

**MURRINDINDI SHIRE COUNCIL**

## **Yea Structure Plan**

**A plan for the future growth and development of Yea township and environs**

# **BACKGROUND REPORT**

**Prepared by**

**PLANIT urban design and planning**



**December 2014**

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## 1. INTRODUCTION

Murrindindi Shire Council has commissioned Planit Urban Design and Planning to prepare a structure plan for Yea town and environs. Two draft reports have been prepared for public consultation; the Structure Plan report and this Background Report. The purpose of the Background Report is outlined below.

The Structure Plan Study Area includes the township area and its environs within a 6 km radius of Yea. This includes Rural Living and Farming zoned land beyond the periphery of the township.

The community and stakeholder stage of the project was undertaken in March and April 2014. Meetings and discussions were held with Councillors, staff and representatives of relevant government departments and services agencies. A public workshop was held on the evening of April 01 2014. Meetings, arranged by appointment, were held between the project consultant and members of the community during the day of April 01.

The draft Structure Plan reports will be placed on public exhibition to seek views of the community and interested persons and organisations. Council will consider and review submissions received prior to finalising the documents. Once adopted by Council the Yea structure plan document will be implemented by an amendment to the Murrindindi Planning Scheme. This amendment, which will include new policies, zones and overlays, will be placed on formal exhibition and submissions will be invited on the Structure Plan and the planning scheme amendment.

### 1.1 Yea Structure Plan Project Aims

The aims of the Yea Structure Plan include to:

- Outline a strategic framework for the future land use, development and servicing of the Yea township and environs.
- Allow for the future expansion and diversification of the Yea township, including the provision of a range of residential and rural living lifestyle options and developments.
- Consider land capability and the availability of services in the development of future strategies for land use and development in the Yea township and environs.
- Assess, maintain and enhance the role, functions and character of the Yea township.
- Provide the strategic justification for any changes to policy directions and planning controls in the Murrindindi Planning Scheme in accordance with Minister's Direction No 11, *Strategic Assessment of Amendments* and Practice Note 46, *Strategic Assessment Guidelines*.

The Structure Plan will provide guidance to the community, government, business and development industry about the directions and opportunities for growth and change.

### 1.2 Purpose of the Background Report

The Background Report has informed the formulation of the Yea Structure Plan and the content of the Structure Plan report. The Report includes:

- A summary of community and stakeholder consultation
- A review of relevant State and local planning policies
- A demographic, employment and housing profile
- A demand and supply assessment for residential, low density residential and rural living development
- A review of relevant background studies and reports.

A main purpose of the Background Report has been to identify and synthesise the planning issues, opportunities and trends. This process has been important in shaping the Yea Structure Plan.

Relevant background reports and studies have been reviewed and summarized in Chapter 4.

### 1.3 Summary of Key Issues

A summary of the key issues from the background and analysis stage of the structure plan project that are relevant to the future planning and development of Yea township and environs include:

#### *Regional growth opportunities*

- Growth potential of Yea is linked to its location in Melbourne's peri urban area and to the regional centre of Seymour.
- Seymour is identified as a transit gateway between Melbourne and the Hume Region and is proposed as a significant employment centre in the Hume Regional Growth Plan.
- Higher and sustained population growth could be achieved based on lifestyle advantage, less expensive house and land prices, an enhanced commuting role and increased access to employment and services at Seymour.

#### *Infrastructure and services*

- Yea has available land and infrastructure networks to accommodate growth in the future.
- Yea is serviced with an urban water supply and sewerage system.
- Yea has good accessibility to other areas of the State, particularly good road connections to all parts of Melbourne and the snowfields.
- Yea has a good range and quality of facilities. Public transport to and from Yea, high speed broadband are considered to be inadequate. The lack of natural gas is an impediment to future growth and attraction of new industry.

#### *Land supply*

- There is approximately 10 years supply of residential land (General Residential Zone) within the township.
- There is sufficient land in existing Low Density Residential Zone to meet future demand for this form of residential development to 2030.
- There is estimated to be a 10 year supply of lots with a Rural Living zoning. There is however substantial potential to add to this supply by subdivision in the Rural Living Zone in the Killingworth Road and Racecourse Road rural living areas.

#### *Physical and environmental constraints*

- The majority of land in the environs of the town is of low or moderate agricultural quality.
- The hilly terrain in the environs of the Yea is generally susceptible to high erosion.
- Significant ridgelines and views surround the township.
- A 440 metre buffer distance surrounds the sewerage treatment plant. There should be no encroachment of residential development within this buffer.

#### *Population and Employment*

- In 2011 the population of the town of Yea was 1089, an increase of 7.7 percent from 2006, at an average annual growth rate of 1.5%.
- Yea has a large proportion of older residents with over 41% of Yea's population aged over 55.
- A significant proportion of the working population commute to other centres, including Melbourne.
- Main industries of employment for Yea residents are accommodation/food services, construction and retail. There was employment growth in accommodation/food services and healthcare/social services in recent years.

#### *Housing*

- In 2011, 72% of households were one and two person households.
- Housing is relatively affordable. In 2012, the median house price in Yea was \$255,000.

- More medium density housing is needed in the township, particularly at locations close to shops and services.
- There are real and perceived gaps in the housing market including medium density housing, retirement accommodation and smaller 2.0ha rural living lots in the environs of Yea.
- Infill development sites for housing are available in the township.

#### *Tourism*

- Yea has the potential to capitalise on its strategic location to capture passing trade.
- Significant visitation to Yea arises from passing touring routes and snowfield visitation.
- Maximising stopover visitation is a key tourism opportunity.
- Yea's strategic location on the Great Victorian Rail Trail presents opportunities to increase visitation and encourage longer stays.
- Yea Y Water Discovery Centre could become a hub for events, information and tours.
- A range of tourism accommodation options could be explored for different groups including low cost family market, backpackers and nature based groups. There are also opportunities for B&B and self-contained accommodation.

#### *Industry and Business*

- Food and wine culture is an important emerging industry in Yea area and region.
- Take up of industrial lots at the industrial estate has been slow. The industrial estate has satisfied demand for smaller industrial lots.
- Previous studies and consultation have identified the potential for a new industrial area adjacent to the Yea Saleyards.
- Growing Yea's tourism industry will provide new opportunities for local businesses and employment.
- Underutilised land in Snodgrass Street precinct presents opportunities for new retail and tourism development, car parking and better connections through to High Street.
- Improvements to streetscape, public spaces, traffic management and pedestrian flows in the High Street shopping precinct would enhance local trade and tourism.
- There are amenity issues for residential properties in North Street, south of Racecourse Road. A rezoning of these properties to General Residential Zone should be investigated.

#### *Heritage, character and urban design*

- Yea's character and lifestyle are attributes that will attract new visitors. These are also attributes that need to be protected.
- The hilly landscapes surrounding Yea are integral to the town's character. These landscapes which have high scenic value do not have any effective protection in the planning scheme.
- A streetscape plan of High Street and environs would facilitate civic improvement and better manage traffic, parking and pedestrian flows.
- Heritage character of High Street is afforded protection in the Planning Scheme. The proposed planning scheme amendment C43 will strengthen heritage protection in High Street and introduce new controls for The Parade.
- The Yea Urban Design Framework, a reference document in the Planning Scheme, contains a suite of recommendation and actions to improve the function, traffic management and appearance of High Street and Station Street precincts.

## 2. POLICY CONTEXT

This section summarises the relevant clauses on the state and local planning policy frameworks of the Murrindindi Planning Scheme.

### 2.1 State Planning Policy

#### Settlement

##### *Supply Of Urban Land - 11.02-1*

This policy requires plans to accommodate projected population growth over at least a 15 year period and provide clear direction on locations where growth should occur. Residential land supply is to be considered on a municipal basis, rather than a town-by-town basis.

The Yea Structure Plan should consider the following strategies:

- opportunities for the consolidation, redevelopment and intensification of existing urban areas.
- neighbourhood character and landscape considerations.
- the limits of land capability and natural hazards and environmental quality.
- service limitations and the costs of providing infrastructure.
- maintain access to productive natural resources and an adequate supply of well-located land for energy generation, infrastructure and industry.
- restrict low-density rural residential development that would compromise future development at higher densities.

##### *Structure Planning - 11.02-3*

In accordance with this policy, the Yea Structure Plan should consider:

- Yea's strategic and physical context.
- a broad planning framework for more detailed planning
- the development of sustainable and liveable urban areas in an integrated manner.
- assist the development of walkable neighbourhoods.
- facilitate the logical and efficient use provision of infrastructure and services.

##### *11.05-2 Melbourne's Hinterland Areas*

The objective of this policy is:

*To manage growth in Melbourne's hinterland, the area immediately beyond Metropolitan Melbourne and within 100 kilometres of the Melbourne's Central City.*

The strategies to implement this objective that are relevant to the Yea Structure Plan include:

- Provide for development in selected discrete settlements within the hinterland of Metropolitan Melbourne having regard to complex ecosystems, landscapes, agricultural and recreational activities in the area.
- Maintain the attractiveness and amenity of hinterland towns.
- Prevent dispersed settlement.
- Site and design new development to minimise risk to life, property, the natural environment and community infrastructure from natural hazards such as bushfire and flooding.
- Manage growth of settlements to ensure development is linked to timely and viable provision of physical and social infrastructure and employment.
- Strengthen and enhance the character and identities of towns.

- Improve connections to regional and metropolitan transport services.

#### *11.10 Hume regional growth - 11.10-3 Planning for growth*

The objective of this policy is:

*To focus growth and development to maximise the strengths of existing settlements.*

Relevant strategies include:

- Facilitate and strengthen the economic role of Seymour, while supporting population growth.
- Support growth and development in Yea.
- Maintain and enhance the distinctive and valued characteristics of Yea.
- Support improved access to employment and education opportunities in Seymour.

