation Areas have been deleted from the Plan, in consultation with the Country Fire Authority (CFA) and the Department of Environment and Primary Industries (DEPI).
- Previous strategic work did not include the subject site.
- Compared to other locations the site is not in close proximity to existing townships or community facilities.

### **Recommendation**

This site is not considered to be a viable location for new residential development. New bushfire mapping includes the site in the Bushfire Management Overlay, and is considered subject to high bushfire risk.



## Response

- 92 Orchard Road, Kinglake was exhibited to be within a Development Investigation Area in the Plan.
- In addition to the site specific investigation submitted, it is noted that other submitters have pointed to this general area as a suitable for residential growth.
- This land was identified as 'future residential potential' in the strategic plan, Kinglake Flowerdale Integrated Strategy Plan, adopted in 2003.
- Lot 42c (the submitters Lot 41c) McMahons Road Kinglake and land to its north were identified as 'long term community leisure precinct' in the strategic plan, Kinglake Flowerdale Integrated Strategy Plan, adopted in 2003.
- Although Development Investigation Areas were originally identified as a means to balance bushfire risk and growth objectives, these areas are not consistent with the recommendations of the VBRC to avoid development in areas where there is a significant risk to life and property.
- New bushfire mapping includes the whole of the Kinglake area in the Bushfire Management Overlay, and is considered subject to high bushfire risk.
- Advice from the Country Fire Authority (CFA) and the Department of Environment and Primary Industries (DEPI) confirms that these locations will be subject to extreme ember attack and the proximity to substantially forested areas poses an unacceptable risk to human life. As a result, the Development Investigation Areas should be deleted from the Kinglake area in the Plan.

## Recommendation

That 92 Orchard Rd (Lot 42B and Lot 41C), McMahons Road, Kinglake not be supported as a part of a future Development Investigation Area (DIA) in Kinglake.

The lot is not supported due to the extent of the bushfire hazard in the immediate area and the wider landscape and the significant risk bushfire poses to life and property. Advice from the Country Fire Authority and the Department of Environment and Primary Industries confirms that these locations will be subject to extreme ember attack and the proximity to substantially forested areas poses an unacceptable risk to human life.

Further development outside existing zoned land is considered to be inconsistent with the recommendations of the VBRC and their translation into the State planning policy for bushfire. It is also noted that Government policy in relation to the Bushfire Land Acquisition program reinforces the unsuitability of development.

The Plan should emphasise that population growth is expected to be incremental and be provided through development that maximises the use of appropriately zoned land in existing townships and avoid growth in new areas. This view is consistent with the findings of the Victorian Bushfires Royal Commission Report (2010).



## 23. Objection to rezoning – Toolangi Tavern

### Community Comments (2 submitters)

- The proposal to rezone is not supported as this amendment would provide additional rights to the owners and make future undesirable development possible.
- Whilst we can see that the amendment may ratify the present use of the property in line with the new planning zones, there are additional consequences which may affect neighbours in an inappropriate manner. We note that there are numerous activities that a property with a “Rural Activity Zone” can be put to. Should such rezoning occur, application by the land owner for uses such as markets, Accommodation ( In whatever form that may be) etc may well become a fait accompli with Council having no interest in representing the rights of neighbours, acceding to the rights of the business owner given that the new zoning allows such development.
- We already have to put up with the noise, traffic, parking and social problems arising from the present operation of the Tavern. We do not wish to have to put up with consequences of further development on that site. From a town planning perspective such growth and development of the property may be inconsequential; however, adverse consequences for neighbours may be significant. Accordingly we ask that this rezoning to RAZ not occur.
- Item 7.7 of the Toolangi Design Framework states inter alia” ... The Tavern should be the location of any new local convenience and accommodation”. My question is why? How has this property been singled out for development and yet all other properties in the region be denied any right of development. Indeed, our own property on the junction of the two main roads would be a far more appropriate site and yet this plan seeks to place further development on a site that already creates problems for its neighbours. This can hardly be viewed as good town planning and development.
- A minor point that however should be addressed is that Page 27 of the booklet indicates that “community activity nodes in the vicinity of the CJ Dennis Hall and the Toolangi Tavern would be strengthened” (sic). I contend that a private commercial venture i.e. The Toolangi Tavern could hardly be considered a community activity node.
- “Toolangi Tavern to be rezoned to Rural Activity Zone for location of new convenience and accommodation” needs to be rephrased if the ‘ordinary’ person is to understand that accommodation refers to motel type units but not bed and breakfasts. ie. the document does not propose to limit any B&B development.

