

Longwarry Structure (Framework) Plan

Background Report

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A. Context

A1. INTRODUCTION

Baw Baw Shire Council has engaged Echelon Planning, Charter Keck Cramer, Transport and Traffic Solutions, and Taylor Miller to prepare the Longwarry Structure Plan.

Context

The project will result in the preparation of a Structure Plan for Longwarry that will provide a long-term land use and development planning framework and direction for the township.

The project will consider the capability of land and existing infrastructure to accommodate growth, with particular attention paid to drainage, servicing and flooding considerations. The project will investigate the quantity of land required for growth identified in the demographic and economic analysis and provide recommendations for any necessary rezoning of land.

The project will also consider how existing issues to the town can be addressed. An example of this is the segregation caused by the rail line and lack of pedestrian crossings result in a fragmented town centre.

This Background Report presents the research and analysis undertaken to provide the context for future Council actions in the development of Longwarry. It will be used as the basis for the Longwarry Structure Plan.

Once the Longwarry Structure Plan is finalised, the Structure Plan will be used as a basis for making changes to the Baw Baw Planning Scheme.

Community and Stakeholder Consultation

Community stakeholder engagement commencing early and continuing throughout the project is a critical success factor for the Structure Plan.

Two drop-in sessions were held in the Longwarry Town Hall on the evening of Thursday the 8th of April and the morning of Saturday the 10th of April 2021. These sessions were the first phase of the consultation, where many engaged community members discussed their thoughts and aspirations for their township.

A second phase of consultation will occur when the draft Structure Plan is prepared. Drop-in sessions will also be held so that the community will have the opportunity to provide their comments and have their questions about the draft Longwarry Structure Plan answered by Echelon Planning and Baw Baw Shire Council.

A2. TIMELINE

The project is being prepared in five stages:

- Stage 1: Inception
- Stage 2: Stakeholder Engagement
- Stage 3: Background Research
- Stage 4: Draft Structure Plan
- Stage 5: Final Structure Plan and Planning Scheme Tools

Once this document, the Background Report, is made public the project will have completed the first three stages.

The project timeline at Figure 1 outlines the project tasks, consultation and project outputs.

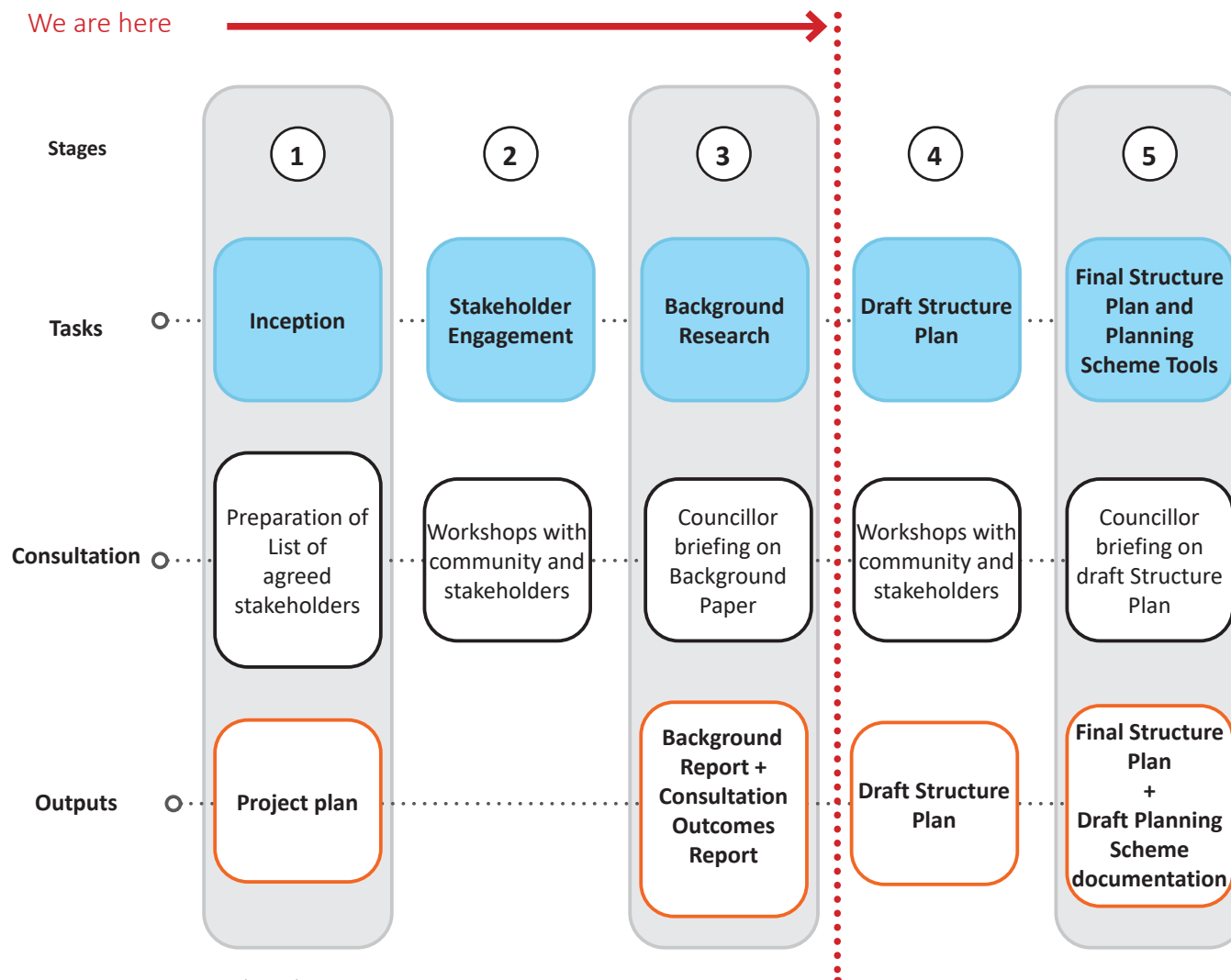


Figure 1. Project timeline showing current position

A3. BAW BAW AND LONGWARRY CONTEXT

Baw Baw Shire Council is a regional council located on the western edge of the Gippsland region covering just over 4,000 square kilometres. The northern portion of the municipal area is forested and forms part of the Great Diving Range while the southern area is bounded by the Strzelecki Ranges. With a municipal population of over 50,000¹, Baw Baw offers a mix of rural and urban living set within a varying landscape.

Longwarry is positioned on the western edge of the Baw Baw municipal area, with Drouin 8km and Warragul 15km to the east of the township, both of which provide regional level services and employment opportunities. Dandenong is located 50km to the west of Longwarry while the Melbourne CBD is 80km west of the township.

Located east of the Bunyip river and in proximity to the broader Koo Wee Rup swampland, the township is characterised by broad and flat open spaces. Longwarry is a small residential town with a limited range of commercial and retail facilities which service the township and surrounding areas. Longwarry fulfils a broader role for industrial purposes, serving surrounding agricultural businesses out of the industrial areas located in the east of the township.

The population of Longwarry at around 2,500 people, having increased by approximately 5.4% per annum over the past decade².

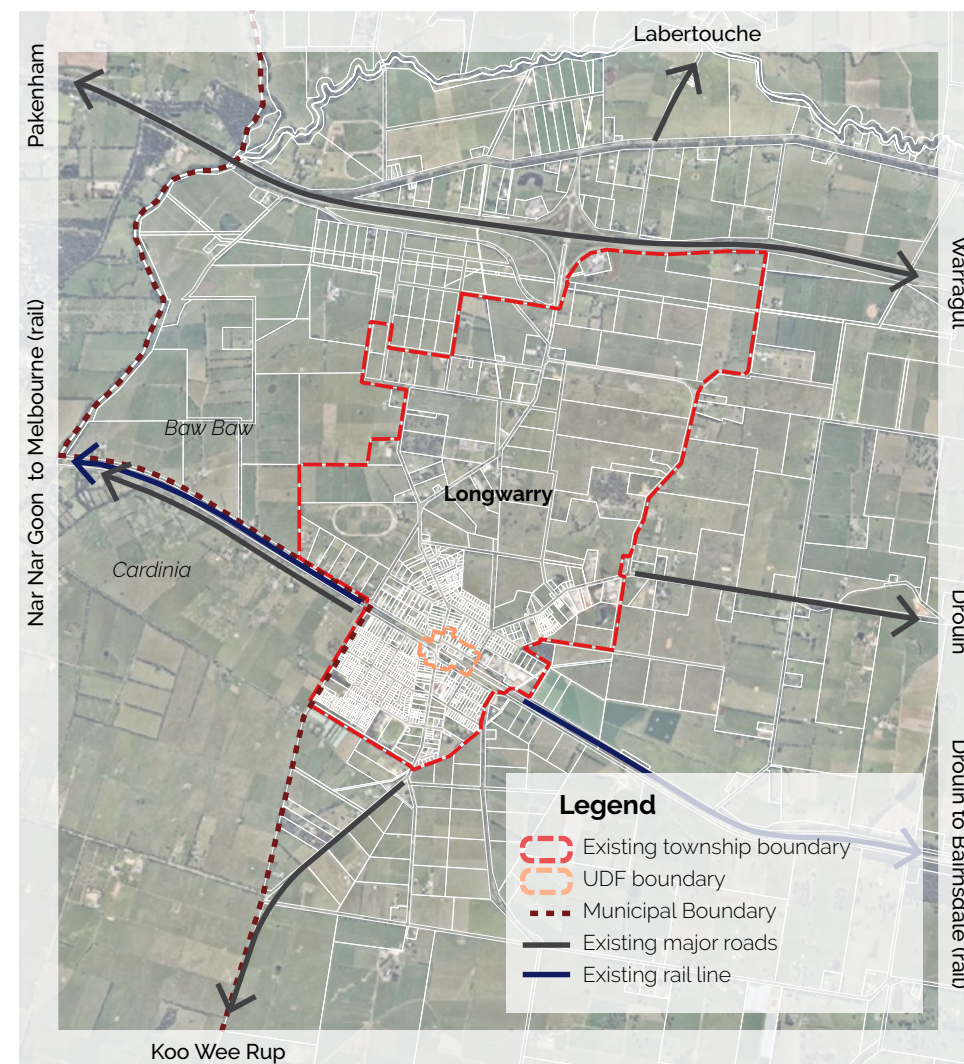


Figure 2. Longwarry Context, with current Township Boundary from Clause 21.04 shown

1 id Forecasts 2020

2 ibid

A4. POLICY CONTEXT

This section provides a summary of the State, regional and local policies that are relevant to the future growth of Longwarry. The directions, objectives and strategies from these establish the planning framework for Longwarry, and the Structure Plan will need to build on and give effect to these.

State policy

The key Planning Policy strategies relevant to Longwarry are outlined below. An overview of all the objectives and strategies of relevant Planning Policies for Longwarry are included in Appendix 1.

Clause 11 - Settlement

Clause 11.01-1R Settlement- Gippsland

Strategies:

- *Ensure that sufficient land is available to meet forecast demand.*
- *Plan to accommodate projected population growth over at least a 15 year period and provide clear direction on locations where growth should occur. Residential land supply will be considered on a municipal basis, rather than a town-by-town basis.*
- *Restrict rural residential development that would compromise future development at higher densities.*

Clause 13 - Environmental Risks and Amenity

Clause 13.03-1S Floodplain management

Strategies:

- *Identify land affected by flooding, including land inundated by the 1 in 100 year flood event or as determined by the floodplain management authority in planning schemes.*
- *Avoid intensifying the impact of flooding through inappropriately located use and development.*

Clause 13.07-1S Land use compatibility

Strategies:

- *Ensure that use or development of land is compatible with adjoining and nearby land uses.*
- *Avoid locating incompatible uses in areas that may be impacted by adverse off-site impacts from commercial, industrial and other uses.*

Regional Policy

Gippsland Regional Plan 2020-2025

The Gippsland Regional Plan outlines the long-term strategic vision for Gippsland in 2040 and identifies 5 year priority actions. The plan aims to reduce green house gas emissions 75% below 2005 levels by 2040, increase Gross Regional Product by 2.5% per annum and deliver a substantial increase in regional population.

Actions relevant and beneficial to Longwarry include faster Gippsland rail services, advocating for a third Victorian international airport and improving digital inclusion throughout the Gippsland region.

Gippsland Regional Growth Plan 2014

The Regional Growth Plan provides broad direction for land use and development for key regional cities and

centres in the Gippsland Region of Victoria, including Baw Baw Shire.

It identifies a settlement framework for all major towns in the region and directions for managing growth based on the role and type of each town and the anticipated capacity of the town to support growth. This includes allowing for an appropriate supply of residential, commercial and industrial land at a local, municipal and regional level, balanced with consideration of the features of rural land and natural resources around each settlement that should be preserved and protected.