### **Draft Planning Policy Framework: Planning Schemes**

Victoria's State Planning Policy Framework (SPPF) is being reformed as part of ongoing review and improvement of the planning system. A new Planning Policy Framework for Victoria has been released for consultation.

Draft policies that are relevant to the development of a Structure Plan for Yea are summarised below:

#### *Planning For Peri Urban Areas and Greenwedge areas - 03.07*

Yea is situated in Melbourne's peri urban area. *Peri urban regions and areas* are the areas of land surrounding the built up urban areas of regional cities and centres. Peri urban regions and areas include townships that have become popular places offering residents lifestyle choice within commuting distance to jobs and services in Melbourne.

The objective for peri urban regions and areas is:

*To conserve the values of peri-urban regions and areas and Melbourne's green wedges.*

#### *Peri Urban Area: Regional Policy: Melbourne's Peri-Urban Area 03.07-A06-01*

The objective of this policy is:

*To improve the management of Melbourne's peri-urban region.*

A strategy to implement the policy is to:

- Support development in selected discrete settlements within Melbourne's peri-urban region having regard to complex ecosystems, landscapes, environmental risks, agricultural and recreational activities in the area.

Strategic planning guidelines include to:

- Identify settlement growth boundaries to existing settlements in peri urban areas.
- Prepare peri-urban town plans to increase the supply of land for housing and attract population growth out of Melbourne.

## **2.2 Hume Regional Growth Plan**

The draft Hume Regional Growth Plan provides a regional approach to land use planning in the Hume Region. The plan identifies opportunities to encourage and accommodate growth and to manage change in the region over the next 30 years.

Yea is located in the Lower Hume sub-region, is close to Melbourne and has strong transport links to the metropolitan area. Seymour is identified as a transit gateway between Melbourne and the Hume Region serviced with regular passenger train services to and from Melbourne. Under the Plan, this role will be reinforced in the future.

Seymour has been identified as having the potential to accommodate significant change and develop into a significant employment centre over the next 30 years.



Future growth of Seymour is expected to support growth in Yea and could attract growth due to the town's proximity and access to Melbourne and Seymour, and the availability of developable land and existing infrastructure.

Seymour will be important to provide access to employment and services and will also be a public transport access point to Melbourne for these communities. Strengthening linkages between these urban locations will enhance these relationships.

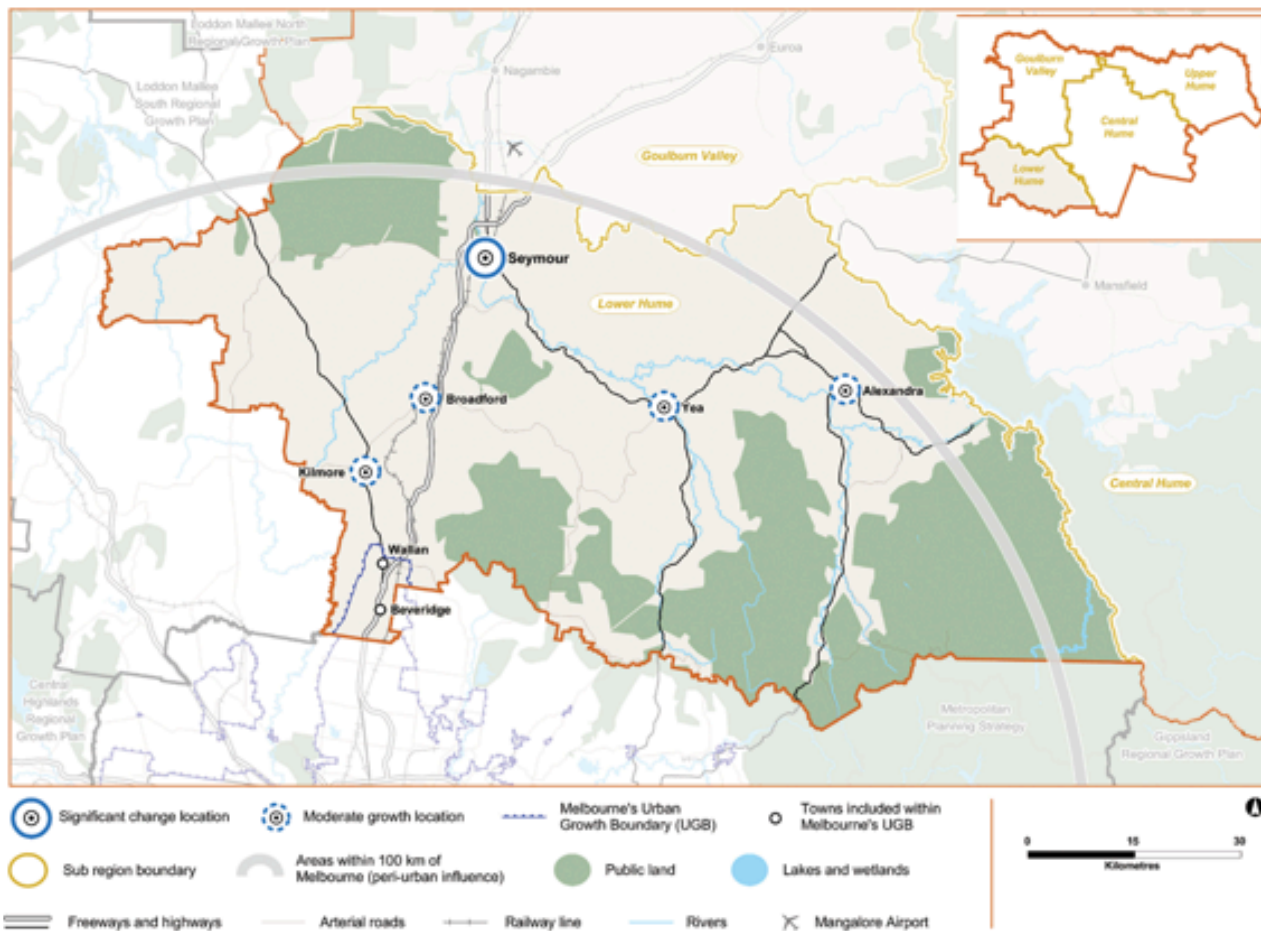
### Draft Planning Policy Framework: Planning Schemes

The new Planning Policy Framework for Victoria released for consultation includes the policies for the Hume region highlighting the need to develop stronger links with the Seymour regional centre.

#### Planning for the Hume Region 03.03-RO5-01

Relevant strategies for the Yea Structure Plan include, to:

- facilitate and strengthen the economic role of Seymour, while supporting population growth
- prepare a detailed framework plan for Seymour and surrounds to guide the development of this area as a sub-regional employment hub.



## 2.3 Local Planning Policy Framework

### Municipal Strategic Statement

#### *Vision 21.02*

The vision for Murrindindi Shire over the next 15 years is to:

- Ensure that the environmental attributes are protected and enhanced.
- Ensure that sustainable resource management is achieved.
- Protect the future of the agriculture, timber and tourism based industries.
- Ensure that threat to life and property from bushfire is not increased through inappropriately located, designed and managed use and development.
- Ensure that relevant environmental issues are addressed.
- Ensure that water quality is not compromised by impacts associated with such development.

This vision will be assisted by a suite of strategic directions. Directions that are particularly relevant for the Yea Structure Plan project include:

- Sustainable land management and resource utilisation practices.
- Land use and development of land based on the capability of the land.
- Prioritising the protection of human life and minimising the risk to life and property from bushfire.
- Supporting agricultural and timber industries.
- Retaining and protecting of prime quality agricultural land.
- Consolidating development within and in proximity to townships.

#### *Agricultural and Rural Land Strategies- 21.04*

The Study Area for the Yea Structure Plan project includes land within a 6 km radius of the township. Agricultural and rural land strategies therefore need to be considered. The following strategies in Clause 21.04 are relevant to consideration about future land use and development within the 6 km environs of the town.

- Ensure that the use and development of rural land is both compatible with and complementary to agricultural activities and protect agricultural potential.
- Ensure that agricultural land is not developed for primarily residential purposes.
- Encourage agricultural diversity and promote opportunities for new farming enterprises.
- Identify and protect high quality agricultural land.
- Develop the agricultural economic base through the attraction of value adding agricultural industries.
- Facilitate more intensive use and diversified use of rural land for higher value products, including horticulture, intensive animal husbandry, timber production and agroforestry.

#### *Tourism Strategies - 21.06*

Strategies relevant to the Yea Structure Plan are to:

- Implement the tourism recommendations of the Yea Urban Design Framework, August 2003.
- Capitalise on the significant tourism and economic benefits provided by visitors to the municipality, including the potential for Yea to capitalise on its strategic location to capture passing trade.

#### *Serviced Township Strategies 21.07*

Yea has existing land and potential reticulated services to accommodate further residential growth in the medium term. Yea have experienced demand for low density residential and rural living

development and has the service capacity to allow an expansion of these forms of development. Strategies of relevance to the Yea Structure Plan include:

- Implement strategic directions and recommendations of the Yea Urban Design Framework, 2003.
- Consolidate the retail core between Snodgrass Street and the Goulburn Valley Highway.
- Provide car parking facilities at the rear of shops in High Street accessible from Snodgrass Street.
- Provides pedestrian and vehicular linkages between High and Snodgrass Streets.
- Provide for the orderly development of the residential area adjacent to the Yea High School.
- Provide for the orderly development of the Yea industrial area.
- Provide mix of residential, commercial and tourism developments in Station Street area.
- Protect sites, structures and views of heritage significance.
- Protect significant views and landscapes visible from the rail trail reserve.
- Increase medium density housing and elderly persons units with access to shops services.
- Protect the existing built design, siting and character of the High Street retail precinct.
- Further develop High Street, Yea as a linear park with additional amenities and facilities.
- Improve the function and appearance of the High Street retail precinct.