### Response

- The site has been the focus of commercial activity in Toolangi for some time.
- The proposed Activity Node recognizes an existing use however the Farming Zone doesn’t reflect the current use and places limitations on future commercial potential.
- The Rural Activity Zone provides an appropriate level of flexibility but does limit many shop activities considered inappropriate in a rural setting.
- Any development proposals on the site would be the subject of appropriate notification.

### Recommendation

No change to the Plan ie. retain the designation of Toolangi Tavern as an Activity Node and the proposed rezoning to Rural Activity.

## 24. Objection - Proposed sewerage treatment plant Kinglake West

### Community comments (1 submitter)

- Objects to the planned installation of a sewerage treatment plant at 70 Burtons Road, Kinglake West by Yarra Valley Water.
- This will have a severe impact on the local area, and especially on our property which is directly opposite the proposed plant, but also on the nearby National Park and waterways below.
- So far, Yarra Valley Water has given us no guarantees against the emission of harmful odours, health of neighbours, containment of discharges and other harm being done to the water table, nearby waterways, noise pollution control unfavourable visual impact and backup systems, nor have they provided an environmental impact statement.
- We agree with the principles of the Draft Plan, but find the planned installation of the Yarra Valley Sewerage Treatment Plant at 70 Burtons Road, Kinglake West will detract greatly from those principles in our area, and is potentially dangerous to the health of those people who live nearby.
- The permission given by the Shire of Murrindindi for this Sewerage Treatment Project appears to be in direct conflict with the stated aims of the Draft Plan which includes conservation of waterways, promotion of niche agriculture and development of tourism in the area.

### Response

- A submitter objected to the installation of a sewerage treatment plant at 70 Burtons Road, Kinglake West by Yarra Valley Water.
- No planning permit is required under the planning scheme to construct the facility.

### Recommendation

No change to the Plan.

## 25. Horse riding trials

### Community comments (2 submitters)

- There is a lack of proposed tracks for horse riders and too many restrictions placed on them.
- Would like to see a further extension of riding tracks and more circuits provided where a horse float could be driven to, parked and a horse ridden around a circuit back to the float.
- There are many young and old riders in Kinglake and surrounds who would dearly love to have safe riding paths.
- There is a need for shared paths or an alternative for a path for horse/pony riding which has been identified in the Bushfire Recovery as an important recreational pursuit, connecting the established paths in Toolangi and West of Kinglake Township.

### Response

- The implementation plan at A7.2 pp58 makes reference to constructing off road pedestrian, cyclist and bridle trails within and between settlements and to natural attractions.

### Recommendation

No change to the Plan.