While Longwarry will benefit through the investment in Warragul / Drouin as a Regional centre, as Longwarry is not a major town, the Regional Growth Plan (RGP) does not provide specific directions for its growth. The RGP outlines a future direction for the areas surrounding Longwarry to 'protect key agricultural and forestry land and support food production for domestic and export markets'.

Local

Baw Baw Settlement Management Plan 2013 (SMP)

The Baw Baw Settlement Management Plan (SMP) provides strategic direction on where future growth is to be accommodated within the municipality over a 15 to 25 year horizon. The desired future settlement patterns are as follows:

- Directing development into the existing settlements within current urban boundaries as far

as possible.

- Concentrating development in the large and medium towns along the Princes Freeway/railway corridor to take advantage of the transport connections.
- Emphasising major growth in Warragul and Drouin to optimise access to existing physical and social infrastructure, commercial and community facilities as well as available land supply.
- Restriction of growth in smaller settlements where there is limited sewerage infrastructure and/or heightened environmental risk to population, such as fire, flooding or declared water catchments.
- Definition of locations where rural housing outside towns could be supported provided there is minimal disruption to rural land uses.

The SMP identifies a range of adverse outcomes when residential growth is not appropriately planned. Some points that need to be considered for Longwarry include:

- Avoiding development that is focused purely on housing with little or no planning for employment nodes, community facilities or other services.
- Avoiding growth occurring in hazardous areas, thus exposing larger populations to high risks of fire or flood.
- Avoiding increased greenhouse gas emissions and a growing carbon footprint brought about by increasing dependency on vehicle travel.

Specifically for Longwarry, the SMP encourages industrial development within the township to generate

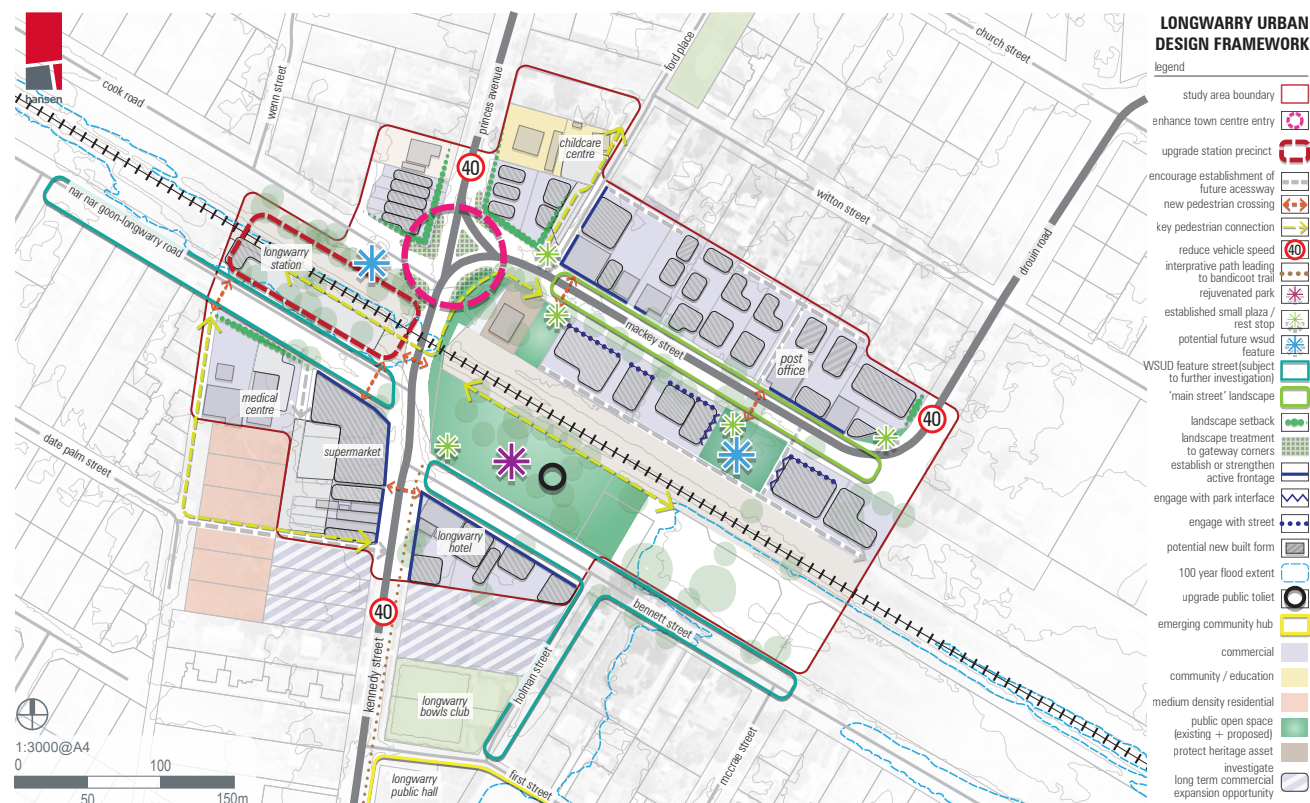


Figure 3. Longwarry Urban Design Framework

local employment and avoid the township exclusively developing as a commuter town (due to its proximity to metropolitan Melbourne and other main towns). The SMP identifies potential limits to the expansion of the town to the north due to the fragmented land ownership. Instead of growing Longwarry beyond the then existing settlement

boundary, the SMP recommended directing residential growth to less constrained settlements such as Drouin.

Growth rates for Longwarry in the SMP were estimated at between 1.6 to 2.3% per annum. This is significantly lower than the growth rate experienced in the town since 2011.

The SMP was referenced into the Baw Baw Planning Scheme as part of Amendment C104. This Amendment included the rezoning of land at 45 Corduroy Road from Farming Zone to Rural Living Zone Schedule 1.

Baw Baw Shire Council Plan 2017-2021

The Baw Baw Shire Council Plan 2017-2021 recognises Longwarry as one of the more moderate towns located on the Princes Highway. The Council Plan identifies the need to separate the heavy traffic from local traffic and drainage and ground water issues in Longwarry. The Plan anticipates "...rezoning of key sites in Longwarry and Drouin" (for economic development).

Further, the Baw Baw Shire Council Plan 2017-2021 supports the growth of local business and industry as a means of providing local employment. This Structure Plan will investigate and provide strategies to enhance local economy and employment in Longwarry.

Longwarry Urban Design Framework, 2019

The Longwarry Urban Design Framework (UDF) provides recommendations that seek to manage development within the private realm and provides direction on public realm projects within the town centre. The UDF identifies five key sites for the town centre with associated works that are envisioned to be of critical importance to realising the UDF's vision. The key sites and corresponding infrastructure upgrades are as follows:

- Key site 1: station precinct- Stage 1 improved pedestrian spaces and landscaping along with an

upgraded station building in Stage 2.

- Key site 2: mackey street strengthening- public realm improvements comprising street tree plantings, surface treatments and development of a wetland area.
- Key site 3: longwarry memorial park- development of a seating and information node acting as a stopping point for tourists and the potential start point for a 'bandicoot trail'.
- Key site 4: water sensitive streetscapes - introducing Water Sensitive Urban Design elements on key streets to act as 'best practice' examples and how to manage localised flooding for future street upgrades in Longwarry.
- Key site 5: town entry- resolution of Princes Avenue and Longwarry- Koo Wee Rup Road / Drouin Road with a Landscape masterplan to be prepared to improve the layout and appearance of the main town entry point.

The UDF was adopted by Council in April 2019 and a corresponding Design and Development Overlay Schedule 11 (gazetted in January 2021 via amendment C131) has been applied to the UDF area to require proposals to implement the Design Guidelines of the UDF.

Baw Baw Rural Land Use Review, 2019

This review provides a framework for the subdivision of rural land within Baw Baw Shire that facilitates investment whilst not unreasonably impacting upon agricultural activities.

The review includes numerous objectives / policy approaches to provide a more lenient approach to the development of dwellings on existing lots between Longwarry and the Tarago River given the current subdivision pattern, dwelling density and land quality.

Specifically, the review calls for planning controls to support housing on existing lots (under 4ha) where an associated agricultural use of the land can be demonstrated.

The review does not support residential development on land south of the rail line in Longwarry.

The Review is yet to be formally adopted by Council.

Baw Baw Planning scheme

Planning Policy Framework (PPF)

The purpose of State policy in planning schemes is to inform planning authorities and responsible authorities of those aspects of State planning policy which they are to consider and give effect to in planning and administering their respective areas. The Planning Policy Framework provides a context for spatial planning and decision making by planning and responsible authorities.

An overview of the objectives of relevant Planning Policies for Longwarry, and the Region more generally, are included in Appendix 1. The relevant purposes of the PPF are included as quotes at the start of each analysis section of this report.

Local Planning Policy Framework (LPPF)

The following Local Planning Policies are relevant to Longwarry:

Clause 21.04

Clause 21.04 Main towns provides a vision and overview of how planning and development will be co-ordinated for the six main towns of Baw Baw. The co-ordination is based on the Settlement Management Plan (SMP) prepared by Council in 2013 (and outlined earlier in this report).

With respect of Longwarry (21.04-7) the following strategies are provided for the main land uses:

Residential

- Encourage development on underutilised

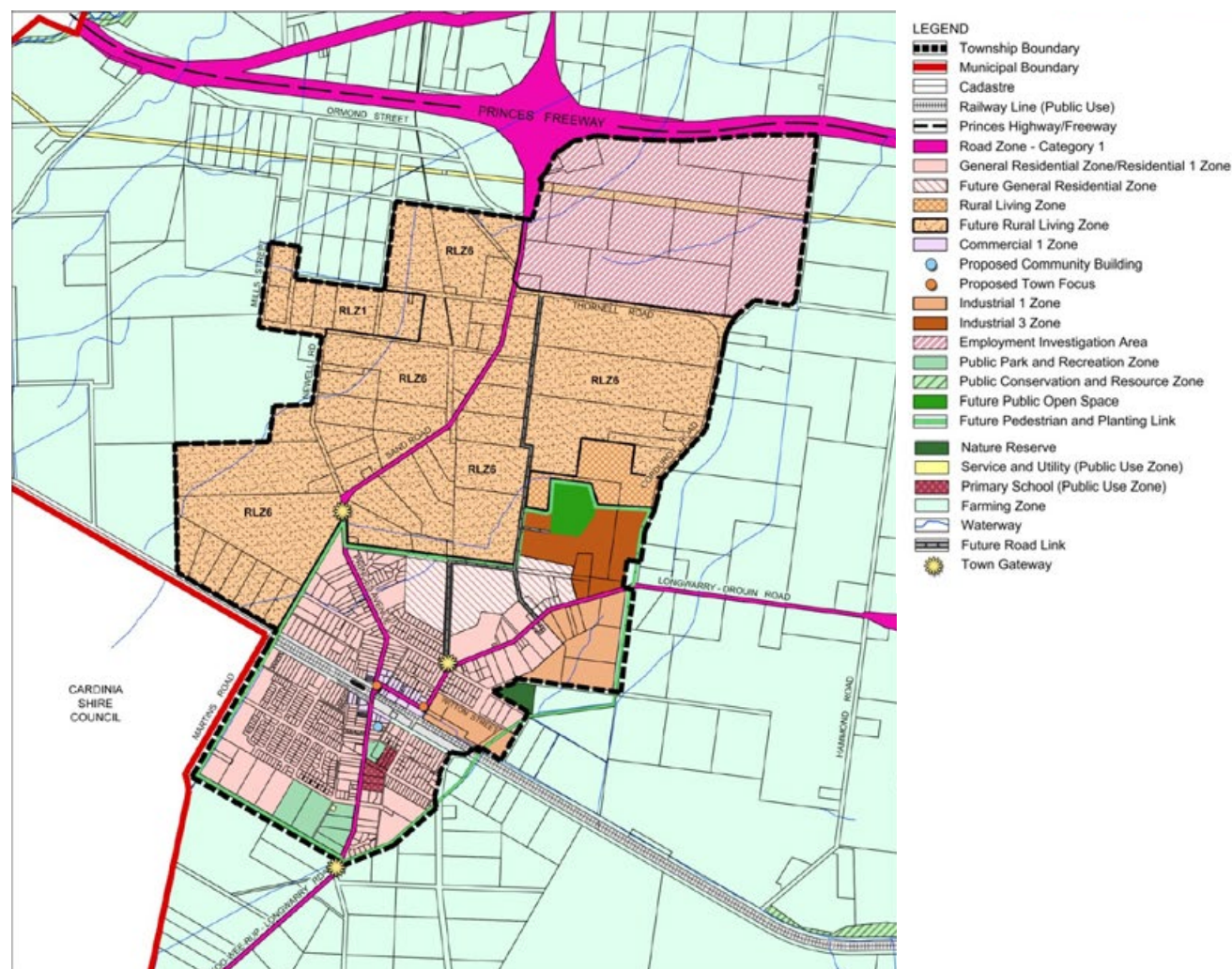


Figure 4. Longwarry Structure Plan, Clause 21.04 of the Baw Baw Planning Scheme

residential land, which has access to reticulated sewerage and community facilities.