#### *Local Policy: Yea Township: 22.03-4*

This policy applies to the use and development of land in the High Street retail precinct and the Station Street and rail reserve precincts. It is a detailed policy with objectives and policy concerned with:

- Siting and design of buildings to enhance appearance and character.
- Significant contribution of the centre median parkland to the amenity of High Street.
- Encouraging access to car parking at the rear of the High Street shops.
- Protect and enhance Station Street as a gateway to Yea.
- Allow views from the rail trail reserve.
- Potential for the establishment of tourist facilities in the Station Street precinct of Yea.
- Protect and enhance the environmental, scenic, visual and historic values of the former rail reservation.

## **2.4 Murrindindi Shire Council Plan 2013-2017**

Council has identified the following four goals for its focus over the 2013-17 period.

**Our Community** support and promote health and wellbeing, social connectedness and community involvement.

**Our Environment** manage our natural and built environment in a responsible manner.

**Our Economy** support the sustainable growth of Murrindindi Shire's businesses and the local economy.

**Our Council** provide strategic leadership and effective governance that supports the aspirations of our community.

The key strategies that are more relevant to Yea and to the structure plan process include:

#### *Community*

- Ensure access and social connectedness is considered in the planning and development of facilities and infrastructure.
- Advocate for better access to public and social housing options.

#### *Our Environment*

- Reduce corporate footprint by using energy, water and materials more responsibly.

- Ensure Council operations are managed in a way that minimises impact on the natural environment.
- Conserve high value sites on Council controlled land and roadside reserves by reducing environmental threats.
- Encourage property development across the Shire that protects and enhances environmental values.
- Improve the Planning Scheme's capacity to be flexible in responding to growth in a way that balances environmental values and improves the level of safety of our community.
- Ensure that Council's emergency management planning responds to community safety needs.
- Improve Council and community capacity to respond to the impacts of extreme weather events and longer term climate change.
- Promote environmentally sustainable design in future developments to achieve more energy and water efficient outcomes in our built environment.
- Review and progress implementation of Urban Design Frameworks for settlements within the Shire.

#### Our Economy

- Support further growth and development of the Yea Saleyards subject to the availability of grant and reserve funds.
- Facilitate opportunities to increase utilisation of available industrial land in Shire.
- In partnership with Mitchell and Mansfield Shire Councils, support initiatives to maximise the economic benefits of the Goulburn River High Country Rail Trail (Great Victorian Rail Trail).
- Investigate opportunities to attract investment in residential facilities for retiree and aged sectors.
- Identify and promote opportunities for growth in housing and business development in and around the Shire's main townships.
- Support development of the Y Water Centre at Yea Wetlands as a tourism attraction.
- Develop tourism markets that align with the product strengths of the region (e.g., cycle tourism, equine and picnic racing, nature based tourism).

### 3. DEMOGRAPHIC , HOUSING & ECONOMIC PROFILE

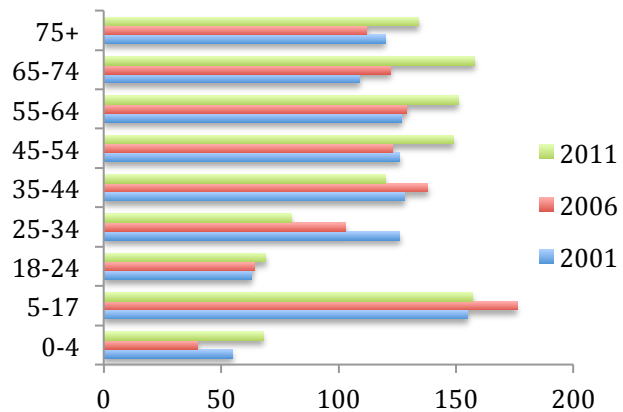
#### 3.1 Population

The population of the town of Yea, in 2011, was 1089, an increase of 7.7 % or 78 people, from 2006, at an average annual growth rate of 1.5%. In the previous census period, from 2001 to 2006, Yea did not see any growth. In comparison the Shire of Murrindindi LGA had a decline in population between 2006 and 2011 losing 4.99 % of its population, this may have been, in part, due to the Black Saturday bushfires of 2009.

Yea has a large proportion of older residents. Over 41% of the population in Yea are aged over 55, there was an increase of 80 residents aged 55 and over in the period between 2006 and 2011. There is an unusually large proportion of school aged children, aged between 5-17, however, there is also a continual decrease in young adults (aged between 18-34), there has been a decrease of 36.5% between 2001 and 2011.

**Table 1 Yea Age distribution 2011**

Age Group	2001	2006	2011
0-4	55	40	68
5-17	155	176	157
18-24	63	64	69
25-34	126	103	80
35-44	128	138	120
45-54	126	123	149
55-64	127	129	151
65-74	109	122	158
75+	120	112	134



**Table 2 Yea age structure 2011**

The majority of Yea’s residents were born in Australia (84%). Of the residents not born in Australia the top three birth countries in 2011 were the United Kingdom, New Zealand and the Philippines.

#### 3.2 Households

In 2011 there were 479 households in Yea, the majority of which were one and two person households - 41 % lone person, and 31 % two person households – the percentage of one person and three person households has slightly increased, whilst two person households has slightly decreased in the period between 2006 and 2011.

There were a total number of 603 dwellings in Yea in 2011, an increase of 56 dwellings between 2006 and 2011, being an annual increase of 14 new dwellings per year. Separate detached dwellings make up 87 % of houses in Yea.

In 2011, 49 % of dwellings were fully owned, 25 % being mortgaged and 22 % of dwellings, were being rented by residents.

Though there is a large number of low income households in Yea (see below), housing in the area is relatively affordable, only 5.3% of mortgagees and 7.6% of renters had payments greater than 30% of their household income. In comparison in Murrindindi as a whole 10.4% of mortgagees and 4.8% renters are paying more than 30% of their income towards housing.

<b>Weekly Repayments</b>	Yea	Murrindindi (LGA)	Victoria
<b>Mortgage</b>			
Median mortgage repayments	1118	1400	1700
Repayments less than 30% of income	94.7%	89.6%	89.9%
Repayments more than 30% of income	5.3%	10.4%	10.1%
<b>Rent</b>			
Median rental payment	200	170	277
Payments less than 30% of income	92.4%	95.2%	90.9%
Payments more than 30% of income	7.6%	4.8%	9.1%

ABS 2011 Quickstats  
[http://www.censusdata.abs.gov.au/census\\_services/getproduct/census/2011/quickstat/UCL215095?opendocument&navpos=220](http://www.censusdata.abs.gov.au/census_services/getproduct/census/2011/quickstat/UCL215095?opendocument&navpos=220)

The median house price has increased by 93 % over the 10 year period between 2002 and 2012. In 2012 the median house price in Yea was \$255,000, this was slightly higher than the median house price in the Shire, which was \$250,000, but lower than the country Victoria median of \$275,000.

#### *Comparison median house prices*

<b>Median House Price</b>	<b>2006</b> (,000)	<b>2007</b> (,000)	<b>2008</b> (,000)	<b>2009</b> (,000)	<b>2010</b> (,000)	<b>2011</b> (,000)	<b>2012</b> (,000)	<b>2013</b> (,000) #	<b>% +/-</b> <b>11-12</b>	<b>% +/-</b>	<b>% +/-</b> <b>pa</b> <b>06-12</b>
Yea	220	206	220	220	240	270	255	255	-6	16	2.27
Murrindindi	208	220	230	230	230	255	250	252.5	-2	20	2.86
Country Vic	222	230	235	243	272	280	280	275	0	26	3.73
Victoria	300	325	336	360	420	420	412	370	-2	37	5.33

*Guide to Property Values 2012- Department of Sustainability and Environment 2013# Based on a small number of sales and are preliminary only (Figures for 2013 will only be released mid 2014)*

### **3.3 Employment**

The 2011 census indicated that income distribution in Yea is uneven with 75 % of the population in the lowest two income quartiles. 241 households earn less than \$800 per week, classifying them as low-income households.

#### *Comparison median weekly income*

<b>Median Weekly Income</b>	<b>Yea</b>	<b>Victoria</b>	<b>Australia</b>
Personal	\$420	\$561	\$577
Family	\$939	\$1460	\$1481
Household	\$719	\$1216	\$1234

ABS 2011 Quickstats  
[http://www.censusdata.abs.gov.au/census\\_services/getproduct/census/2011/quickstat/UCL215095?opendocument&navpos=220](http://www.censusdata.abs.gov.au/census_services/getproduct/census/2011/quickstat/UCL215095?opendocument&navpos=220)

The main industries of employment for residents are accommodation/food services, construction and retail. The growing industries of employment for residents between 2006 and 2011, were accommodation/food services and healthcare/social services, both increasing by 42 %. Over the ten years from 2001 the largest growth area of employment for Yea residents has been the public administration/safety sector, the number of residents working in this area has more than doubled. The sharpest decline in employment has been seen within the agricultural sector, which dropped by 50 % from 2006, with only 22 residents working in the sector in 2011.

In 2011 the unemployment rate in Yea was at 6.2% this is an increase from the 2006 rate of 5.3%, Yea’s unemployment rate is high in comparison to the Shire of Murrindindi where the unemployment rate in 2011 was 4.5%, and the Victorian rate of 5.4% at the same time.

### 3.4 Population Projections

Three alternative population growth scenarios have been considered for the Yea Structure Plan project.