## 26. Other Comments about the plan

### Community Comments (8 submitters)

#### *Infrastructure (5 submitters)*

- Regular power cuts, often continuing for several days in a row are interruptions to service endured by Kinglake residents throughout the year.
- Future development and planning for the Kinglake, Flowerdale and Toolangi region should consider first and foremost the availability of water and the treatment of sewerage effluent.
- Relying on residents to supply septic tanks and water tanks and provide stormwater drainage is no longer acceptable.
- The developments without water become more prone to bad health and sickness and cause pollution.
- The provision by developers of electricity, made road and primitive drainage is not enough.
- Government has a responsibility to supply our basic needs eg. Water, on behalf of the community, to do otherwise is negligent.
- Water is urgently required now.
- Provision of natural gas would be an important infrastructure for the area.
- Improvements to speed internet is a priority for all not just business. Many residents would be happy with access to broadband.
- Telecommunications has also been neglected, it fails to recognise that many areas in the Kinglake Ranges have no access to Melbourne television stations, mobile phone reception, broadband and ASDL is unavailable in just as many areas and many areas can not even receive our own local radio station reception. This situation will also become much worse when television, radio and mobile phone all changes to a digital format only.
- The need for a better transport system has not been addressed in this document either; this should have included public transport in the area as well as connection to rail etc in the outer suburbs of Melbourne. Transport also needs to include the use of private vehicles and the ability of local roads to cope with it.
- A good supply of tank/rainwater is all that is needed for a household with an allocation of a minimum number of litres for fire fighting purposes. The other option available to residents for water is ground water through bores.
- The extraction of groundwater, needs to be investigated to its fullest extent before further population growth is allowed. Given that this document has also identified that the impacts of climate change need to be considered (see page 8), access to water should be high on the agenda and supply guaranteed before further population growth is even considered.
- There also seems to be a push in this document and elsewhere for effluent waste management, mainly in the form of small treatment plants. Most of the community knows that a well maintained septic tank works perfectly well, it is up to individuals to manage these themselves. However, further subdivisions could create a problem with effluent runoff, particularly since many of the new population will move from the suburbs and have no idea on how septic tanks work, let alone how to maintain them for full functionality.

#### *Services (2 submitters)*

- Lack of services – ancillary health eg. Podiatrist.
- The argument that Kinglake Ranges needs more population to receive more health services etc. does not ensure more services will be provided, as residents we are entitled to same services as other areas in Shire.
- Small Victorian towns with less population are provided with most services.
- When people come to live in Kinglake they cannot expect to have all the services, work and facilities which are available off the mountain that is the price we pay for living in such an idyllic environment.

**Other facilities (2 submitters)**

- There is no place identified for a possible retirement village or assisted living facility in it. Residents of these communities should be catered for in their old age and able to stay within their local communities instead of having to move away to these types of facilities elsewhere.
- For the amount of money that was poured into the relocation and rebuilding of Middle Kinglake PS (the third primary school in the area that did not necessarily need to be rebuilt) it could have instead been the post-primary facility that is wanted/needed in the Kinglake Ranges.

**Need for self sufficiency (1 submitter)**

- The lack of services, disruptions to power and poor weather conditions are satisfactory for the farming community who are self sufficient.

**Clearance of road side vegetation (1 submission)**

- Biggest concern in relation to fires is the opportunity to escape and this isn't being given any serious attention.
- For 100 -120 feet on either side of the main arterial roads in the shire they should be cleared and kept clear of large trees that are capable of falling down across roads and blocking avenues of escape.
- Clearing would also allow:
  - Electricity company's to put power lines along roads instead of going through the forest (ridding us of continual power outages from falling branches) and thereby allowing us to have power to drive water pumps so that we can fight lesser fires ourselves.
  - Reduce damage to roadside barriers;
  - Serve as fire break.
- Additional trees could be planted elsewhere.

**Maintenance of road side vegetation (1 submission)**

- The Shire is incapable of managing fuel on public land. It did not remove weeds and fuel from public land for at least two years before the fires and has done nothing to effectively manage it since. Instead they came and clear felled undamaged trees and just created an onslaught of scrub and sucker growth, which is actually a greater bushfire threat than was there before the 2009 fires. They also left tree stumps that meant undergrowth could not be mowed, in turn this encouraged grass and weed growth, thus creating a worse fire hazard than was present before the 2009 bushfires.

**Walkability and Trail Connections (1 submitter)**

- These principles are critical in a community that relies on commuting to many services, to counteract this car reliance in other aspects of their lives and promote health and wellbeing outcomes.
- Permeable trail networks through each township, linking to the National Park, and linking across the Ranges themselves would have benefits for community, tourism, economy and hopefully the environment also if managed well.
- Shared trails should move through residential areas: or at least some footpaths on local roads as population and traffic increases! I would like to see a much more extensive network of paths and trails throughout the entire framework.
- The securing of continuous and networked walkable and cycleable functional catchments must also be a distinct priority for the KFT Plan.