Commercial

- *Improve the relationship between the retail centres on either side of the railway line through the development of a town centre urban design framework*

Industrial

- *Investigate a future employment area further north adjoining the Freeway for a logistics precinct servicing the Shire and region. Any value adding businesses that provide an attractive gateway to the Shire, with limited amenity impacts to adjoining residents, could also be considered. A key consideration for this area will be on-site water retention and drainage and Melbourne Water comments on any downstream impacts. Given the existing shared gas and water easement traversing this area, early engagement of authorities is required.*
- *Investigate a northern road connection to service future residents and limit heavy vehicles moving through the town centre. This could be partially funded by developers of the proposed future Rural Living area where the road would service future residents.*
- *Consider an opportunity to connect this road to the existing undeveloped industrial subdivision to the east (IN3Z). Negotiation with the landowner is required to facilitate this link that would allow convenient truck access from the development to the Freeway, bypassing the town centre.*

the expansion of the township boundary as follows:

Longwarry has sufficient land supply to meet the projected demand to 2036. Further expansion of the township boundary is not favoured due to existing flooding constraints and downstream impacts.

As shown in Figure 4, the Longwarry Structure Plan indicates a Township Boundary far larger than the current urban zoned land, along with substantial areas designated 'Future Rural Living Zone' and an 'Employment Investigation area'. As described in section A5 of this report, a proposal is currently being prepared by a group of landowners to rezone and develop the 'Employment Investigation area' for a range of uses.

Clause 21.04 includes the Longwarry Outline Development Plan (ODP) prepared by Henshall Hansen & Associates prepared in 1994 as a Reference Document.

Clause 21.04-7 also provides comment on land supply and

A5. PLANNED AND PROPOSED PROJECTS AND STUDIES

Gippsland Line Upgrade - Rail Projects Victoria

As part of works associated with the Gippsland Line Upgrades, Longwarry Station will be upgraded with an additional station platform to the north along with the duplication of the railway between Longwarry and Bunyip. This duplication will be to the north of the existing railway alignment, but it is understood that the duplication and construction works will be contained within existing VicTrack land.

The construction works are scheduled to be complete by late 2022.

Planning for Melbourne's Green Wedges and Agricultural Land

Building off actions of Plan Melbourne 2017-2050, the Planning for Melbourne's Green Wedges and Agricultural Land project seeks to permanently protect Melbourne's green wedges and surrounding agricultural areas against over-development through tightened statutory planning controls.

The study area for the project is land within a 100km radius from central Melbourne, capturing the western areas of Baw Baw Shire including Longwarry, which is located in the 'South' study area. Specifically, the project defines the urban areas of Longwarry based on existing urban zoning and Farming Zone land as 'Principal Agricultural Zones'.

The project is aiming to achieve the following changes to the Victorian Planning Schemes:

- *Strengthen legislative and policy frameworks to provide clear strategic direction.*
- *Support agricultural land use by strengthening rural zones and overlays.*
- *Manage green wedge and peri-urban land through more consistent and coherent land use decision-making.*
- *Improving design and development in green wedges to respond to the surrounding landscape.*

The results of the second phase of public consultation on the project are expected to be released in mid-2021 with the final implementation following in late 2021-early 2022.

West Gippsland saleyards

The West Gippsland saleyard proposal was submitted to Baw Baw Council in January 2020 for use of land for a saleyard with an annual throughput of 132,000 animal units at 85 Thornell Road, Longwarry.

Council officers prepared a report reaching a position to recommend that a permit not be granted. In April 2020, Council resolved to defer a decision on the application until 30 September 2020 to give time for the EPA to undertake required investigations.

Subsequently, in October 2020 the saleyards were issued a Notice of Decision (NOD) by Baw Baw Shire Council to grant a permit. The conditions of NOD have since been appealed at VCAT with a hearing scheduled throughout August 2021.

'Longwarry triangle'

Bounded by McHugh, Old Drouin and Koo Wee Rup-Longwarry Roads are 11 parcels of land zoned Farming Zone (Schedule 1) that range in area from approximately 1 to 8 hectares.

The schedule to the Farming Zone specifies that the a permit must be sought for a dwelling on parcels under 40 hectares in area¹. Currently 3 out of the 11 parcels are developed with dwellings.

For one of the 11 parcels without a dwelling, a Notice of Decision to approve a permit for use and development of a dwelling in association with the use of horse husbandry at 42 McHugh Road was scheduled to be heard at VCAT in early May 2021 [case reference P1260/2020]. The application for review has subsequently been removed and a permit can be issued by Council for the proposal.

From consultation that occurred in March 2021, it is understood that most of the landowners who currently do not have a dwelling on their respective parcel wish to develop their land for a range of purposes.

Longwarry Employment Precinct

A proposal for the rezoning of the 'Employment Investigation Area' outlined in Clause 21.04-7 of the Baw Baw Planning Scheme is currently being prepared by a group of landowners. The proposal will seek to rezone up to 100ha of land for industrial purposes. The timing for the lodgement of the rezoning with Council is currently unknown.

¹ Some exemptions do exist, but are not applicable to the 'triangle land'

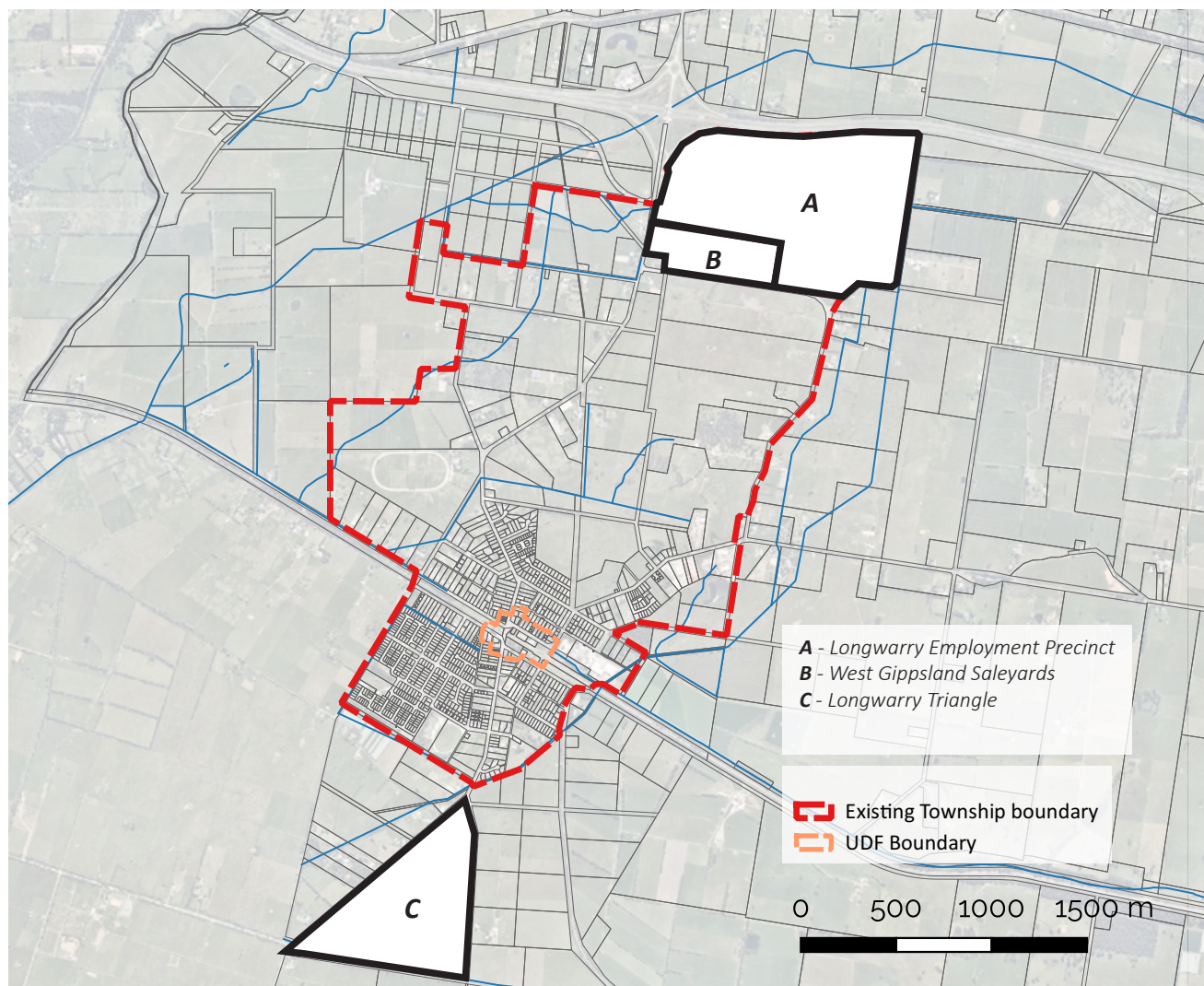


Figure 5. Planned and proposed project locations

B. Analysis

B1. DEMOGRAPHICS, POPULATION GROWTH AND HOUSING

State planning policy directs that planning provides for housing diversity, affordability. It should also ensure the efficient provision of supporting infrastructure including access to services, walkability to activity centres, public transport, schools and open space.¹

Demographic Profile

Population

The estimated 2021 population of Longwarry is 2,911 people. The Drouin SA2 (Statistical Area Level 2), which includes Longwarry, has averaged population growth of 4.3% per annum from 2011 to 2021.

Compared to the overall Baw Baw Shire and Drouin, Warragul and Trafalgar, Longwarry has a higher proportion of babies and preschoolers (0-4 years) and young children (5-14 years) and a lower proportion of seniors (65-84 years) and elderly (85+ years) recorded in the 2016 Census.

The most prevalent household type in Longwarry at this census was couples with children (31%). Longwarry has more couples with children and one parent family households compared to Drouin, Warragul and Trafalgar. This suggests that younger, emerging families and single parents are living in Longwarry, most likely because they are seeking out both more affordable housing as well as employment opportunities.

Analysis of the population moving to Longwarry from Metropolitan Melbourne and regional Victoria indicates

that the movement of people is highest in the young workers (25-34 years) and young children (5-14 years) categories. Further analysis of movers from Melbourne illustrates that a majority have come from the south-east of Melbourne, where it is likely that they have been priced out of the south-east greenfield markets.

Incomes and Workforce

The 2016 personal incomes of the residents who live in Longwarry are lower than those who live in Drouin, Warragul and Trafalgar. This means that more affordable housing options will be attractive to lower income households.

However, the personal incomes of the workers in Longwarry (which includes people that live elsewhere) are higher than in Drouin and Trafalgar, suggesting that jobs in Longwarry are better paying than these other locations.

The industries of employment with the greatest proportion of residents who live in Longwarry are in Retail, Accommodation, Food, Arts and Recreation (17.3%) and then Construction (14.9%). Residents in Longwarry are typically blue-collar workers. This is different from the larger towns such as Drouin or Warragul, which have higher proportions of white-collar industries.

The industries of employment with the greatest proportion of workers who work in Longwarry are in Education & Training (22.7%) and Primary Industry (23.8%). This is due to the reliance on the local primary industries in Longwarry.

Longwarry has a much higher level of residents who live in Longwarry and work in Greater Melbourne (52% in 2016) compared to Drouin (30%), Warragul (15%) and Trafalgar (6%), and to Baw Baw as a whole (20%). This is reflective of Longwarry's location and the movement of households that have been priced out of south-east Melbourne areas.

However, the job containment rate in Longwarry is high. Job containment is defined as the total number of jobs to the total number of workers in a defined area. The higher this ratio the greater the levels of employment self-sufficiency in an area. This flows through into the fundamentals to support the local housing market and future growth of the location.

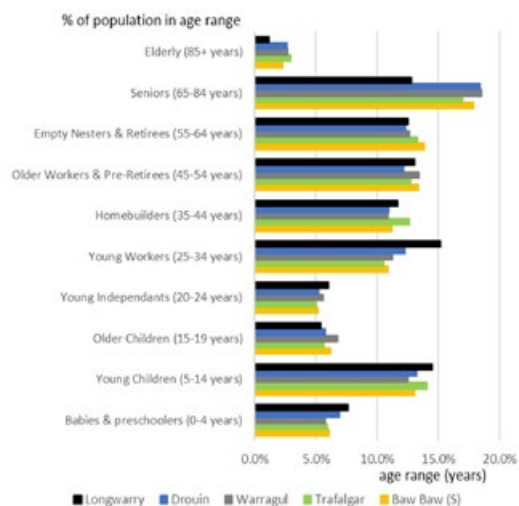
Longwarry has a job containment rate of 128% which is higher than Drouin (44%), Warragul (125%) and Trafalgar (93%).