- Extrapolated Projection based on historical trends (lower)
- Projections based on Victoria In Future (VIF) assumptions for Murrindindi Shire (medium)
- Projections assuming Yea directly benefits from its proximity to Melbourne and Seymour (higher).

#### Extrapolated projections

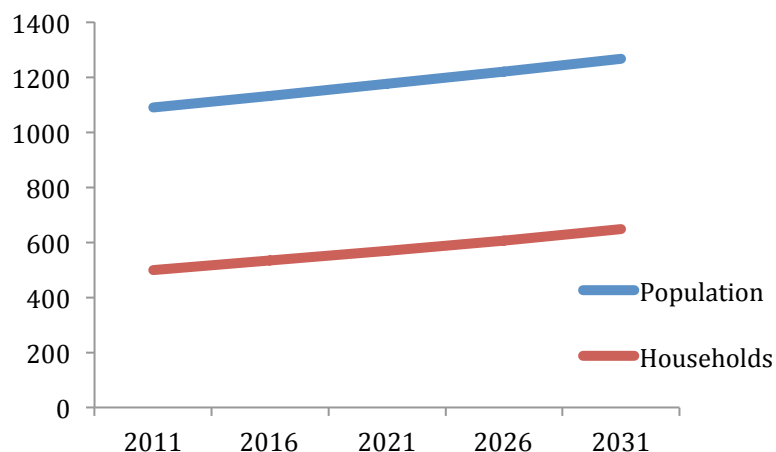
Projections created using historical growth data for Yea, demonstrate the additional population and dwellings if Yea was to continue growing in the way it has been over the last 10 to 20 years.

The population would grow minimally with an additional 178 residents, or 149 households.

*Projected population and households 2011-2031*

	2011	2016	2021	2026	2031	Total Additional
<b>Population</b>	1089	1131	1175	1220	1267	178
<b>Households/ dwellings</b>	499	533	569	607	648	149

Population extrapolated on av. % growth between 2001-2011 (ABS Time Series Yea UCL215095)/ Housing extrapolated on av. % growth between 1991-2011 (ABS Time Series Yea UCL215095)

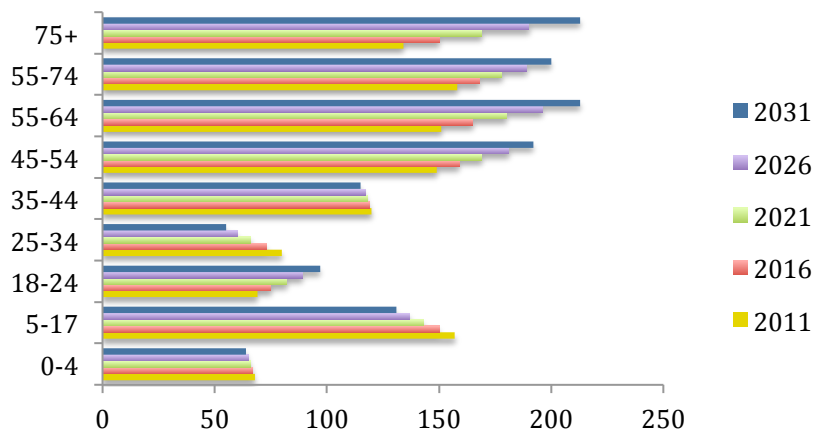


The age structure would continue to move to an older population, with a gradual decrease in the younger population, particularly young adults between the ages of 25-34.

*Projected age structure 2011-2031*

Age Structure	2011	2016	2021	2026	2031
0-4	68	67	66	65	64
5-17	157	150	143	137	131
18-24	69	75	82	89	97
25-34	80	73	66	60	55
35-44	120	119	118	117	115
45-54	149	159	169	181	192
55-64	151	165	180	196	213
55-74	158	168	178	189	200
75+	134	150	169	190	213
<b>Total</b>	<b>1086</b>	<b>1125</b>	<b>1170</b>	<b>1222</b>	<b>1280</b>

Extrapolated from data from ABS Times Series Yea (UCL215095)





## Projections based on Victoria In Future (VIF) assumptions for Murrindindi Shire

Based on the Victoria In Future (VIF) growth projections for the Murrindindi region, as a whole, a modest growth estimate prepared by the former Department of Planning and Community Development in 2012; and assuming that the growth of Yea will be consistent with the growth of the Shire as a whole, the growth of Yea can be estimated below.

It should be noted, that the projections are only a guide, and provide an estimate of the potential order and magnitude of growth that the area will need to plan for over the next 20 years. Ultimately, growth levels will depend on numerous external factors including State planning policy, immigration levels, economic conditions and possibly, to a certain extent, the impacts of climate change on the natural environment and conditions within the Murrindindi region as a whole, and Yea in particular.

### Population

It is projected that Yea would see an increase of 341 residents and 163 households over the 20-year period between 2011 and 2031. That is an annual average increase of approximately 8 dwellings per year.

### Projected population and household growth for Yea 2011-2031

	Population			Households/Occupied Dwellings		
	Av. Annual % growth#	Net increase	Total Pop'n	Av. Annual % growth#	Net Increase	Total H'holds
2011	-	-	1089	-	-	479
2011-2016	2.7	155	1244	2.3	58	537
2016-2021	1.1	70	1314	1.5	41	578
2021-2026	.9	60	1374	1.1	33	611
2026-2031	.8	56	1430	1.0	31	642

#Average annual growth rate taken from VIF projection for Murrindindi Shire – Victoria In Future 2012 Department of Planning and Community Development

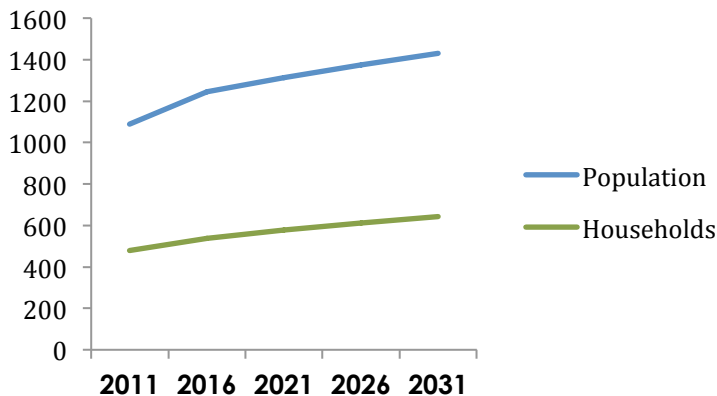


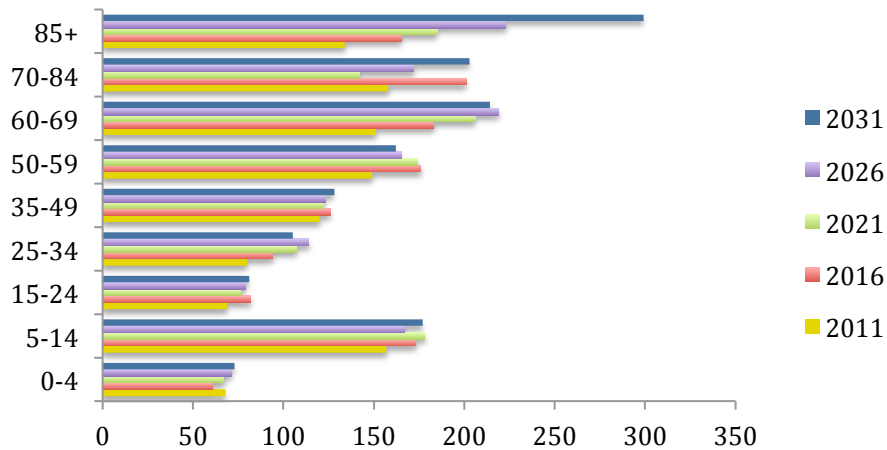
Figure 1 Projected population and household growth

### Age Structure

The age structure of Yea would continue to age, which is the trend across Victoria, with a dramatic increase in residents aged above 70, this is important to note as there will need to be particular housing and health service needs available in Yea to cater to this particular demographic. The decline of young adults in the town is consistent with many rural and regional areas where they move away to access work and education opportunities.

Projected age structure for Yea 2011-2031

Age	2011 Total	Av. % growth	2016 Total	Av. % growth	2021 Total	Av. % growth	2026 Total	Av. % growth	2031 Total
0-4	68	-10	61	9	67	6	71	3	73
5-14	157	10	173	3	178	-6	167	6	177
15-24	69	19	82	-8	76	5	79	2	81
25-34	80	18	94	13	107	7	114	-8	105
35-49	120	5	126	-3	122	1	123	4	128
50-59	149	18	176	-1	174	-5	165	-2	162
60-69	151	21	183	13	206	6	219	-2	214
70-84	158	27	201	29	142	21	172	18	203
85+	134	23	165	12	185	21	223	34	299



#Average % growth rate taken from VIF projection for Murrindindi Shire – Victoria In Future 2012  
Department of Planning and Community Development

## Higher population growth projection

The higher population and household growth projection assumes Yea will realise the potential of its strategic location in Melbourne's peri urban region and its proximity to Seymour which will take on an upgraded regional status. The higher projection also assumes that Yea will become more popular as an attractive place to live within commuting distance of Melbourne and Seymour with comparatively less expensive house and land prices and quality of lifestyle.

With these projections, Yea would see an increase of 513 residents and 226 households over the 20-year period between 2011 and 2031.