**History (1 submitter)**

- Heritage studies never completed.

**Concerned about implementation (4 submitters)**

- Concerned about capacity and resources to implement the plan.
- The document does not go far enough as far as a planning scheme should go. There are no environmental or heritage overlays, there are no guidelines for appearance of buildings, height limits, structural design, guidelines for keeping the overall character of the area or even any indication of minimum block size for proposed subdivision.

- The plan does not provide any guidelines for the appearance of buildings, structural guidelines, height limitations or general appearance. The plan needs to define some guidelines so we don't end up with adhoc planning and buildings that do not suit the area or no functionality.

**More information (1 submitter)**

- Residents need facts about all subdivisions proposed – this information should be added to the report and verified before being passed in final draft.

**Proposed Community and Culture Facility (2 submitters)**

- If we wanted towns to be entrances to the National Park we would have the National Park headquarters at Kinglake West as this is the main entrance to the park. In fact as clearly stated most visitors come from the northern suburbs and don't want to get dragged up to Kinglake to be told they have to travel back down the road 16kms to get to the main area of the park. We don't need a major gateway to our park at Whittlesea-Yea Road we already have one at National Park Road, including signage. The largest visitor area needs a visitor centre.
- Where the most magnificent viewline in the area is (Frank Thompson Reserve/Lady Stonehaven Lookout), overlooking the bottom of the mountain and the city is, there is going to be an unwanted Arts and Culture Centre and the National Park Visitors Information Centre.
- The proposed Arts and Culture Centre at Kinglake is not wanted by the majority of the community. The general feeling is that a pool would be a better facility for the community and a better way to spend that amount of money.

**Other (2 submitters)**

- Re-settlement – people could be housed at Whittlesea, Yea or similar area.
- Traffic – More residents will create more travel time for commuters – Roads need upgrades.
- Road management – Kinglake West intersection – Whittlesea Yea Road must be addressed urgently.
- Arts and culture project – not enough community consultation for this project. More public meetings were needed to inform all residents. VBAF money should not be used for this land and building when other projects are not replaced.
- Confusing and inappropriate road and place names throughout study area and also in draft KFT plan.
- Poor communication particularly the effect on the transfer to digital TV and radio means that many residents will loose access to these services.
- Various suggestions about signage including better locations, encouraging township identity and management of community signage.
- Enforcement of by laws is an important part of the Shire's responsibility and needs to be done effectively and confidentially.
- Developing cemetery reserve would mean removal of a significant area of vegetation giving habitat to wildlife and flora. Is that good planning and where would you plant your offsets. Would be easier to have other cleared land for cemetery and leave this as it is.

**Response**

- Infrastructure provision and the nature of nearby services will be one of the factors that shape the final outcome within Development Investigation Areas.
- Similarly walkability and trail connections are emphasised in the Plan.
- The heritage study is currently being finalised.
- Implementation of the Plan will involve further detailed work including the preparation of planning scheme amendments and supporting documentation.
- Some of the matters raised are outside the scope of the Plan to influence eg. enforcement of Council bylaws.

**Recommendation**

No change to the Plan.

## 27. Various Corrections

### Community Comments (10 submitters)

- Various corrections to street names and features detailed by submitters.
- The map provided on Page 43 does not give an accurate picture of the area of Castella Road between Glenwood Drive and Old Toolangi Road. Also part of Glenwood Drive seems to be completely missing from the Map.
- The map also presents an incorrect view of the areas which are cleared. A significant number of properties along Campbell's Creek Road have been cleared for a long time.
- Corrections and suggestions about various streets and paths.
- Most maps have no topography; rivers and streams are not present and give the impression that there are only a few waterways to consider.
- All unmade roads should have been shown in a broken line or another colour, gives an entirely different perspective of the road network. These are habitat corridors as such need to be defined and protected.
- Only certain businesses are shown on the map, why was not the Kinglake West store, Pheasant Creek store shown as the local post offices not shown, along with the hardware and bakery? If these were not included the fitness centre should have also been omitted as it is not a community facility, neither is the wilderness camp.
- This document is riddled with errors and mistakes and contradictions on almost every page.