Future population growth

Longwarry's future population growth will be influenced by trends across Baw Baw Shire, as well as metropolitan Melbourne. These factors include:

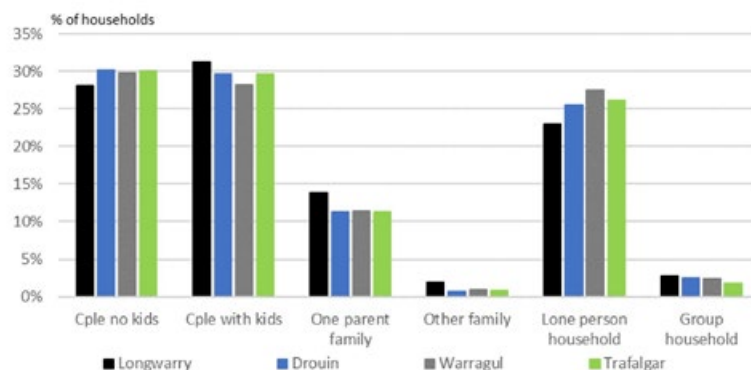
- In the short term, the dramatic fall in net overseas migration due to COVID-19 is expected to have less impact in Longwarry where only 19% of the population is born overseas compared to 36% for metropolitan Melbourne. The relatively diverse employment base in Longwarry should also help support the local economy during this time.
- In the longer term, structurally lower population

¹ Clause 11 of the Baw Baw Planning Scheme



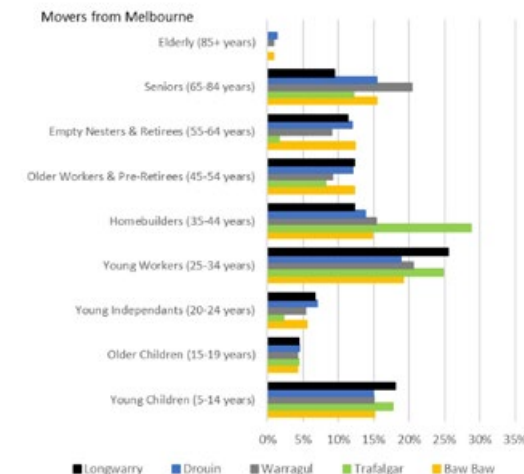
Source: ABS (2016), Charter Keck Cramer

Figure 6. Forecast Population growth of key areas in Baw Baw



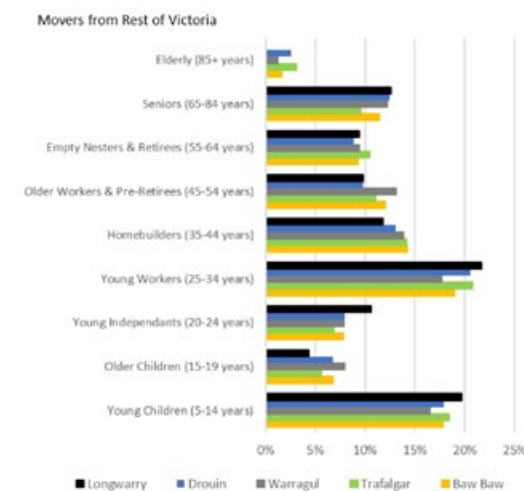
Source: ABS (2016), Charter Keck Cramer

Figure 7. Household profile, Longwarry and selected regions



Source: ABS (2011 and 2016), Charter Keck Cramer

Figure 8. Age profile of movers (2011-2016), Longwarry and selected regions



Source: ABS (2011 and 2016), Charter Keck Cramer

Figure 9. Age profile of movers (2011-2016), Longwarry and selected regions

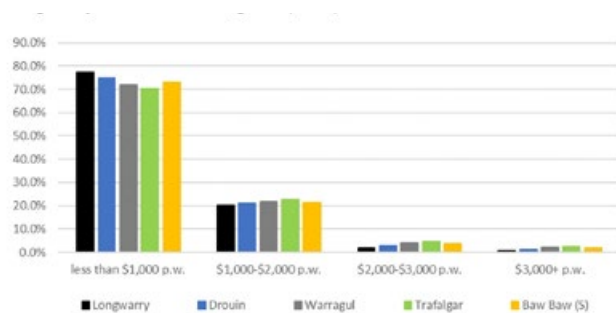
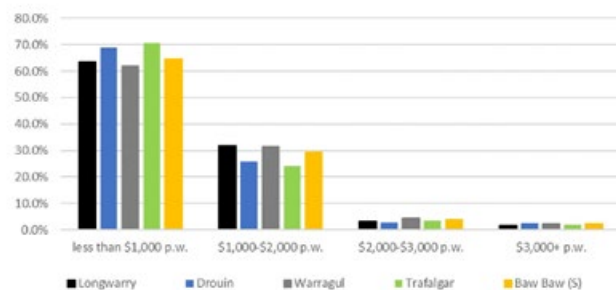
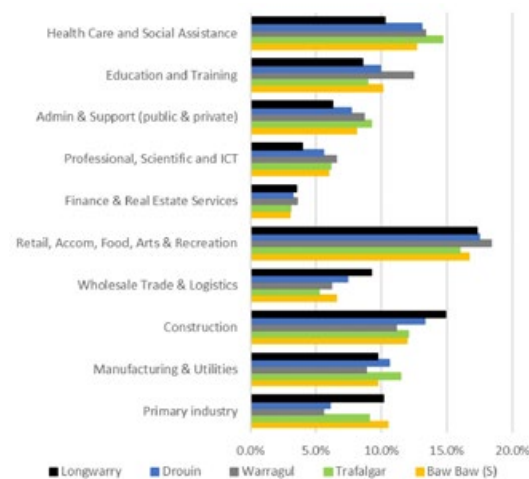


Figure 10. Personal incomes of residents, % of employment population, Longwarry and selected regions (2016)



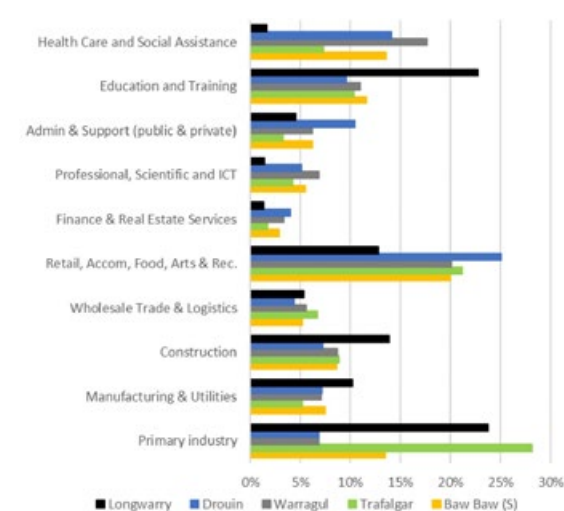
Source: ABS (2016), Charter Keck Cramer

Figure 11. Personal incomes of workers, % of employment population, Longwarry and selected regions (2016)



Source: ABS (2016), Charter Keck Cramer

Figure 12. Industry Sector employed, % of population, Longwarry and selected regions



Source: ABS (2016), Charter Keck Cramer

Figure 13. Industry Sector employed, % of population, Longwarry and selected regions

growth may persist due to net overseas migration flows remaining below the high levels that have been achieved over the last decade or so. A reduced level of confidence in the security of employment may result in home purchasers looking to take on less debt and therefore seek more affordable locations to live in.

- The increase in working from home has made employers and employees aware that remote working can work while remaining productive. This may encourage more people to live in peri-urban locations such as Longwarry, where people can work from home full time or part time during the week while still commuting to work on some days.
- The health issues of living within denser city locations have been highlighted and this may result in more people looking to live in less dense peri-urban towns that still offer access to the services of major metropolitan cities

Land sales over 2007 to 2021 have averaged around 20 lots per annum in Longwarry, although have peaked as high as 63 lots in 2017/18, suggesting latent demand. Charter Keck Cramer prepared three population-based scenarios as follows:

- Low: Annual take up of 20 lots/dwellings per annum in line with the long term (constrained) average. This would result in a population of 4,311 residents by 2041 (1,540 additional residents 2019-2041, average 2.0% annual growth).
- Medium: Annual take up of 30 lots/dwellings per annum expected to be sustainable over the long

Year	Low Scenario		Medium Scenario		High Scenario	
	Pop.	incr.	Pop.	incr.	Pop.	incr.
2016	2,545		2,545		2,545	
2019est*	2,771	226	2,771	226	2,771	226
Forecast						
2021	2,911	140	2,981	210	2,981	210
2026	3,261	350	3,506	525	3,506	525
2031	3,611	350	4,031	525	4,206	700
2036	3,961	350	4,556	525	4,906	700
2041	4,311	350	5,081	525	5,606	700
Long Term						
Total growth (2019-41)		1,540		2,310		2,835
Average % growth		2.0%		2.8%		3.3%

Source: Charter Keck Cramer

* estimate at 2019 based on 2016 base and Baw Baw population increments

Figure 14. Forecast Population growth of key areas in Baw Baw

term in an unconstrained environment. This would result in a population of 5,081 residents by 2041 (2,310 additional residents 2019-2041, average 2.8% annual growth).

- High: Annual take up of 30 lots/dwellings per annum over 2021 to 2026 and then 40 lots/dwellings per annum, which allows for the evolution of the Town Centre and addition of employment land that is expected to add to demand. This would result in a population of 5,606 residents by 2041 (2,835 additional residents 2019-2041, average 3.3% annual growth).

Based on an existing capacity of 134 zoned lots, to

ensure that adequate supply is provided to accommodate forecast growth, the following additional lots will need to be made available:

- 616 lots that can potentially be developed by 2041 in the low scenario.
- 766 lots that can potentially be developed by 2041 in the medium scenario.
- 1,016 lots that can potentially be developed by 2041 in the high scenario.

For the medium growth scenario, assuming an average density of 8.5 dwellings per hectare from the 2013 Settlement Management Plan, there is a projected requirement for 90ha of developable residential land.

The following issues and opportunities will be explored further in this project:

- Investigate demand for different housing types and respond to findings by identifying investigations sites for a range of dwelling densities.
- Assess any potential investigation sites against criteria to ensure they are sustainable by providing walkable access to services, shops, public transport, schools and open spaces.
- Address projected demographic changes of increased elderly in the community by planning for a range of age suitable living options.

As Longwarry has elements of rural character and an existing mix of urban residential development and rural living options, any proposed development should explore in greater detail a range of dwelling types at different densities.