### *Projected population and household growth for Yea 2011-2031*

	Population			Households/Occupied Dwellings		
	Av. Annual % growth	Net increase	Total Population	Av. Annual % growth	Net Increase	Total Households
<b>2011</b>	-	-	1089	-	-	479
<b>2011-2016</b>	1.5	84	1173	1.2	29	508
<b>2016-2021</b>	2.1	129	1302	2	59	567
<b>2021-2026</b>	2.4	164	1466	2.5	74	641
<b>2026-2031</b>	1.8	136	1602	1.9	64	705

### 3.5 Demand and Supply of Land: Residential and Rural Living

State planning policy 11.02-1 requires plans to accommodate projected population growth over at least a 15 year period and to provide clear direction on locations where growth should occur. The Yea Structure Plan should ensure that there is an adequate supply of various forms of residential development to meet demand over a 15 year period.

The following demand and supply data for residential land has been provided by Council from their records on subdivision activity for land in the General Residential Zone, Low Density Residential Zone and the Rural Living Zone. Residential demand has also been estimated from records of building permits issued for dwellings in each of these three zones.

Some caution needs to be exercised in the use of this demand and supply data and its application for making decisions about the additional rezonings. For instance there may be a latent demand for certain lot sizes that are not available on the market. During consultation the view was expressed that there is a need for smaller 2.0 ha rural living lots, however Council records indicate that are few if any 2.0ha currently available. A conclusion cannot be drawn that there is not a demand for these sized lots when there is no available supply. This would be the case for other forms of housing such as medium density housing.

The reliability of demand and supply assessments can also be influenced by landowner intentions to postpone subdivision of their land for speculative reasons or due to lack of funds to bring lots onto the market.

Yea like other towns in Melbourne’s peri urban region needs to provide housing and lifestyle choice. This choice needs to be available not only in density and housing style but also in location. A future supply of residential lots ought to be provided at several locations or fronts.

#### General Residential Zoned (GRZ) Land

There is a potential supply of approximately 170 lots on land currently zoned General Residential. This comprises 45 vacant lots and approved new lots and subdivisions in Mulqueeny Lane area, Yea Springs and Prospect Rise area.

Over the period 2006-13 there has been an average of 15 lots in the General Residential Zone created per year. Over the same period, an average of 16 building permits were issued for dwellings within the General Residential Zone.

#### Current Supply of R1Z Land

Existing and potential lots	Total RL Lots	
Existing Vacant R1Z lots	45	
Mulqueeny Lane Issued Permits	17	currently being subdivided (Stage 3, 4.9ha)
Yea Springs Issued Permits	17	(3.8ha)
Habitat for Humanity Issued Permits	20	Affordable housing
<b>Other</b>	35	3 larger lots (0.7 – 1.7ha)
<b>TOTAL potential</b>	174	

#### Demand for R1Z lots

	no. of lots	Average per year
<b>2006</b>	41	
<b>2007</b>	10	
<b>2008</b>	10	
<b>2009</b>	10	
<b>2010</b>	2	
<b>2011</b>	12	
<b>2012</b>	20	
<b>2013</b>	8	
<b>TOTAL</b>	127	15 lots

Based on these supply and demand figures there is approximately 11 years potential supply of lots within the General Residential Zone. This potential supply does not account for all vacant undeveloped land in the General Residential Zone e.g. Snodgrass Street area and Butter Factory site, or potential for 2 and 3 lot subdivisions on township lots currently developed with a single dwelling.

*Building Permits issued for Dwellings in General Residential, Rural living and Farming Zones 2004-2014*

	Gen Res Zone	Low Density Res Zone	Rural Living Zone	Farming Zone
<b>2004</b>	5		1	
<b>2005</b>	12			1
<b>2006</b>	17			1
<b>2007</b>	11		1	
<b>2008</b>	4			1
<b>2009</b>	14			1
<b>2010</b>	14			
<b>2011</b>	8			
<b>2012</b>	13			
<b>2013</b>	17			1
<b>2014</b>	2			
	117	-	2	5

**Low Density Residential Zoned (LDRZ) Land**

Yea has two locations at the fringe of the town that are zoned Low Density Residential Zone; Meadow Road and Lawrances Road/Racecourse Road.

Within LDR zoned land there are currently 40 vacant lots and 22 occupied lots, including large lots capable of further subdivision. The 2 larger lots of 19ha and 38ha could potentially yield an additional 100 lots.

In the period 2010-14 there were 35 lots created by subdivision within the LDR Zone, an average of 7 lots per year.

The potential supply of LDR zoned lots and land could meet demand for the next 20 plus years. Given the significant potential for further subdivision within existing LDR zoned land there is no need to rezone new areas for this form of residential development in the short, medium term.

*Supply of LDRZ lots*

	Occupied	Vacant	Total LDR Lots
<b>Lots less than 8,000m2</b>	16	1	17
<b>Lots greater than 8,000m2</b>	6 (2 large lots -19 & 38 ha)	-	6 (100 potential lots from 2 larger lots)
<b>Permits Issued</b>		39	39
<b>TOTAL</b>	22	40	62 (162)

*Demand for LDRZ lots*

	no. of lots	Average per year
<b>2010</b>	1	
<b>2011</b>	3	
<b>2014</b>	31	
<b>TOTAL</b>	35	8.75 lots

## Rural Living

There are currently 38 developed Rural Living lots within the rural environs of Yea. Nine of these lots are greater than 12 hectares and therefore potentially capable of further subdivision for rural living purposes.

There is an immediate supply of 46 vacant or undeveloped rural living lots within the rural environs. Seven of these lots are of a size greater than 12 hectares and therefore have potential for further subdivision. It is quite possible that several of the 20 vacant lots less than 12 hectares are capable of further subdivision subject to meeting the requirements of the Rural Living Zone and schedule.

On the demand side, a total of 35 rural living lots have been created by subdivision between the years 2010-14 or at an average 7 lots per year.

It is difficult to draw conclusions from the available demand and supply data for rural living lots. There are two large tracts of land zoned Rural Living to the north east and west of Yea township. There is potential for lot development and further rural living subdivision, subject to permit, in the area to the north east i.e Killingworth Road/Carey Road area.

Rural living opportunities have not been taken up in the area to the west on both sides of Racecourse Road with land still held in large farming lots. There is approximately 150 hectares of land in this area that is potentially available for rural living subdivision, excluding land in the buffer area for the sewerage treatment works and hillslope land.

### Rural Living Lot Supply

	Occupied	Vacant	Total RL Lots
<b>Lots less than 12 ha.</b>	29	20	49
<b>Lots greater than 12 ha.</b>	9	7	16
<b>Permits Issued</b>		19 (undeveloped)	19
<b>TOTAL</b>	38	46	84

### Rural Living Land Demand

	no. of lots	Average per year
<b>2010</b>	1	
<b>2011</b>	3	
<b>2014</b>	31	
<b>TOTAL</b>	35	8.75 lots

## 4. BACKGROUND STUDIES & REPORTS

### 4.1 Murrindindi Rural Residential Study

Murrindindi Shire has appeal for rural residential development. This form of residential development has occurred predominantly due its natural beauty associated with the sub-alpine and water features.

This *Murrindindi Rural Residential Study 2006* was prepared in response to a lack of a strategic framework for rural residential development in the Shire. The overall objective of the study was to investigate and make recommendations for changes to the planning scheme relating to the application of the Low Density Residential Zone (LDRZ) and the Rural Living Zone (RLZ).

The pressure for rural residential development experienced in the Shire has arisen due to:

- the proximity of the Shire to the northeast of Melbourne;
- the Shire's naturally attractive foothills, valleys and landscapes;
- the Shire being a gateway to major recreation and tourism assets such as Lake Eildon, Mount Buller and the Victorian Alps;
- the presence of attractive towns with significant character that provide a range of physical and community services.

The Study suggested a number of rural residential areas including the western and southern fringe (for LDRZ) and areas to the northeast (Killingworth Road), west (Racecourse Road) and to the east (Limestone Road) for a combination of the RLZ1 and RLZ2.

The Study made recommendations for the following rezonings which have subsequently been implemented by a planning scheme amendment:

- Re-zone land west of Lawrances Road from RUZ to LDRZ
- Re-zone land surrounding the Yea Cemetery from RUZ to LDRZ.
- Re-zone three parcels of land between the Goulburn Valley Highway and Carey Road from LDRZ to RLZ1.
- Re-zone land in Killingworth and McLeish's Roads from RUZ to RLZ1 and RLZ2.
- Re-zone land between Racecourse Road and the Goulburn Valley Highway from RUZ to RLZ1.
- Re-zone land south of Racecourse Road from RUZ to RLZ2.
- Re-zone land south of the proposed LDRZ land from RUZ to RLZ1.

## 4.2 Murrindindi Shire Land Capability Analysis and Environmental Values, Centre for Land Protection Research, 2002.

This Report considered natural resources in the Shire and identified environmental constraints and opportunities throughout the Shire.

The Report was an important resource for the review and update of the Murrindindi Planning Scheme. Land capability data and a range of other environmental datasets were prepared to support the development of strategic directions, policy, zones and overlays.

The objectives of the Report included :

- To undertake a detailed land capability assessment of the Murrindindi Shire, including land characteristics (land systems, landform and soil types).
- To identify areas of high quality agricultural land.
- To identify natural resource areas and environmental constraints, including environmentally significant areas, and areas with hazards (or limitations) and erosion potential.
- To assist the Murrindindi Shire in the development of their zones, overlays and planning policies, other digital map products were generated in the preparation of this report.

A series of useful digital maps were prepared and included in the Report.