### Response

- The suggested corrections are noted.

### Recommendation

That those submissions suggesting corrections be referred to the consultant for consideration and the Plan be altered where appropriate.



## 28. Consultation process

### Community Comments (10 submitters)

- I have a deep and broad knowledge of the area, an understanding of its diverse range of people (well over 1000, lost count) animals, plants and terrain, I feel that my opinion/s should be taken as valuable and relevant. Unlike the way my input has been to date. I attended most community meetings, remake Kinglake events etc and have only seen one of my ideas taken up and no credit or recognition, (not that it's that important).
- The 2011 draft plan has been created very rapidly giving people little time to consider it properly. A major concern is that most people in the Kinglake area are struggling to recover from the Black Saturday disaster and CANNOT COPE WITH THIS AS WELL it is too soon.
- There have been a number of meetings in regard to developing the 2011 draft plan which were poorly advertised and timed making it exceedingly difficult for most people to have input.
- We appreciate the Council allowing such an extensive community based consultation and we attended the meetings arranged by AECOM. The representatives from that company were well organised and made sure they understood the concerns and wishes of local residents.
- I know many people who feel unable to express their opposition to the proposed development (Extons Road) in writing and hope that Council will take this into consideration when making their decision.
- I wish to thank you for taking the time to listen to the concerns which have a very emotional effect on my family, my friends in Kinglake Central and the surrounding district and I.
- I hope you will give these comments genuine consideration, thanks very much for your work to date.
- Thank you for the opportunity to comment on the plan, and I hope that my views and those of others in the community are taken into account when important decisions are being made, as we are the people impacted by these decisions.
- The KFT Draft Plan and Design Framework was an extensive process.
- The timing of the KFT Draft Plan Proposal has come during a time when local residents have been swamped by meetings and trying to re-establish their properties in between their normal workaday week. Therefore the input of the Castella residents into this Draft Plan has been minimal and there have never been more than two people present at any of the meetings leading up to or during the Draft Plan being presented. Most residents of Castella were unaware of the impact this plan would have on their properties and exactly what it was all about.
- I met with the staff preparing the KFT Draft Plan a number of times and it looks like my personal views or opinions have been disregarded.
- Please note that on the Public Meetings held prior to the Draft Plan there was never more than 2 people from Castella present.
- One representative in a discussion remarked that this Report was not necessarily his own point of view as he felt the area had potential for development.
- Far more detailed work is required with these two townships including Deep Design Charrette processes, the development of more detailed Urban Design frameworks and more detailed Structure Plans and detailed Neighbourhood Character and Land-scaping and Street-scaping and Place-making Plans for both these sites, and a detailed consideration of zoning mixes for both sites.
- I attended many of the public draft plan meetings for the public and this document does not truly reflect what the community put forward, their needs or values.

**Response**

- Extensive consultation has been undertaken and community consultation is a vital and valued part of preparing the Plan.
- The comments about timing of consultation are noted. The need for a strategic plan was identified by Community Recovery Communities and consultation has been mindful of the special circumstances confronting communities in the study area.

**Recommendation**

No change to the Plan.

## 29. Authority/Agency Comments – Yarra Ranges Council

### **Feedback or comment:**

- An area of Toolangi is covered by the Yarra Ranges Planning Scheme and a number of issues that Council would be keen to ensure have appropriate coverage in the plan that complies with our Council policy including:
  - Logging of old growth forests;
  - Development focussed around existing activity;
  - Protection of green wedge areas for biodiversity and agriculture as a prime focus;
  - Role of tourism.
- Prior to the implementation of the plan would appreciate consultation with Yarra Ranges Shire to ensure that the above areas of concern are consistent in both municipalities.
- Seeks to be informed further on the proposed implementation of the recommendations.