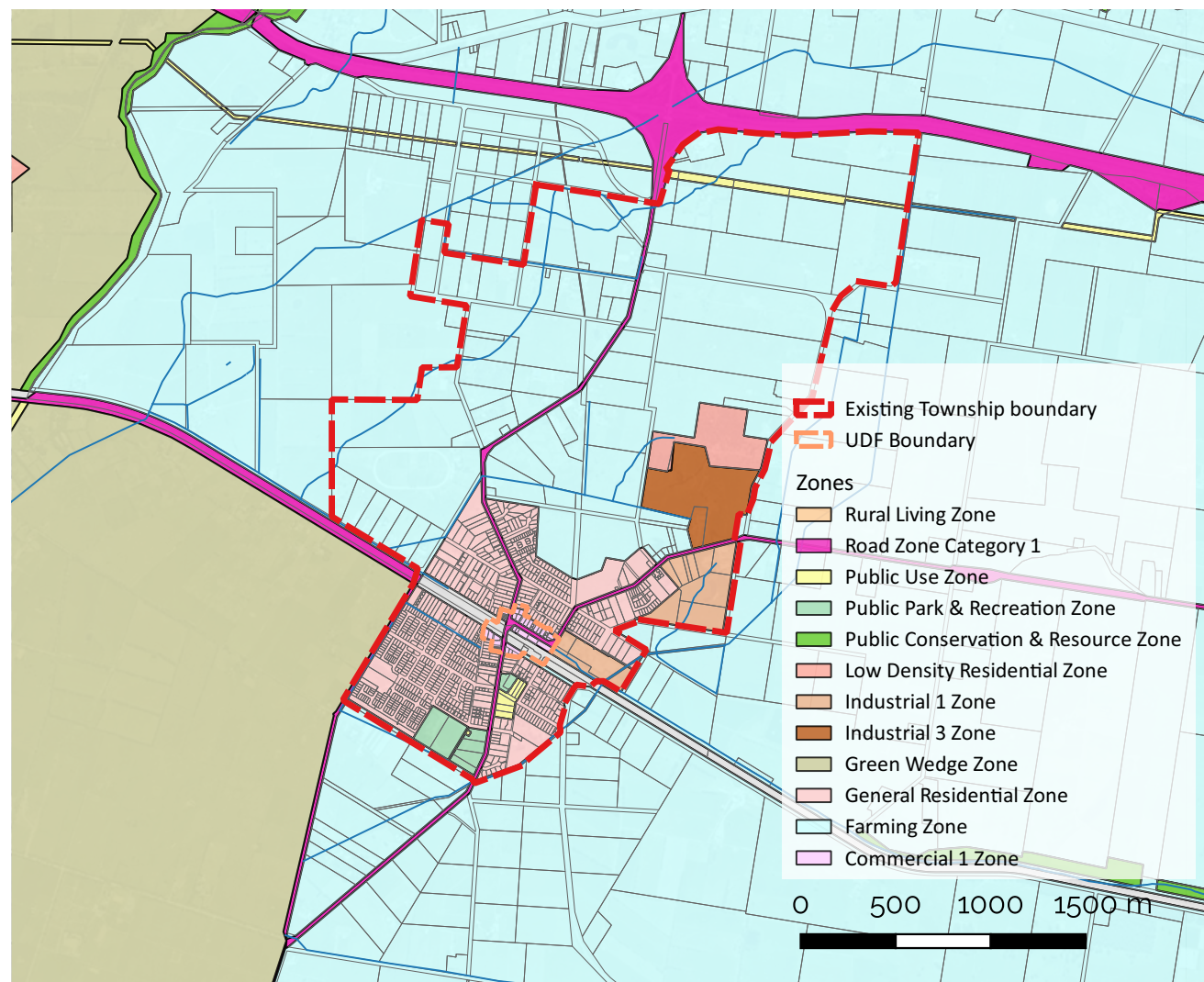


Figure 15. Existing Zoning of Longwarry

B2. EMPLOYMENT LAND USES AND DEMAND

State planning policy directs that planning foster economic growth by providing land, facilitating decisions and resolving land use conflicts, so that each region may build on its strengths and achieve its economic potential¹.

Retail and commercial land

The existing mix of businesses and services with the Longwarry town centre, reflects the current size and demographic profile of the resident population.

Retail

With the town centre fragmented by the railway line, there are two distinct commercial areas totalling 3.5ha in area. Of this, 39% of the town centre land area is unoccupied. In terms of floorspace, there are 35 properties totally 3,433 sqm of retail (2,315sqm) and commercial (623sqm) floorspace, 15% of which is vacant.

North of the railway line both sides of Mackey Street are zoned Commercial 1, together with a vacant development site immediately west of Princes Avenue. The southern side of Mackey Street is predominantly vacant land while the building form along the northern side is a mix of commercial premises and residential dwellings. Key businesses located in Mackey Street include a post office, café, beauty salon and speech therapist.

South of the railway line are a small Friendly Grocer supermarket, bakery, butcher, real estate agent and the Longwarry Hotel fronting Koo Wee Rup – Longwarry Road.

While the mix of businesses within the Longwarry town centre meet some of the day-to-day needs of local residents, most residents travel east to Drouin (or in some instances west to Bunyip) for the majority of their shopping and business needs.

Supermarket

Longwarry currently offers a small independent supermarket with an estimated floor area of around 260 sqm which would cater for the daily convenience shopping needs of local residents. This store would however be unable to cater for local households' weekly food and grocery shopping needs.

The average provision of supermarkets throughout Regional Victoria is 22.0 supermarkets per 100,000 people, in indicating 1 regional Victorian supermarket serves an average population of approximately

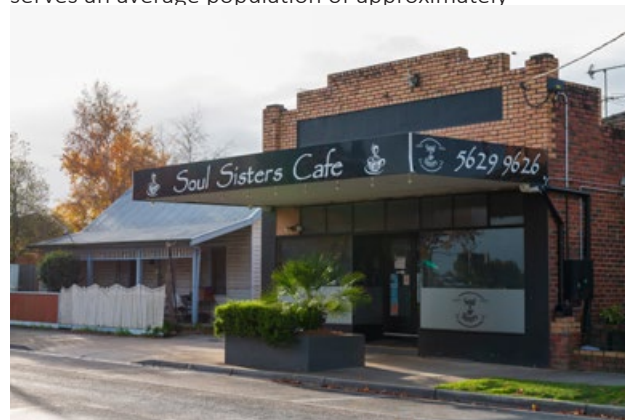


Image 1. Retail, north of the railway on Mackey Street

	2021	2026	2031	2036	2041
Population	2,981	3,506	4,031	4,556	5,081
No. Supermarkets - existing	1	1	1	1	1
No. Supermarkets - proposed	0	0	0	0	0
No. Supermarkets - total	1	1	1	1	1
Supermarkets per 100,000 people	33.5	28.5	24.8	21.9	19.7

Source: Charter Keck Cramer

Figure 16. Provision Ratio of Supermarkets

4,500 people. With one small supermarket currently operating within Longwarry, the current provision is 33.5 supermarkets per 100,000 people. However, using the medium population growth scenario outlined in the previous section, this provision ratio is estimated to change to approximately 21.9 supermarkets per 100,000 people in approximately 2036 when the 4,500 population threshold is reached. At this time an expansion of the existing Longwarry supermarket or an additional small supermarket/convenience store may become an attractive proposition from a market perspective.

Specialty Retail

A range of speciality retail uses may be required in response to population growth, including (but not limited to) pre-packaged liquor store, bakery, chemist, hairdresser, and others. This would require approximately 3,500-3,700 sqm of floorspace.

¹ Clause 17 of the Baw Baw Planning Scheme.

Commercial

A small number of existing dwellings in Mackey Street offer the flexibility to be used for a range of health, community and office uses as typically occurs in both metropolitan and regional locations.

Demand for commercial and non-retail floorspace is estimated to increase from approximately 600 sq.m in 2021 to approximately 1,050 sq.m in 2041, representing an increase of approximately 450 sq.m during that period.

Industrial land supply

Longwarry has 39.6ha of industrial land, 39% (15.3ha) of which is currently being utilised. This leaves 24.3ha available for future development.

Industrial land within Longwarry is spread across three precincts in the east of the township.

Industrial land demand

Analysis of all industrial zoned land in and around Longwarry during the 2013 – 2021 period indicates a total of 6,112 sqm (0.6 hectares) of industrial land has been consumed (following the construction of an office/warehouse at 62 Longwarry-Drouin Road), indicating a consumption rate of approximately 0.08 hectares per year in Longwarry during this period.

In light of these historical consumption rates, and in conjunction with broader macro trends indicating a strong demand for industrial land throughout the metropolitan Melbourne and regional Victorian area, an average long-term annual rate of employment land consumption of

	Key Metric
Available Supply of Vacant Industrial Land (2013-2021 period)	24.9
Total Industrial Land Consumed (ha)	0.6
Available Supply of Vacant Industrial Land (2021)	24.3
No. periods (2013-2021)	8
Estimated Consumption Rate (2013-2021: ha, p.a.)	0.08

Source: Charter Keck Cramer

Figure 17. Longwarry - Consumption of Industrial Land

approximately 0.2 hectares to 0.5 hectares per year is estimated in Longwarry for future years.

Based on these consumption rates, the estimated exhaustion of industrial land in and around Longwarry is shown in Figure 17.

Taking into consideration the currently identified future supply of approximately 24.3 hectares of industrial zoned land, and allowing for the upper consumption rate of 0.5 hectares per year, the Longwarry township has at least a 49-year supply of employment land (should the land be consumed at the lower consumption rate of 0.2 hectares per year Longwarry township has a 122 year supply of employment land).

Longwarry Employment Investigation Area

Outlined in Clause 21.04 of the Baw Baw Planning Scheme, the Longwarry Employment Investigation Area is strategically located adjacent to Princes Freeway to be able to attract future business investment. Refer to Figure 18 for a SWOT analysis of the Longwarry Employment Investigation Area which summarises the potential for industrial development at the Employment Investigation Area.



Image 2. Longwarry Food Park

The following issues and opportunities will be explored further in this project:

- Investigate potential locations for an expanded local supermarket to provide for increased retail self-containment of Longwarry.
- Investigate prioritising development of industrial land within proximity to the existing township and in areas with good accessibility.
- Investigate directing industrial development to areas that will not place adverse impacts upon existing or proposed sensitive uses (residential).

Strengths	Weaknesses
<ul style="list-style-type: none"> - Investigation Area is a large strategically located site on Princess Highway, providing excellent exposure and access to the key transport corridor for the region. - The broader market for industrial land throughout the metropolitan Melbourne and Regional Victorian regions is experiencing strong growth, driven by escalating demand for e-commerce, freight and logistics. 	<ul style="list-style-type: none"> - Industrial land analysis indicates at least 49 years supply of vacant industrial land (currently zoned) in Longwarry based on local market conditions. - Recent estimated consumption rate of approximately 0.08 ha p.a. indicates relatively subdued demand for industrial land in the Longwarry area.
Opportunities	Threats
<ul style="list-style-type: none"> - Opportunity to provide large land parcel sizes which may not be available within existing vacant industrial zoned land in Longwarry, which may potentially appeal to larger tenants. 	<ul style="list-style-type: none"> - In light of the moderate consumption rate of industrial land in the Longwarry region, providing additional employment lands at the Employment Investigation Area may result in over-supplied conditions in the local area, which may lead to reduced land value rates for current and/or future land sales and leasing activity in Longwarry. - Noteworthy competing locations for employment lands provide greater scale, co-location with larger diversity of existing businesses (for example, Drouin and Warragul) and closer proximity to major transport corridors (for example, Pakenham).

Figure 18. SWOT Analysis- Longwarry Employment Investigation Area

B3. PUBLIC AND COMMUNITY INFRASTRUCTURE

State planning policy directs that for development of social and physical infrastructure should enable it to be provided in a way that is efficient, equitable, accessible and timely. It also directs that planning recognises social needs by providing land for a range of accessible community resources, such as education, cultural, health and community support (mental health, aged care, disability, youth and family services) facilities¹.

Longwarry has the following public and community infrastructure assets:

- Primary School- Longwarry Primary School located off McCrae Street
- Town Hall- Longwarry Public Hall and Library located off Koo Wee Rup-Longwarry Road
- Open Space reserve- Longwarry Recreation Reserve home to the Longwarry Football Netball Club and Longwarry Cricket Club
- Bowls Club- Longwarry Bowls Club located off Koo Wee Rup-Longwarry Road
- Four Local Parks- Longwarry Memorial Park, one located off Gardner Street, one located off Church Street/Ford Place and one located off Stockman way. All parks are embellished with play equipment targeting younger years.
- Kindergarten- Longwarry Kindergarten located off Ford Place
- Numerous community organisations including Lions Club, Progress Association, RSL Club and Senior Citizens.

From internal discussions with Council, numerous private parties have sought information on opening a Childcare Centre in Longwarry. However, no formal proposals have been made to Council. The Longwarry community is actively engaged in a wide range of volunteer organisation and sporting networks.

Consultation with the community to date has identified three current community infrastructure issues that warrant further investigation. These are discussed below. In addition, as the town grows, the social and recreational needs of the community will grow and change. The structure plan will need to address this issue.

Secondary School

For the residents of Longwarry access to secondary level education currently involves travelling east to Drouin / Warragul or west to Pakenham. Community members raised the lack of a High School within Longwarry as an issue during the consultation sessions. Residents felt that with the local area continuing to attract young families and with a growing age cohort between 12 to 17 (reflected in ID Consulting forecasts¹) the provision of a local High School would increase Longwarry's self-containment. However, it is unlikely that the population size of Longwarry on its own will increase to a size that warrants the delivery of a state secondary school. Instead, consideration should be made to review the growth of adjoining towns, including those in Cardinia to develop a position on how Longwarry could have better access to secondary education.



Image 3. Longwarry Primary School



Image 4. Longwarry Public Hall

¹ Clause 19 of the Baw Baw Planning Scheme

Skate Park

Longwarry currently has four local parks all that are currently targeted towards younger kids with play equipment. During the consultation sessions, community members raised the need for more activities for youth within the township, particularly a skate park, as currently outside of organised sport there are few facilities catering for this age group.

Second oval

Discussions held with Council staff and the community highlighted that the Longwarry Reserve is highly utilised due to only having a single oval to run numerous league training and matches upon. An outcome of the high utilisation is that the condition of the oval can substantially deteriorate over the summer / winter seasons. It is understood that there is surplus land to the east of the current oval surface, but investigations are required to be undertaken to understand the exact spatial requirements of a second oval and potential native habitat and hydrological issues associated with the land.