Remnant vegetation – tree cover (NRE Geospatial Data Library 2002)

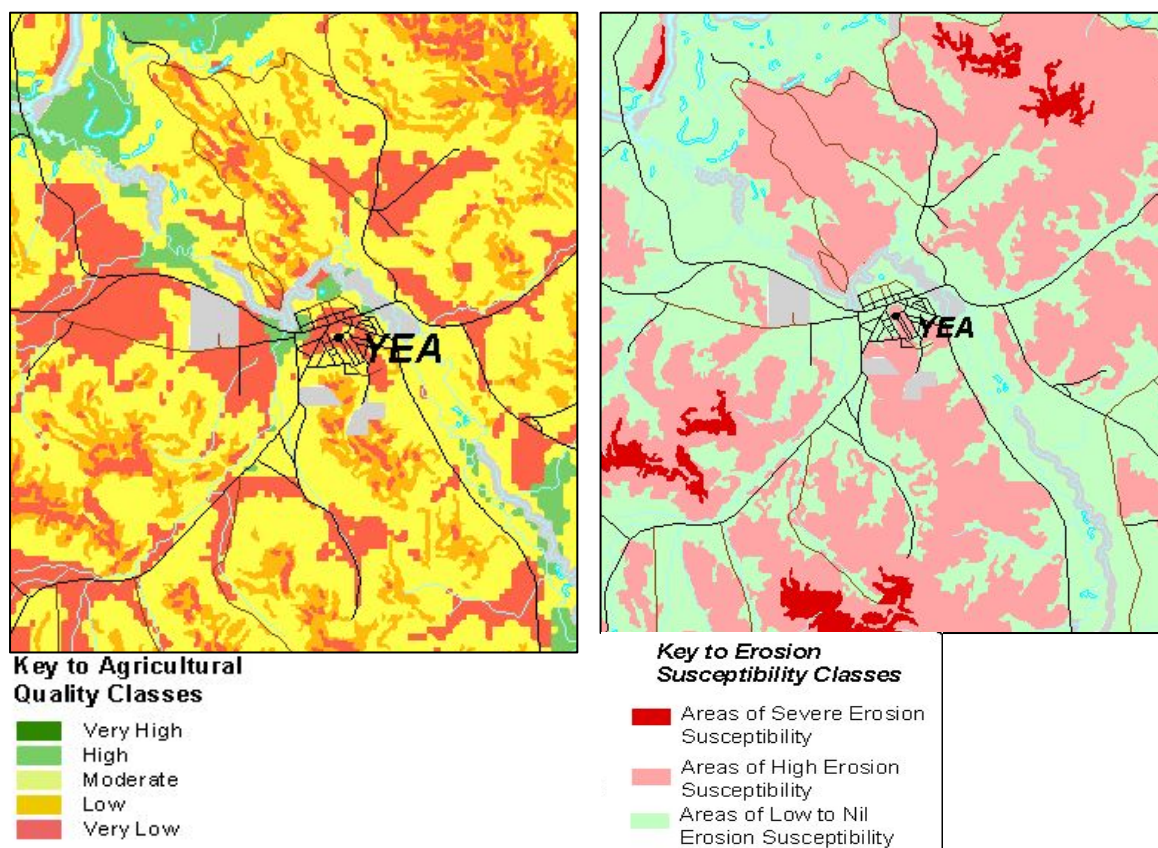
Ecological Vegetation Classes (EVCs) (NRE Geospatial Data Library 2002)

Wetlands (NRE Geospatial Data Library 2002)

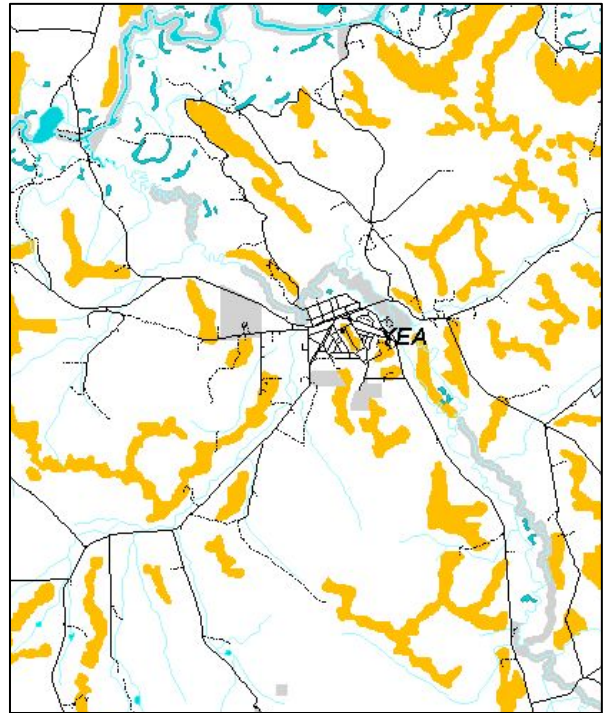
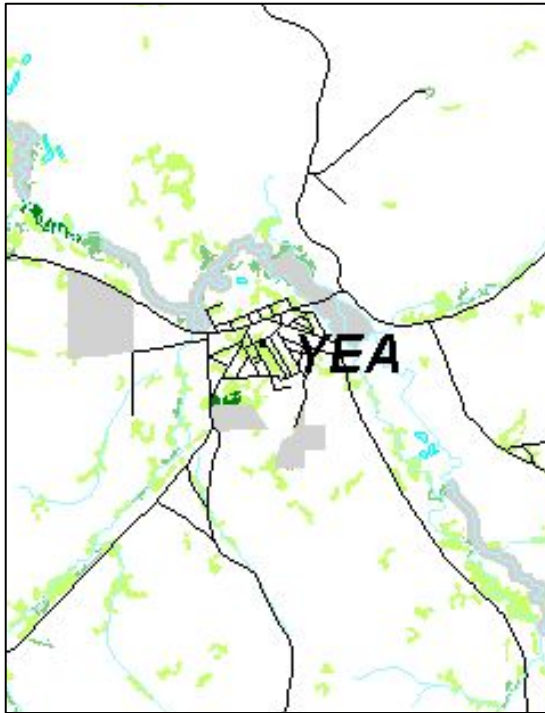
Streams buffers (CLPR 2002)

Erosion susceptibility (CLPR 2002)

Significant Ridgelines and Viewscapes







**Key to Remnant  
Vegetation Classes**

- Dense Vegetation
- Moderate Vegetation
- Sparse Vegetation

- Significant Ridge  
Lines and View  
Scapes

### 4.3 Yea High Street Heritage Guidelines, 2008.

These heritage policy guidelines were prepared for the High Street heritage precinct in Yea, which is included in Heritage Overlay (HO9) of the Murrindindi Planning Scheme. The purpose of the guidelines was to assist applicants and the community to understand how a proposal will be considered and what will influence decision making.

Included are policy guidelines for conserving heritage significance and for new development, signage and advertising, demolition, subdivision and trees. The Report states that these guidelines may be adapted in the future for inclusion in the Murrindindi Planning Scheme.

The guidelines also apply to the places within the High Street precinct that are individually listed in the Heritage Overlay, with the exception of Marmalades, which is on the Victorian Heritage Register and therefore subject to the Heritage Act 1995.

Heritage guidelines were provided for the following key management issues:

- Signage
- Alterations and additions to Significant and Contributory buildings
- New development
- Subdivision

### 4.4 Yea Urban Design Framework (UDF) 2003

The UDF is a key strategic document to guide future design of buildings and streetscapes; use and development of land and prioritisation of capital works.

The primary study area consisted of the commercial and civic precinct along High Street, including Snodgrass Street and the Recreation Reserve, and the land abutting Station Street and Miller Street/Whatton Place extending to the Yea River.

Some of the key recommendations and actions are:

#### *High Street retail precinct*

- Limit expansion of existing Business 1 Zone in High Street.
- Mixed Use Zone in Station Street, until the demand is established.
- Apply a Design and Development Overlay to land fronting High Street to achieve objectives for external colours, zero lot setbacks and buildings.

#### *Traffic management*

- Single lane proposal for High Street (northern side) between Giffard Street and Whatton Place with kerb extensions and improved car parking and pedestrian amenity.
- Intersection design treatments at main intersections with Goulburn Valley Highway and High Street to improve traffic channeling and safety.

#### *Snodgrass Street*

- Provision of car parking and pedestrian links to High Street at the rear of shops

#### *Diversity of housing types Key actions*

- Facilitate development opportunities for medium density housing or elderly persons units of land fronting Whatton Place and Miller Street
- Upgrade pedestrian access (footpaths, road crossings) between Mary Street, High Street and the Medical Centre.
- Identify infill medium density housing or elderly persons units in the vicinity of Snodgrass Street

#### *Landscape*

- Prepare a schedule to the Significant Landscape Overlay to protect scenic views and vistas from the proposed Rail Trail.
- Rezone the trail to Public Purposes and Recreation Zone (PPRZ) following reservation of trail land.

#### *Tourism*

- Retain the existing Mixed Use Zone in Station Street.
- Apply a Design and Development Overlay to former garage site in Station Street to ensure development in accordance with guidelines.

#### *Open space*

- Encourage development of the Police Paddock Reserve.
- Further develop the Yea River Wetlands Area, including development of an environmental education centre.
- Further develop the Rail Trail area as a recreation destination with additional tree planting, seating and picnic areas, an additional playground and potential skate park.

#### *Gateways*

- Improvement to appearance of four town gateway locations with theme planting, signage and road surface treatments.

### **4.5 Economic Development Strategy, Murrindindi Shire, 2011-2016**

The key directions of the Economic Development Strategy are:

- Strengthen and grow existing business.
- Create employment and training opportunities, particularly for young people.
- Improve lifestyle and prosperity whilst sustaining the built and natural environment.

#### **Economic Development Vision**

To encourage economic growth which enhances the liveability and quality of life in the Murrindindi Shire.

#### **Recommended areas of focus**

The recommended areas of focus particularly relevant for Yea include the following opportunities and actions:

##### *Agriculture, Forestry and Fishing*

- Increase linkage to local products, through the Goulburn River High Country Rail Trail (Great Victorian Rail Trail), and the promotion of produce through a stronger link with tourism.
- Saleyards consolidation with future investment in the Yea saleyards roofing/infrastructure.
- Explore opportunities for value adding.