### **Response**

- Comments noted.

### **Recommendation**

Yarra Ranges Council has not supported DIAs for townships in the Kinglake Ranges.

Development Investigation Areas (DIAs) have been previously discussed under individual submissions.

Remove the reference to future Development Investigation Areas (DIAs).

### 30. Authority/Agency Comments – Goulburn Murray Water

***Feedback or comment:***

- G-MW congratulates Council on their extensive community consultation process.
- Vision 3 seeks to enhance and protect the environment and G-MW looks forward to having further involvement and input to the DDO.
- Based on the information provided, Goulburn – Murray Water agrees with the directions and vision of the draft plan design framework.

**Response**

- Comments noted.

**Recommendation**

No change to the Plan.

### 31. Authority/Agency Comments – Goulburn Broken Catchment Authority

***Feedback or comment:***

- The Goulburn Broken CMA commends the work that has been done in the preparation of the plan and is supportive of the plans intent.
- The Goulburn Broken CMA's primary concern is for catchment health, including healthy waterways, biodiversity protection and good land management. As such we particularly support strategic direction 3.0 Protect and enhance the environment.
- Table details specific comments on number of pages. Generally these comments support specific points in the draft KFT plan.
- Additional comments regarding:
  - Query naming of some creeks;
  - CMA is reviewing existing flood data and flood behaviour between Hazeldene and Flowerdale;
  - Contact details for rehabilitation of riparian vegetation;
  - King Parrot Creek is highly significant feature and should be prioritised accordingly.

**Response**

- Comments noted.
- Significance of King Parrot Creek supported.

**Recommendation**

Amend the Plan to reflect significance of King Parrot Creek and additional comments of the CMA.

## 32. Authority/Agency Comments – Parks Victoria

### ***Feedback or comment:***

- Parks Victoria continues to strongly support and commend the work being undertaken for the long term future of the Kinglake Ranges communities and the focus that has been placed on achieving social, economic, and environmental sustainability in the region.
- Additional comments regarding:
  - Integration of Kinglake National Park gateway signage with community structures such as bus shelters or local parks;
  - Corrections to maps;
  - The importance of shared trail links from the towns to the National Park needs to be included the text of all town framework plans.
- Identification of Kinglake National park and the adjacent State Forests as key assets in the region is something that is also reflected in the Kinglake National Park Master Plan. This close alignment in key strategic documents will aid in the implementation of recommendations.
- Parks Victoria is keen to work closely with the department of Planning and Community Development and the Murrindindi Shire Council in the implementation of the Kinglake Ranges Flowerdale and Toolangi Plan and Design Framework and the Kinglake National Park Master Plan.

### **Response**

- Comments noted.

### **Recommendation**

No change to the Plan.