The following issues and opportunities will be explored further in this project:

- To avoid issues of under serviced communities, ensure as the township's population grows, triggers exist for the provision of public and community infrastructure to meet demand.
- Investigate the potential for a secondary school to be developed within / close to Longwarry to improve regional self-containment.
- Explore opportunities for providing recreation activities for youth within the township, in particular a skate park in proximity to existing recreational facilities.
- Identify opportunities for a second oval within Longwarry to compliment the existing Recreation Reserve.



Image 5. Longwarry Football oval

B4. ENVIRONMENTAL AND LANDSCAPE VALUES

State planning policy directs that planning should help to protect the health of ecological systems and the biodiversity they support (including ecosystems, habitats, species and genetic diversity) and conserve areas with identified environmental and landscape values. Further, it should protect sites and features of nature conservation, biodiversity, geological or landscape value¹.

Located in proximity to the broader Koo Wee Rup flats, the Longwarry township and surrounds is now characterised by broad open spaces and predominantly low scale vegetation after a long history of logging and dairy farming.

The Victorian Government's biodiversity dataset (NaturePrint), identifies that land surrounding Longwarry is generally of lower Strategic Biodiversity Value, with some pockets of higher value typically associated with roadside vegetation.

NaturePrint data also identifies high value vegetation patches on the western side of Corduroy Road and scattered throughout the town.

A biodiversity study of potential expansion areas of Longwarry was commissioned by Baw Baw Shire Council in 2011. While this study is almost a decade old now, it demonstrates that there are scattered trees and vegetation patches in and around the township that will require further assessment if and when township expansion occurs. Any future development or rezoning will need to be accompanied by detailed biodiversity

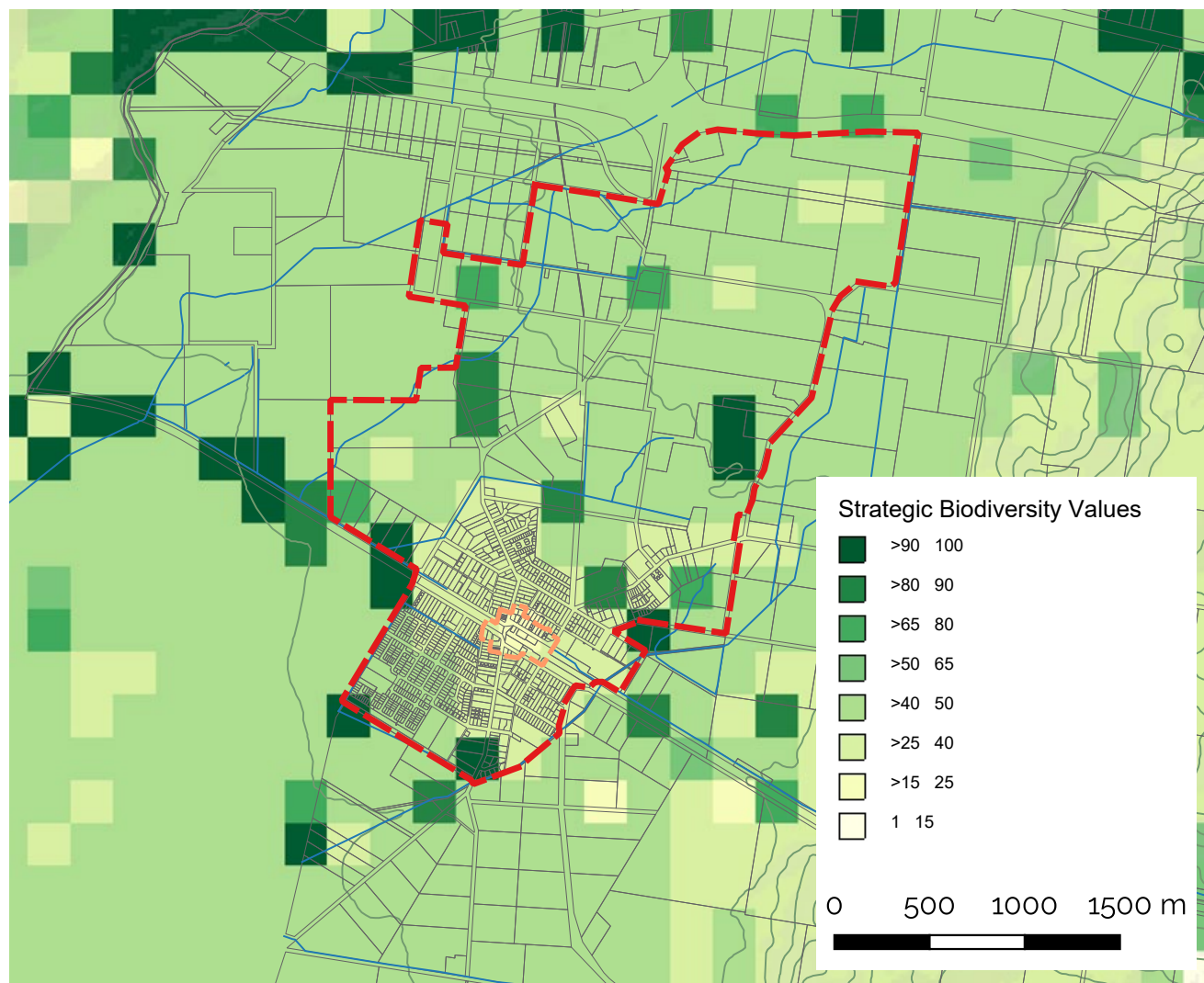


Figure 19. NaturePrint mapping with the existing Township Boundary shown.

¹ Clause 12 of the Baw Baw Planning Scheme

assessments to protect the loss of sites and features of biodiversity value.

While there are no Environmental Significance or Vegetation Protection Overlays, the Longwarry area is known for its southern brown bandicoot habitat, being located within the Department of Environment Land Water and Planning's (DELWP's) Southern Brown Bandicoot Management Area. This species is listed as an endangered under the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EBPC Act). Any future development or rezonings need to give consideration to whether or not it is likely to impact on the habitat of this species. The local community has been active in protecting and raising awareness of the Southern Brown Bandicoot. An educational Bandicoot walking trail is located within the Longwarry Recreation Reserve.



Image 6. Bandicoot walking trail in Longwarry

In addition, a regeneration program along the Main Koo Wee Rup-Longwarry Road, Longwarry has been undertaken seeking to re-establish habitat for the southern brown bandicoot. The project has resulted in 6,000 plantings (5,000 melaleuca (trees), 500 guarnia (grass) and 500 lamandra (grass)) that will help re-establish habitat and increase the amenity of the main southern approach to the township.

Agricultural land quality

The Baw Baw Rural Land Use Review identifies that Longwarry and surrounds, is located within Class 3 Agricultural land as identified by the Swan and Volum 1984 study. Classes range from 1 (highest) through to 5 (lowest)- *Class 3 land is generally of limited versatility but is very good dairying and grazing land*. However, the Settlement Management Plan recommends that within the existing township boundary, due to the existing subdivision / fragmentation of Farming Zone land and lack of any large-scale farming occurring the land to the north of the town be rezoned for residential purposes.

The following issues and opportunities will be explored further in this project:

- Investigate protecting area of high biodiversity value through the application of Environmental Significance and / or Vegetation Protection Overlays to avoid issues of lost vegetation corridors.
- Investigate opportunity for further plantings along other entry points / gateways to Longwarry, improving both habitat, biodiversity and amenity.
- Avoid and minimise the loss of native flora and fauna via future urban development or rezoning of rural land for urban purposes by adopting a three-step approach of avoiding, minimising and offsetting with regards to native flora and fauna [as outlined in Clause 12 of the Baw Baw Planning Scheme].

B5. CULTURAL HERITAGE AND BUILT ENVIRONMENT

State Planning policy directs that planning should ensure all land use and development appropriately responds to its surrounding landscape and character, valued built form and cultural context¹.

The original inhabitants of Baw Baw Shire are the Kulin and Kurnai Aboriginal people. Located east of the Bunyip river and in proximity to the broader Koo Wee Rup swampland, the township is characterised by broad and flat open spaces.

European settlement dates from approximately the 1870s, with land used mainly for farming and timber production/processing. It is through the timber logging and production that Longwarry was transformed into a broad, open landscape setting.

There are no mapped areas of Aboriginal cultural heritage sensitivity within the township and there are few recognised European cultural heritage places in Longwarry with just 4 individual properties subject to a Heritage Overlay.

Longwarry does not have existing Design Guidelines or Neighbourhood Character policies. Due to the age and scale of Longwarry there is a diversity of built form styles and characters within the township.

Residential character

Dwellings throughout the urban areas are almost entirely detached and single storey. In the older parts of the town, dwellings have generous front setbacks and typical setbacks from side boundaries ensuring there is a spaciousness to individual dwellings.

Newer residential developments within Longwarry, such as those in the south western corner of the township, have smaller front and minimal side setbacks when compared to older residential areas. Given the recent development of this area, the vegetation is yet to establish resulting in a highly suburban character.

Overall, given the openness of the surrounding landscape, the urban area of the township has a relatively compact feel.

More broadly, dwellings located in the Farming Zone areas to the north and south of the township are recessive and do not dominate the landscape due to their low built form and open fencing types.

As raised in section B4 of this report, the existing vegetation along entry roads to the Longwarry township contribute to the township character / entry experience.



Image 7. Older residential areas within Longwarry



Image 8. Newer residential areas within Longwarry

¹ Clause 15 of the Baw Baw Planning Scheme

Longwarry Town Centre

Through the preparation of the Longwarry Urban Design Framework, a Design and Development Overlay (DDO) has recently been applied to the town centre. The DDO specifies design requirements relating to building height and setbacks, design, active frontages, pedestrian and vehicle access and landscaping.

There are currently no design guidelines that apply to the remainder of commercial and industrial areas of Longwarry.

Heritage Overlay areas

The four individual properties that are subject to a Heritage Overlay include:

- Heritage Overlay Schedule 242 relating to the Longwarry Co-operative Association Factory on Mackey Street
- Heritage Overlay Schedule 287 relating to the Longwarry World War 1 Memorial on the corner of Bennett and Kennedy Streets
- Heritage Overlay Schedule 288 relating to the former Stationmaster's House at 2 Mackay Street
- Heritage Overlay Schedule 289 relating to the former Longwarry Baby Health Centre at 4 Princess Avenue.

The following issues and opportunities will be explored further in this project:

- Opportunity to improve character of future residential development by incorporating generous setbacks and maintain a low scale height to reflect the existing character of the town.
- Opportunity to require future development areas to maintain connection to surrounding landscapes by designing:
 - Sightlines to the flat open spaces to the east, south and west of the township
 - Sightlines to the great dividing range to the north of the township
- Retention of trees as part of township character, especially roadside vegetation on entry roads into Longwarry

B6. ENVIRONMENTAL RISKS, SERVICING AND LAND CAPABILITY

State planning directs that planning should aim to avoid or minimise natural and human-made environmental hazards, environmental degradation and amenity conflicts. Planning should identify and manage the potential for the environment and environmental changes to impact on the economic, environmental or social wellbeing of society¹.

An amendment to the Baw Baw Scheme Planning to alter the existing Land Subject to Inundation Overlays (LSIO) and Floodway Overlays (FO) is being prepared by Council based on data provided by Melbourne Water. The revised overlay areas and related documentation are anticipated to be released in late 2021.

Drainage

Longwarry was developed on a former swamp that was drained in the 1800s. Flooding and drainage issues continue to affect it today.

To deal with site drainage, any rezoning for future development outside of existing urban areas is likely to be required to discharge directly to Melbourne Water's channels. Approval from Melbourne water will be required on a case by case basis and the detention of stormwater will be required within any new development areas. This will be required to mitigate any potential downstream flooding issues that may arise as a result of increased flow as well as to ensure that stormwater is treated before being discharged to rural areas.