##### *Small Business*

- Provide stimulus and incentive packages to support private sector rebuilds that focus on maximizing “day tripper expenditure” in the short term and accommodation businesses for the longer term.

#### *Tourism*

- Build the Goulburn River High Country Rail Trail (Great Victorian Rail Trail) and various bike events to establish the Shire as a destination for the growing cycling market.
- Investigate the potential link to the Toolangi Forest, Snobs Creek Freshwater and the Yea Wetlands Discovery Centre.
- Attract investment for shared self contained accommodation/retirement village style living options.

#### *Shared Infrastructure*

- Actively seek test case opportunities for the National Broadband Network.
- Investigate the potential of a new model of delivery for broadband services (e.g. Towong initiative).

## 4.6 Goulburn River Valley Destination Management Plan, 2014

The Goulburn River Valley Destination Management Plan (DMP) was prepared on behalf of Goulburn River Valley Tourism (GRVT) to provide a strategic approach to growing tourism in the Goulburn River Valley (GRV) region; aligning with key visitor needs and building on the region's existing strengths. The DMP was prepared in close consultation with the four members Councils of Goulburn River Valley Tourism: Greater Shepparton, Mitchell, Murrindindi and Strathbogie.

The key target markets for the Goulburn River Valley region are families, older travellers / couples, socially aware and experience seeking/ self-drive international visitors. Other niche markets for the GRV region include, sports and backpacker markets.

Primary research into visitor preferences highlighted the importance of food, wine and the availability of local produce, and the importance of an accessible and well recognised nature based tourism product. Key gaps identified by visitors include specific events, equine product, music/arts/culture and history and heritage product.

A detailed product audit highlighted the GRV region's strengths as food and wine, equine, history/heritage and arts/culture. Common tourism product gaps identified across the region include self-contained accommodation, large contemporary accommodation facilities, noteworthy dining experiences and accessible local produce and farm gate attractions.

### Destination Development Opportunities - Yea and Surrounds

Significant visitation to Yea arises from passing touring routes and snowfields visitation. The product experienced by stopover visitors in Yea is primarily food and beverage and retail product supported by accessible stopover facilities for coach and car visitors. The surrounding area is also an emerging food and wine area, with a number of wineries within proximity to Yea.

The new Y Water Centre will also become an important facility for visitors to Yea and a gateway to the surrounding wetlands.

A key opportunity for Yea exists in maximising the yield achievable from stopover visitation, rather than competing with other destinations in the region for significant overnight visitation. A major opportunity to increase visitation and encourage longer stays in Yea lies in its strategic position on the Great Victorian Rail Trail.

Positioning the town as a key rail trail destination and providing the product to support this role will be critical in attracting visitors and encouraging them to stay longer in Yea.

Yea also has the infrastructure to host major events, with existing events based activities including the Autumn Festival, a monthly Country Market and a Twilight Market which is part of the new Yea Arts Carnival. There is the potential to build on this existing offer and seek to promote Yea as a key events destination in the region.

Key opportunities identified for the Yea and Surrounds sub-region in the Management Plan are:

#### Promoting Yea as a key destination on the Rail Trail

- Market Yea as a key destination on the Great Victorian Rail Trail, in particular capitalising on the proximity to iconic attractions such as the Cheviot Tunnel.

#### Yea Music Festival and Events capacity

- Investigate the development and implementation of annual events that are themed around the arts, culture and music.
- Investigate event locations in Yea to increase capacity.

#### Yea Group Accommodation

- Investigate opportunities to provide group accommodation to service the low cost family market and large nature based groups (i.e. rail trail).

#### Yea Y Water Discovery Centre

- Investigate the potential of the new Y Water Centre as a hub for events, information and tours.

### **Horse Friendly Accommodation**

Support the promotion of horse friendly accommodation establishments in Yea to cater for rail trail visitation and usage by adult horse riders.

### **Yea Streetscape improvements**

Investigate opportunities to improve the Yea streetscape, including:

Signage/wayfinding at key gateways into the town;  
Visual amenity at key gateways; and  
Landscaping and public realm improvements

### **Yea RV Friendly Facilities**

Support the RV friendly facilities in Yea, including the provision of an RV dump point and RV parking.

### **Self Contained Accommodation in Yea**

Provide a new B&B and/or self-contained accommodation opportunity in Yea.

### **Diversify the Dining Product in Yea**

Diversify the dining product and extend opening hours of food establishments to meet market need.

## **4.7 Industrial Development Plan, North Street**

Yea's only zoned industrial land is located at North and Melaleuca Streets. A Development Plan for this industrial area has been adopted by Council.

The currently developed part of the North Street Industrial Estate is already occupied, and recent applications indicate there is demand for smaller industrial development opportunities within this estate. The Development Plan layout maintains flexibility to provide a variety of lot sizes that will cater for a mix of potential developments.

The Development Plan provides access from Melaleuca Street in the north and more centrally via an access road fed by a proposed roundabout intended to address the difficult traffic condition at the intersection of North Street and Melbourne Road. North – south access will terminate in a court bowl at the southern end of the subdivision.

To the west, the development plan protects flood prone land by creating a reserve that extends the existing reserve along the Boundary Creek alignment, allowing future pedestrian/cyclist oriented recreational development. This also protects existing native vegetation in the creek corridor, and maintains a minimum 30 metre setback to development.

A landscape buffer prevents access south of the proposed new access road and along the southern road reserve (unmade) to maintain the attractive entry to the town along the Yea-Whittlesea Road.

North of the proposed access road, lot access is located to service existing industrial lots and reduce any impact upon adjacent residential lots.

Given the location of the development on the edge of the Yea Township, careful treatment of the landscape interface must address the Murrindindi Planning Scheme's Urban Areas Design policy to ensure the site's development will contribute to the character of the town entry.

Landscape buffers along the southern and eastern borders will reduce the visual impact of the industrial precinct upon the surrounding areas and allow the creation of a visual gateway to Yea. The theme of native and indigenous planting should be continued in these buffers.

## **4.8 Residential Development Plans**

### **Draft Development Plan, Lawrances Road Yea**

This Development Plan is to replace the Development Plan for Lawrances Road Yea which was approved by Murrindindi Shire Council in December 2001. The previous Plan included the land to the immediate south in the Low Density Residential Zone. This land is not included in this replacement Development Plan.

This Development Plan applies to approximately 34 ha of land in the Residential 1 Zone on the western side of the township of Yea. The subject land is within the existing water supply district for Yea. Existing water mains are located in Racecourse Road and also part of the way along Lawrances Road. New development on the subject land has water and sewerage connections.

A reticulated sewer main is located at the northern end of the site within the grounds of the Secondary College. As the subject land generally rises to the south from this point, the existing sewer would be extended to service development of the site.

This Development Plan envisages the land being used for fully serviced residential development with a range of lot sizes, achieving an average of 8-10 lots/ha. Development will take into consideration the need to protect existing vegetation within and abutting the creek environs, and the natural landscape features and views available from the site to the hill slopes and ridgelines of the locality.

The Development Plan includes a transitioning of lot sizes from the densities of 10 lots/ha to lower densities towards the southern end, where the slope increases and the site approaches the abutting vegetated land in the Low Density Residential Zone. Lot sizes for the area south of Alison Way (excluding lots directly abutting Alison Way) will be in the range of 1000m<sup>2</sup> to 2000m<sup>2</sup>. The area north of Alison Way on Lawrances Road is earmarked for a future community facility or local park.

Any use and development of land must be generally in accordance with the plan forming part of an approved Development Plan.

### **Racecourse Road and Lawrances Road Development Plan, 2008**

This Development Plan covers 89.6 hectares of land with frontage to the western side of Lawrances Road and the south side of racecourse Road. The subject land is zoned Low Density Residential Zone.

Residential subdivision has been approved in accordance with the Development Plan.

Key elements of the Development Plan include:

- Land on the east side of the central ridgeline to accommodate lots with a minimum lot size of 0.4ha connected to reticulated sewerage.
- Land on the west side of the ridgeline will accommodate larger lots in the order of 2ha with on site effluent disposal.
- Lots will increase on steep slopes particularly on land with average grades in excess of 15% around the hilltops at south-western corner of the subject land.

An indicative Layout Plan for land on the east of the ridgeline is included as part of the Development Plan. A lot layout has not been provided for land to the west of the ridgeline. The size of these lots is to be determined by a land capability assessment to demonstrate the capacity of the land to contain on site effluent disposal.

The Development Plan includes an internal road layout designed to ensure connectivity throughout the development plan area minimising the need for earthworks and loss of native vegetation.

Before deciding on an application for subdivision Council must consider a set of development guidelines relating to:

- building and driveway envelope coverage on a lot,
- location of buildings and works on land with slopes less than 20%,
- siting building and works parallel with contours on land with an average slope greater than 10%,
- the need for building colours and materials to be non reflective, and
- the need to include specific controls by way of a Section 173 agreement.

### **Development Plan Meadow Road, Yea, 2011**

This Development Plan applies to land located on the southern and northern side of Meadow Road, Yea. The land is zoned Low Density Residential Zone.

Objectives of the Development Plan are to:

- Facilitate a low density residential subdivision that will provide a sensitive and appropriate interface with the Yea township.
- Provide a range of low density residential lots and development that responds to the characteristics and capability of the land.

The Development Plan outlines a set of performance measures for any proposed use or development of the land for low density residential purposes. These performance measures relate to site and building design; provision of urban services; assessment of land capability, landscape features and views; protection of waterway; riparian planting; and traffic impact assessment for Melba Highway, Meadow Road and Moyle Street.