### 33. Authority/Agency Comments – Department of Sustainability and Environment

**Feedback or comment:**

- DSE and Parks Victoria have contributed to the development of the plan through staff representation on the Project Control Group.
- Protection and enhancement of environmental values is a feature of the plan.
- ‘Significant’ environmental assets such as National parks and biodiversity corridors are recognized and welcomed. Other native vegetation on private property and crown land such as roadsides has biodiversity value and in general should be considered an environmental asset and identified as such.
- Consolidation of development into serviceable areas around existing settlements, with potential to lessen the impacts on biodiversity, is welcomed and supported.
- Setbacks or buffers of 100 metres and 150 metres are proposed for development areas in the Kinglake township area. Clarification is needed as to whether buffers are to be implemented in already cleared areas or into existing ‘bushfire prone vegetation’.
- Additional comments clarifying:
  - Statement of values;
  - Responsibilities for management of roadside vegetation.
- For the Kinglake Design Framework, Development Investigation Areas:
  - Notes the need for preliminary biodiversity assessments of the areas;
  - Welcomes enhancement of roadside vegetation and streetscapes;
  - Notes the potential for biodiversity impacts during the construction of trails and footpaths.
- For the Kinglake Central Design Framework, Development Investigation Areas:
  - Notes the proposed new development surrounds the headwaters of Pheasant Creek and the opportunity for a well planned development to protect the riparian zone and water quality;
  - Notes the need for preliminary biodiversity assessments of the areas;
  - Notes the potential for biodiversity impacts during the construction of trails and footpaths.
- For the Castella Design Framework:
  - For biodiversity reasons supports the removal of subdivision potential;
  - Any rezoning, subdivision or development should be designed to avoid adverse impacts on native vegetation.
- Various corrections, clarification, and comments on specific words or sentences.
- DSE recognises and reinforces the positive elements in the planning components of the framework.
- The type of reticulated waste water treatment system proposed for Hazeldene and Flowerdale was also queried separately.

**Response**

- Comments noted.
- The focus of the recommendation is on investigation of innovative responses rather than traditional reticulated waste water treatment which would be extremely expensive at Flowerdale and Hazeldene. The recommendation should be changed to reflect that intent.

**Recommendation**

Amend the Plan to reflect comments of DSE.

Amend Action 3.6 to investigation of innovative responses to waste water treatment at Flowerdale and Hazeldene.

### 34. Authority/Agency Comments – Environment Officer Murrindindi Shire

**Feedback or comment:**

- There are a number of editorial mistakes and incorrect landmarks on maps within this document.
- There seems to be a recurrent theme suggested within and between the settlement areas in the study area to create vegetation enhanced corridors and enhance roadside vegetation. There is concern as to what ‘enhancement’ means as the definition varies with opinion.
- It needs to be clarified that enhancement does not mean planting out roadsides and corridors with inappropriate species or clearance of fuel (other than fine fuels) for fire safety at the expense of habitat and biodiversity.
- Streetscape improvements often incorporate plantings. It needs to be carefully considered as to which species will be planted to avoid invasive plants, environmental weeds in order to protect the natural setting the suggested plan is trying to enhance.
- To this end the Murrindindi Shire Council’s ‘Invasive Plants in The Murrindindi Shire’ and the DSE’s document ‘Advisory List of Environmental Weeds of the Ranges Bioregion of Victoria’ should be referred to. Other documents should also be consulted such as the ‘Grow me Instead’ brochure produced by the Nursery and Garden Industry of Victoria.
- Statements about bushfire safety are careless and provide a false sense of security.
- Unnecessary vegetation clearance needs to be controlled.
- Various comments on directions and development framework.

**Response**

- Comments noted.

**Recommendation**

Amend the Plan to clarify particular phrases within the document.



## Glossary

CBI	Community Building Initiative
CERT	Community Emergency Response Team
CFA	Country Fire Authority
CMA	Catchment Management Authority
CRC	Community Recovery Committee
DDO	Design Development Overlay
DPCP	Department Planning Community Development
DSE	Department Sustainability Environment
ESO	Environmental Significance Overlay
ESTA	Emergency Services Telecommunications Authority
FZ	Farming Zone
G-MW	Goulburn Murray Water
KFT	Kinglake Flowerdale Toolangi
KW-PC	Kinglake West-Pheasant Creek
MSC	Murrindindi Shire Council
OCP	Organochlorine Pesticide
PCRZ	Public Conservation and Resource Zone
RAC	Rebuilding Advisory Centre
RLZ	Rural Living Zone
SES	State Emergency Services
TCSRGC	Toolangi Certified Strawberry Runner Growers Co-Operative Ltd
VBAF	Victorian Bushfire Appeal Fund
VBIL	Victorian Bushfire Information Line
VBRRA	Victorian Bushfire Reconstruction Recovery Authority
VISCA	Victorian Strawberry Industry Certification Authority
VCAT	Victorian Civil Administrative Tribunal