Feedback from consultation has highlighted that in addition to considering additional infrastructure, existing

¹ Clause 13 of the Baw Baw Planning Scheme

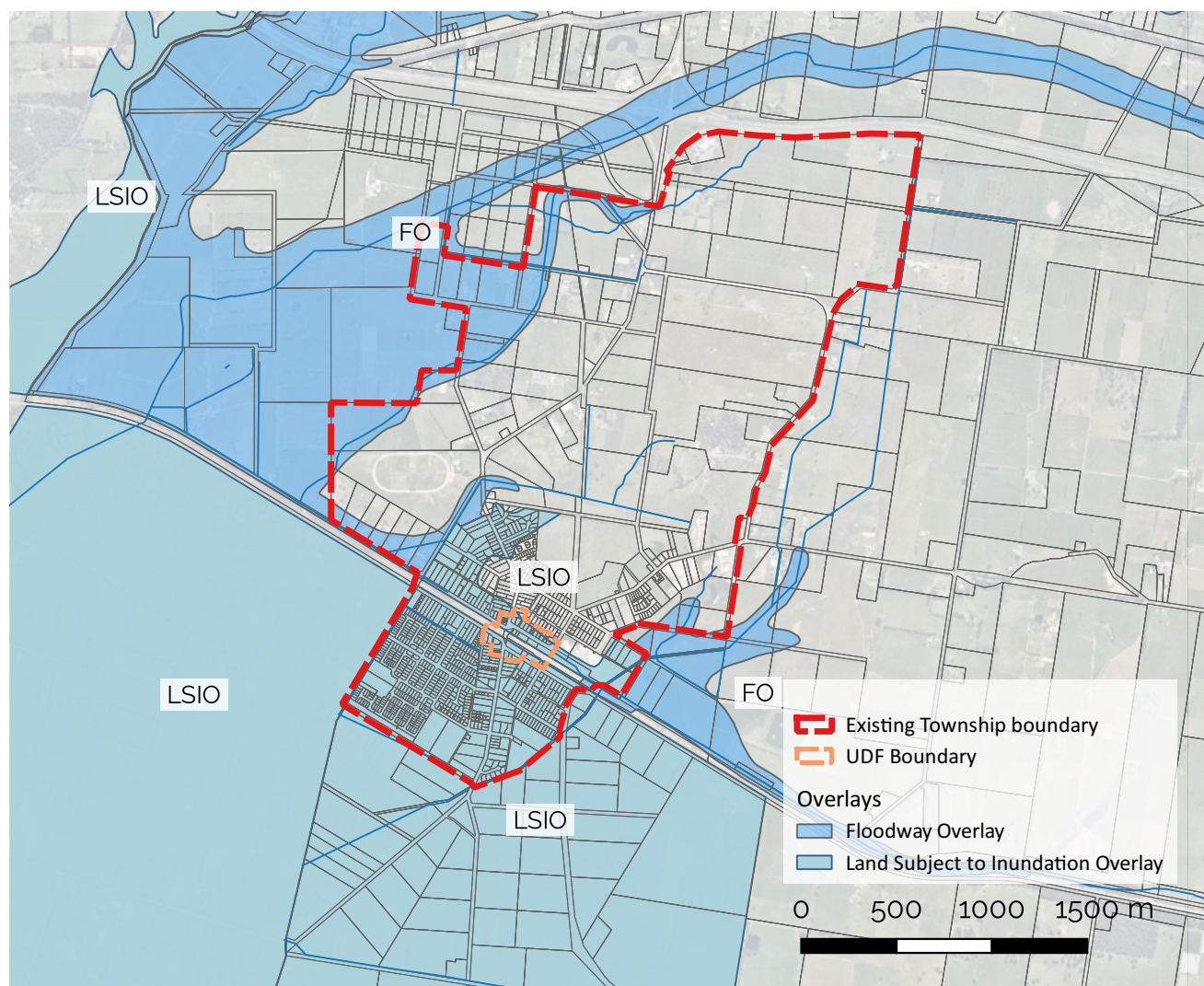


Figure 20. Land Subject to Inundation Overlay and Floodway Overlay mapping with the existing Township Boundary shown.

drainage infrastructure should be maintained to higher standards. Open drains are poorly maintained, containing deposits of silt and debris which reduce the efficiency of the entire drainage system.

Flood mitigation

Given the propensity for flooding within the study area, specific planning controls, such as the Land Subject to Inundation Overlay (LSIO) and Flood Overlay (FO) are in place to restrict and manage development. Stormwater retention or detention is typically undertaken at a broader level with strategic aims of net zero increase required for downstream flooding.

Melbourne Water typically prepares drainage schemes for areas of future development. These schemes provide information on the placement of strategic drainage elements such as drainage pipes, wetlands, retarding basins, and overland flow paths which benefit a broader area.

At present drainage schemes for the investigation area do not exist, it is expected that as part of the recommendations of the Longwarry Structure Plan these schemes are prepared and respond to the expected development and land uses prescribed.

A review of nearby Precinct Structure Plans (PSPs) revealed that as a 'rule of thumb' approximately 10-15% of land within the development area will need to be set aside to accommodate waterways and drainage reserve which will accommodate these strategic drainage elements. However, it is noted that the nearby PSP areas

are not affected as extensively by flood issues when compared to Longwarry.

In addition to higher level considerations, site specific requirements to mitigate flooding impacts are required by Council and Melbourne Water that can relate to the height of Finished Floor Levels (FFLs) of dwellings and the design of street cross sections to temporarily accommodate flood water.

Sewer and Water

South East Water, the responsible authority for sewer and water, have advised that the existing network for both sewer and water have very little capacity in the 'Railway towns corridor' (that includes several towns along the railway alignment including Longwarry and Bunyip).

It is understood that South East Water are currently preparing a servicing masterplan for the 'Railway towns corridor' that will outline the infrastructure requirements over 35 years.

Once key expansion areas are selected, considerable investigation will need to be undertaken by South East Water into the proposed land use and densities expected to ensure augmentation of the existing network can be completed.

Gas

APA Group is the responsible authority for providing gas to the Longwarry area. The current reticulation supply in Longwarry is nearing capacity with the current supply being to the south of the township. Significant

augmentation of the supply mains would be required in order to provide an increase in capacity for growth in the area.

Electricity

Ausnet services is the responsible authority for the supply of electricity within Longwarry. The Longwarry area is supplied by 2 High Voltage feeders from Warragul. At present Ausnet Services has capacity issues with these lines during summer periods due to the organic load growth in the area. Ausnet Services has taken steps to mitigate this issue by installing a 5MW battery within Warragul to support summer peak loads.

Should further significant development take place, substantial system augmentations and extensive investments such as a new feeder from Warragul will be required to support such development.

For further detail, please see the 'Engineering Servicing Report' April 2021 prepared by TaylorMiller.

Bushfire

State Planning Policy requires that population growth and development are directed to low risk locations. While Longwarry is located away from large forested areas and areas of significant slope, investigations in conjunction with the CFA and other authorities will be required to confirm that Longwarry can be formally classified as a low risk location (BAL 12.5 rating or lower).

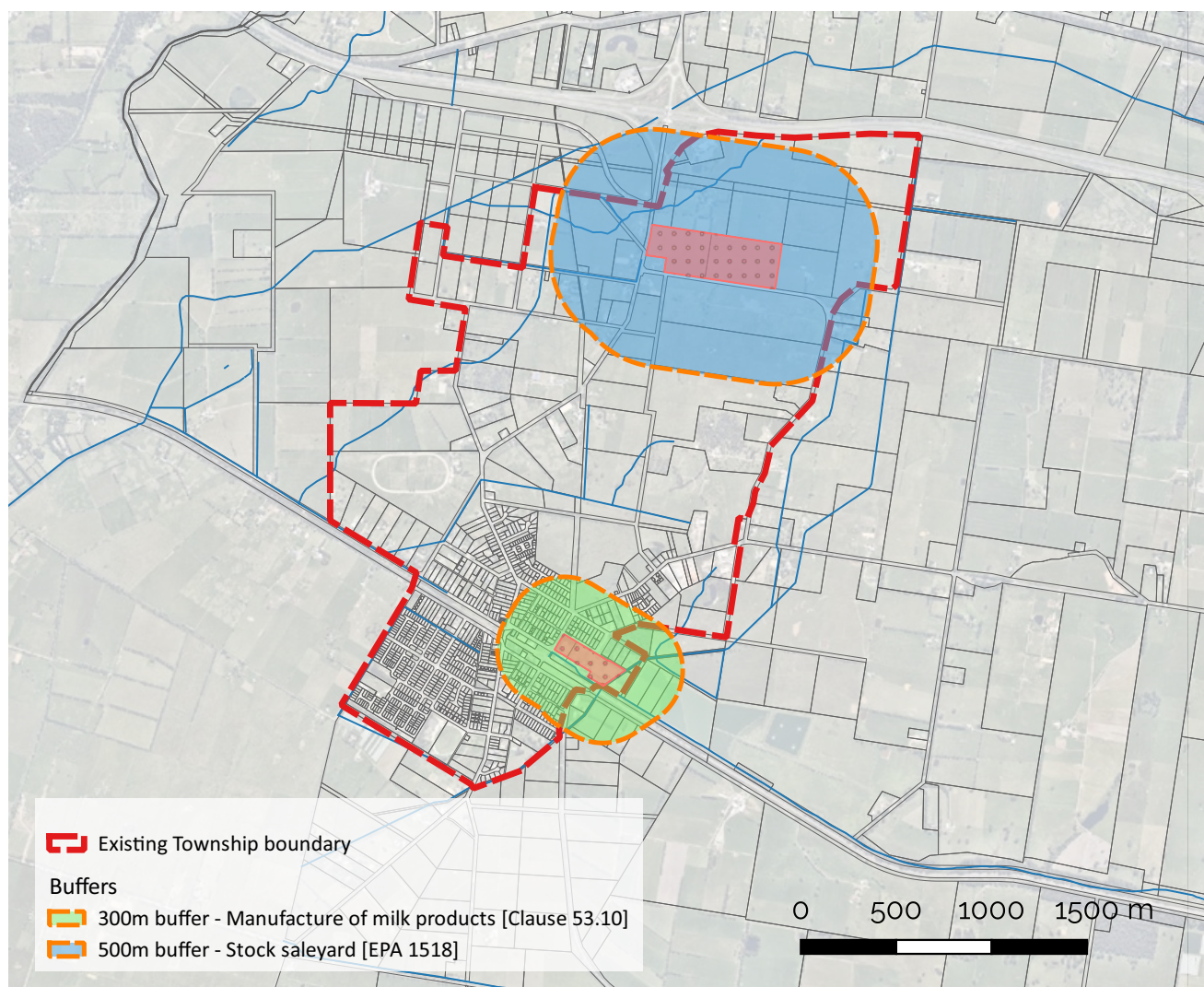


Figure 21. Buffer plan showing existing dairy processing facility and proposed sale yards in town

Amenity buffers

There is one existing and one future use located within and in close to the township which have the potential to generate off-set amenity impacts that need to be taken into consideration when determining where future growth might occur in or around the township.

State policy (Clause 13.07-1S) requires that strategies to ensure compatibility be considered to avoid adverse off-site impacts occurring.

The notional buffers of the above mentioned facilities with the potential to generate off site amenity impacts (based on Clause 53.10 and EPA Publication 1518: Recommended Separation Distances for Industrial Residential Air Emissions) are shown on Figure 21.

The following issues and opportunities will be explored further in this project:

- Opportunity to strategically position and service growth areas to avoid drainage issues and address flood mitigation requirements.
- Recommend the preparation of overarching drainage schemes for any proposed development / growth areas.
- Engage and provide input into South East Water's masterplanning process to overcome issues of capacity for the development of Longwarry.
- Ensure appropriate buffers are established for existing and future major industries.
- Outline how infrastructure can be efficiently delivered to match any population and housing growth.

B7. TRANSPORT AND INFRASTRUCTURE

State planning policy promotes the use of sustainable transport modes such as walking and public transport. It also supports the development of an efficient and safe road network¹.

Roads

Longwarry is strategically located with direct access to the Princes Freeway (M1) and the Gippsland Railway Line providing strong east-west connections to Drouin / Warragul in the east and to metropolitan Melbourne to the west.

Access is also provided to the South Gippsland Highway (M420) in the south-west via Koo-Wee-Rup and the South Gippsland Highway (A440) in the south-east via Drouin, Poowong, and Korumburra.

With regards to new transport infrastructure, the existing local planning policy at Clause 21.04-7 of the planning scheme recommends that a northern road connection to service future residents and limit heavy vehicles moving through the town centre be investigated. The Structure Plan will investigate the proposed alignment along with the potential for upgrades to Corduroy Road and Thornell Road to act as a connector Boulevard / Truck Bypass.

Walking and cycling

The urban footprint of Longwarry is relatively compact for a township of its population size, providing the potential for most trips to be achieved by walking and cycling. Footpaths are provided on both sides of the carriageway within new residential development sites and within the Longwarry Town Centre, apart from Mackey Street which

is provided on the north side only. However, within the older residential areas, footpaths are provided on one side of the road only or not provided at all.

The Gippsland Railway line forms a barrier to pedestrian and cyclist movements between the north and south side of the railway line. All pedestrians and cyclists are funnelled to Koo Wee Rup-Longwarry Road and required to cross the railway line via the footpath path connections located on either side of the carriageway.

The Longwarry Urban Design Framework includes numerous recommendations and directions to improve pedestrian and cycling links within the town centre. While forming part of the UDF implementation, the Structure Plan will investigate further improvements within places adjacent to the UDF area.



Image 9. Existing Longwarry Station platform

Public transport

Trains arrive/ depart the railway station every 80 minutes between 5am and 9am, 60 minutes between 9am and 7pm, and 45 minutes between 7pm and 9pm. It's an approximate 1.5 hour journey time between Longwarry Railway Station and Southern Cross Railway Station, a 15 minute journey time between Longwarry Railway Station and Warragul Railway Station, and a 1 hour journey time between Longwarry Railway Station and Traralgon Railway Station.