## 5. COMMUNITY ENGAGEMENT & CONSULTATION

### 5.1 Community Planning Workshop

The workshop was held in Yea on Tuesday, 1 April 2014. The public workshop was organised by Murrindindi Shire Council and facilitated by consultants from Planit Urban Design and Planning. The workshop was attended by 17 residents as well as Murrindindi Shire Council representatives. The workshop was structured around 3 main sessions.

#### Identification and Sorting of Issues

Issues and opportunities considered to be important to the town were identified in brainstorming and informal discussion sessions. The issues and opportunities were recorded and then sorted into themes or categories. Three broad themes were identified which became the focus for the next stage; group work.

*Business, industry & tourism*

*Land use planning and town character*

*Infrastructure, services and roads*

#### Group Work

Participants working in groups discussed the issues, expanded on them, identified more issues under the theme and in some cases offered solutions or responses to the issues. Maps of the township were provided allowing ideas and issues to be illustrated visually.

#### Presentation from groups

A representative from the groups then reported back to the larger group summarising their discussions and ideas.

#### Business, Industry and Tourism

*Issues and opportunities*

- Lack of industry and employment with loss of traditional jobs and industries.
- Agricultural returns are low. Farming land does not have high carrying capacity.
- Industrial area at North Street is disjointed with industry in close proximity to existing residential.
- Other sites for industry could be investigated e.g. industrial extension near the Saleyards.
- Promotion of small local businesses is required – discourage large chain businesses.
- New employment opportunities should be created instead of relying too much on tourism. More employment opportunities will attract young people to the town.
- Most residents work out of town e.g. Melbourne, Seymour.
- Food and wine culture is an important emerging industry in Yea area and region.
- Yea is a 'through town' – many people go through Yea on their way to somewhere else, but there is little to attract them to stop and stay. Most tourist trips to Yea are day visits.

- Need more tourism and tourism retail services to sell as a tourist town.
- Promotion of town needs to be broader than just tourism.
- Potential to increase the role of tourism however tourism is only the cream on top. It is not the answer.
- Attraction of industry would be assisted by creation of government jobs in Yea and incentives for manufacturing and small enterprises.
- Commercial operating hours are limited.
- No large fast food outlets e.g. McDonalds.

#### *Possible strategies*

- Development of an industrial precinct adjacent to Yea saleyards surrounded by a buffer area to protect nearby land uses.
- Residential properties (zoned Industrial) adjacent to the North Street industrial area should be rezoned to Residential. Residents in the area would prefer a rezoning to a residential zone.
- Review of the North Street industrial area to examine the best future options. Suggestions included converting the industrial area into a mix of housing and business park or as a future residential area with the future industry focus around the saleyards site.
- Make better use of Snodgrass Street for car parking, new businesses and better connections though to High Street.

### **Land Use Planning and Character**

#### *Issues*

- The character, appeal, tone and friendliness of Yea are all positive issues.
- There is a lack of diversity in the housing market including smaller lifestyle blocks (e.g. 2.0 ha lots). The minimum lot size for subdivision in Rural Living Zone could be reduced.
- Subdivision of marginal land, which is not good for farming, should be encouraged.
- More high density housing is needed in the township.
- Yea is ideal for babyboomers. Should not impose too many restrictive regulations that will discourage them.
- Yea needs a retirement village. A site should be selected for the village.
- Wetlands area is a natural asset.
- Improved streetscapes and urban agriculture (roadside and nature strip planting of food trees) should be encouraged.
- Potential of butter factory building and site needs to be fully realized. Funding and incentives may need to be explored to encourage appropriate development.

#### *Possible strategies*

- Yea-Whittlesea Road corridor has potential for new housing development including smaller house lots.
- Infill development sites for housing are available in the township. These sites need to be identified.
- A streetscape plan of High Street and environs is required to bring about civic improvement and better manage traffic and pedestrian flows.
- A works programs for parking, trees and gardens is required with improvements to street planting and urban agriculture (food gardens, fruit trees). A modest program of beautification is needed, gradually, and completed year to year.
- Rezoning of the butter factory site from Business Zone to a to Mixed Use Zone or a different business zone to allow potential development of the site should be investigated. It was noted that the butter factory should be rezoned to either a mixed-use or commercial zone.



## Infrastructure, Services and Transport

### *Issues*

- Yea is generally well provided with infrastructure and services.
- Yea's accessibility to other areas of the State, particularly good road connections to all parts of Melbourne and the snowfields.
- Good facilities - including the swimming pool, schools and services for retirees.
- There is a lack of some health and ancillary services.
- Need to maintain and extend level of services as Yea grows.
- Opportunities exist to create new business and attract people to Yea if underused facilities are maintained, linked and promoted properly - particularly the oval parking and camping facilities, the rail trail, and the butter factory.
- The lack of quality public transport to and from Yea.
- Footpaths and pedestrian links could be improved.
- The lack of infrastructure such as high speed broadband and natural gas. Increase in broadband speed is vital to attract business and new families. Natural gas is needed to attract industry.
- Sewerage network will need to be extended to service some new areas.
- Parking issues in High Street need to be addressed.
- Slow down traffic in High Street, maybe reduce number of lanes.
- Rail Trail is a major tourist attraction.
- Oval has power and parking for campers which is underutilised.
- Rivers have inconsistent flows that need to be fixed – then there would be potential to create a fishing industry.
- Yea lacks street improvements - if it's developed with street planting and urban agriculture it could be a counterpoint for children to meet and neighbours to get to know each other.

### *Possible strategies*

- Potential to create an adventure training facility/rock climbing etc. for schools, tourists and backpackers.
- Potential to move the Bowling Club to the Railway Precinct.
- Recycling of stormwater in new residential areas suggested as a way to support sustainable growth.
- Transport plan needed through the town particularly along High Street.
- Southern end of Industrial zoned land at Whittlesea-Yea Road would be a good site for retirement village.
- There is potential to provide additional car parking in Snodgrass Street.
- Median strip opposite RACV at Beaufort Manor could be used for parking.

## 5.2 Ewing Wynd Submission

Ewing Wynd is located on the west side of Melba Highway approximately 5 km from Yea township. The land is zoned Farming Zone and was subdivided into ten 20 hectare lots pursuant to the former Yea Planning Scheme. All lots in the subdivision are serviced with a sealed road and electricity.

The submission to the Structure Plan has requested a rezoning to Rural Living Zone, advancing the following arguments for the rezoning:

- There is strong demand for rural living in the Yea environs.
- The land comprises 20 hectare lots with sealed road, power and telecommunications and direct access to Melba Highway.

- The land is located 5 km from Yea, a similar distance to existing Rural Living areas to the north east and west of the township.
- Agricultural quality of the land has been identified as low or very low.
- A rural living rezoning would provide a greater supply of rural living lots and will relieve pressure for rural living rezoning of broadacre farming land elsewhere in environs of Yea.
- The land is located in a 'hidden valley' and cannot be viewed from the Melba Highway.
  - The land is attractive, undulating and suited to rural living.
  - Considerable revegetation could be achieved as part of an application to subdivide the land into smaller rural living lots.

## Consultant Response

### *Demand for rural living lots*

Data supplied by Council's planning department does not suggest that demand is strong for rural living in Yea. There has been an average of 7 lots created per year in the period 2010-14. The reliability of this demand figure could be tested, as there may be a demand for lots that are smaller in size than permitted in the schedule to the Rural Living Zone.

Choice in rural living location is a demand consideration. Current supply of rural living lots is really only available at one location to the north east of the township. While the Racecourse Road area is very suited to rural living, there are no lots currently available.

### *Supply of rural living lots*

There is substantial supply of rural living zoned land including the vast tracts of land on both sides of Racecourse Road which remain in large farming lots. Realistic supply should however be limited to available lots. There is an immediate supply of 46 'ready to go' rural living lots. Seven of these 46 lots are greater than 12 hectares in size with potential for further subdivision.

### *Agricultural quality*

The subject land comprises land that has been classified as low and very low agricultural quality (*Murrindindi Shire Land Capability Analysis and Environmental Values, 2002*). The land capability analysis is shire wide and therefore more general in nature. Council could require a detailed land capability assessment with the request and proposal for a rezoning. Alternatively, if Council considered there were sufficient reasons to justify the rezoning then a detailed land capability assessment would be required to support any future subdivision proposal, determining productive capacity and the ability of the land to retain and treat waste water on site.

### *Proximity to Yea township*

Rural living areas need to be planned and integrated with the township to ensure good access to urban services. Ewing Wynd is located approximately 5 km from the township. The existing Rural Living zoned area to the north east (Killingworth Road area) with an available lot supply is closer to the township. The rural living area in the Racecourse Road area is a lot closer however lots are not currently available. Ewing Wynd does have direct and good access to the town via Melba Highway.

### *Existing serviced subdivision*

The existing rural subdivision is serviced with a sealed road constructed to a good standard. Power and telecommunications are available to all lots in the subdivision. While Ewing Wynd is located further from the township than existing rural living areas, it does have convenient vehicle access via Melba Highway. Existing infrastructure and good road access to Yea are favourable aspects of the rezoning request.

Other considerations such as the land's hidden location and attractive landscape are not critical to an assessment of the suitability of the subject land for rural living. Environmental gain should be a prerequisite of any rural living rezoning. Revegetation and rehabilitation of the creek and environs would enhance the environmental and biodiversity values.

Prior to any rezoning of Ewing Wynd to Rural Living, a detailed assessment is required of demand and supply of rural living lots in Yea environs, agricultural quality of the land, relative proximity to urban services and consistency with state and local planning policies and relevant Planning Practice Notes 42 and 37. A final response to the rezoning request will be developed through the process of preparing the Yea Structure Plan.