Longwarry Railway Station will be upgraded to include a second platform and the duplication of the track between Longwarry and Bunyip which will enable more frequent and reliable services. These works are expected to be complete by late 2022. Three bus routes service Longwarry Station providing connections to Traralgon, Garfield and Pakenham. Each bus route has only one arrival/ departure time to/ from Longwarry Station.

¹ Clause 18 of the Baw Baw Planning Scheme

Car parking

Council completed a car parking study in 2013 of the Longwarry Township south of the Railway Line (Longwarry Car Parking Study (South of Railway Line)). The findings of the car parking study found that as the Longwarry Township grows and the existing retail precinct is extended, there may be a need to introduce time-based parking restrictions to better manage parking for short term and long term visitors.

For further detail, please see the 'Longwarry Structure Plan' April 2021 prepared by T&TS.

The following issues and opportunities will be explored further in this project:

- Improve pedestrian connectivity by delivering new footpaths and upgraded crossing points.
- Improve north-south connectivity within the township by constructing new pedestrian crossings options across the rail corridor. Such works could form part of the Gippsland Line Upgrade.
- Explore the demand and alignment for a potential town bypass.
- Investigate inter-town connections via shared user paths or similar between towns in the rail corridor to improve active transport usage.

C. Summary of issues and opportunities

C1. RESIDENTIAL GROWTH

- (1) Opportunity to address projected shortfall of residential land for development through targeted rezoning of land within proximity to existing township areas.
- (2) Opportunity to explore residential development of remaining vacant lots within Longwarry triangle, subject to acceptable engineering solutions for environmental issues.

C2. EMPLOYMENT GROWTH

- (1) Investigate opportunity and confirm a site for an expanded local supermarket to lead to higher self-containment of Longwarry.
- (2) Develop industrial land within proximity to the existing township and in areas with good accessibility.
- Ensure industrial development is located in areas that will not place adverse impacts upon existing or proposed sensitive uses.

C3. COMMUNITY INFRASTRUCTURE

- Ensure as the township's population grows, triggers exist for the provision of public and community infrastructure to meet demand.
- (1) Investigate the potential for a secondary school to be developed within / close to Longwarry to

improve regional self-containment.

- (2) Explore opportunities for providing recreation activities for youth within the township, in particular a skate park in proximity to existing recreational facilities.
- Identify opportunities for a second oval within Longwarry to compliment the existing Recreation Reserve.

C4. ENVIRONMENT

- (1) Investigate protecting area of high biodiversity value through the application of Environmental Significance and / or Vegetation Protection Overlays to avoid issues of lost vegetation corridors.
- (2) Investigate opportunity for further plantings along other entry points / gateways to Longwarry, improving both habitat, biodiversity and amenity.

C5. HERITAGE AND DESIGN

- (1) Opportunity to improve character of future residential development by incorporating generous setbacks and maintain a low scale height to reflect the existing character of the town.
- (2) Opportunity to require future development areas to maintain connection to surrounding landscapes by designing:
 - Sightlines to the flat open spaces to the east, south and west of the township

- Sightlines to the great dividing range to the north of the township

C6. ENVIRONMENTAL RISKS AND SERVICING

- Opportunity to strategically position and service growth areas to avoid drainage issues and address flood mitigation requirements.
- Explore the demand and alignment for a potential town bypass.

C7. TRANSPORT AND INFRASTRUCTURE

- Improve pedestrian connectivity by delivering new footpaths and upgraded crossing points.
- Improve north-south connectivity within the township by constructing new pedestrian crossings options across the rail corridor. Such works could form part of the Gippsland Line Upgrade.
- (1) Explore the demand and alignment for a potential town bypass.
- (2) Investigate inter-town connections via shared user paths or similar between towns in the rail corridor to improve active transport usage.

Numbers correlate to issues and opportunities spatially marked on Figure 22.

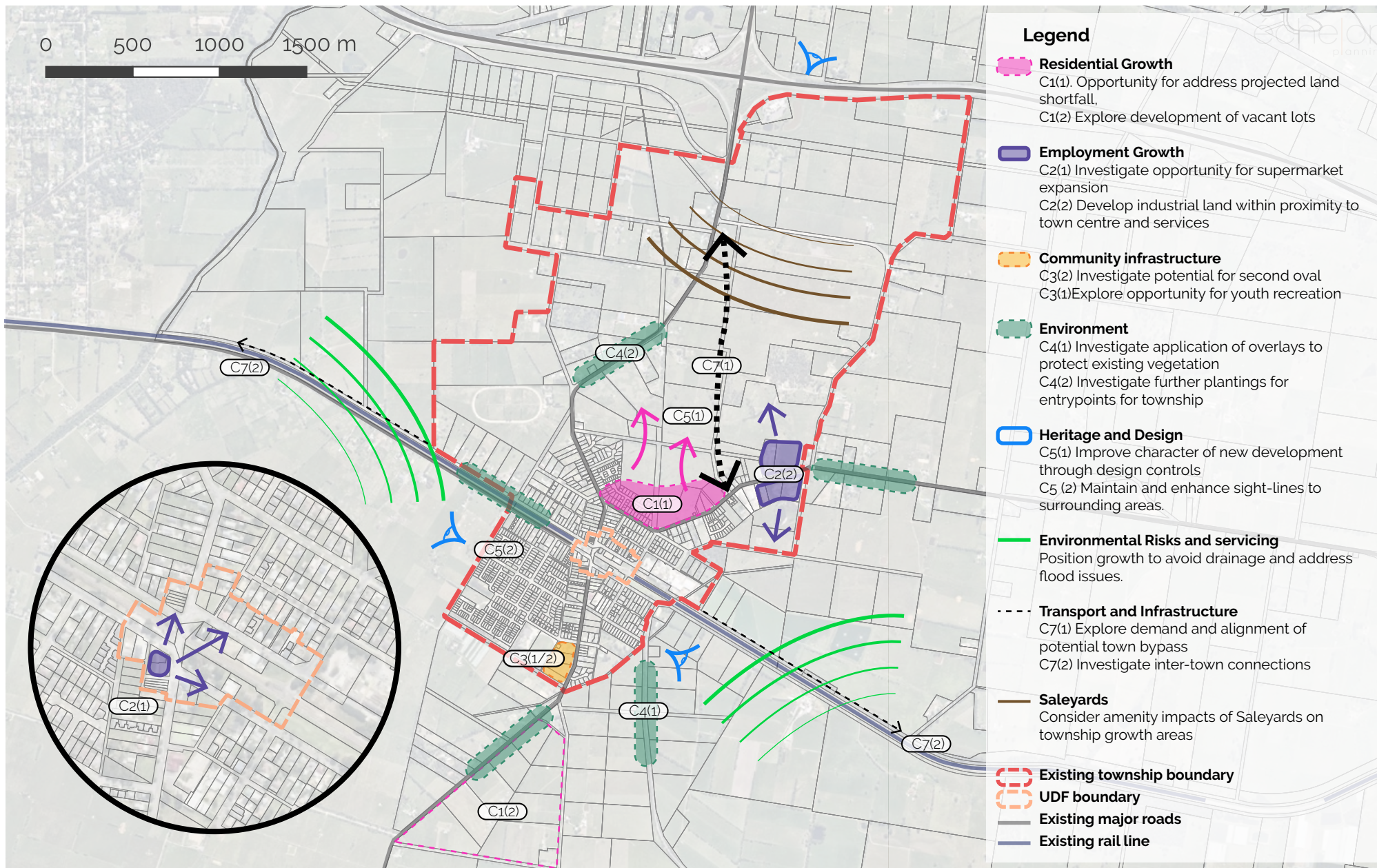


Figure 22. Plan showing summary of spatial constraints and opportunities for the township

C8. NEXT STEPS

Following the presentation of the Background report to Council in early June, the project team will commence the preparation of the draft Structure Plan throughout June and July.

The draft Structure Plan will be released for public consultation in late August / September. In addition to online feedback and submissions, During this period two drop in sessions will be held in the Longwarry Township to gain input from the local community.

Once all feedback is received the project team will prepare a final version of the Longwarry Structure Plan to be reviewed by Council in September / October 2021.

C9. COMMUNITY CONSULTATION SUMMARY

Two drop-in sessions were held in the Longwarry Town Hall on the evening of Thursday the 8th of April and the morning of Saturday the 10th of April 2021. These sessions were the first phase of the consultation, and provided an opportunity for community members to discuss their thoughts and aspirations for their township at the start of the project.

Over the two sessions approximately 50 members of the community dropped in to share their thoughts on Longwarry's opportunities and issues and to discuss projects underway.

Responses were captured around the themes of:

- Growth and development
- Walking, cycling and roads
- Spaces that are enjoyed
- Spaces that need improvement

Growth and development

Housing- Responses on providing additional housing in Longwarry were generally supportive, provided any new development delivers appropriate infrastructure to deal with drainage issues.

Saleyards- Responses on the Saleyards were mixed, with some responses strongly against due to the amenity impacts that could be experienced by neighbouring properties. Others were supportive on the ground of increased opportunities for localised employment.

Recreation, amenity and facilities- responses called for

improved facilities, especially with regards to the existing Longwarry Sporting Reserve. Others highlighted the lack of social spaces for youth in the town. Many people expressed the need for a larger supermarket to meet weekly shopping needs, and for the provision of a local pharmacy.

Walking, cycling and roads

Walking/ Cycling + Relevant Amenities- Many respondents highlighted the need for pedestrian crossings and upgraded paths to enable them to move safely throughout the town. Other raised the need to improve upkeep of existing paths that are suffering from a lack of maintenance. A path up Sand Road towards the service station was mentioned by several as a route of particular interest.

Roads- Responses included the need to upgrade or maintain to a higher standard existing intersections and roads, along with shifting larger vehicle movements out of the town centre. Responses also raised the need for traffic calming measures around town to improve pedestrian safety.

Public Transport- responses called for more public transport services and highlighted that due to the smaller size of the town, walking to the station is quite achievable.

Spaces that are enjoyed

Recreation and park spaces received positive comments along with treed streetscapes. Walking trails around the town were also highlighted as positive spaces for people.

Respondents raised that the 'rural character' of the area is valued and is an attraction to the area.

Spaces that need improvement

Respondents called for essential facilities within the town to be provided to meet weekly needs, avoiding trips to surrounding towns. Such facilities include a larger supermarket, chemist / pharmacy and take-away options for dinner. Respondents also commented on drainage, in particular that existing drainage channels need to be better maintained for capacity and amenity.

Targeted questions and surveys

In addition to the above, attendees were asked specific questions about themes including housing types, local job opportunities, upgraded connections etc. along with surveys that sought to rank the importance of a range of local issues to them.

A full summary of the consultation sessions and the responses will be provided in a separate Consultation Summary Report.

D. Appendices

APPENDIX 1 - PLANNING POLICY FRAMEWORK

CLAUSE 11 – SETTLEMENT

Planning is to anticipate and respond to the needs of existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure.

Clause 11.01-1R Settlement- Gippsland

Strategies:

- Support urban growth in Latrobe City as Gippsland's regional city, at Bairnsdale, Leongatha, Sale,
- Warragul/Drouin and Wonthaggi as regional centres, and in sub-regional networks of towns.
- Support new urban growth fronts in regional centres where natural hazards and environmental risks can be avoided or managed.
- Support the continuing role of towns and small settlements in providing services to their districts, recognising their relationships and dependencies with larger towns.
- Create vibrant and prosperous town centres that are clearly defined and provide commercial and service activities that respond to changing population and market conditions.
- Provide regional social infrastructure in the regional city and regional centres.
- Plan for increased seasonal demand on services and infrastructure in towns with high holiday home ownership.

Clause 11.02-1S Supply of Urban Land

Objective: To ensure a sufficient supply of land is available

for residential, commercial, retail, industrial, recreational, institutional and other community uses.

Strategies:

- Ensure the ongoing provision of land and supporting infrastructure to support sustainable urban development.
- Ensure that sufficient land is available to meet forecast demand.
- Plan to accommodate projected population growth over at least a 15 year period and provide clear direction on locations where growth should occur. Residential land supply will be considered on a municipal basis, rather than a town-by-town basis.
- Maintain access to productive natural resources and an adequate supply of well-located land for energy generation, infrastructure and industry.
- Restrict rural residential development that would compromise future development at higher densities.

Clause 11.02-2S Structure Planning

Objective: To facilitate the orderly development of urban areas.

Strategies:

- Ensure effective planning and management of the land use and development of an area through the preparation of relevant plans.
- Facilitate the preparation of a hierarchy of structure plans or precinct structure plans that:
 - Take into account the strategic and physical context of the location.

- Provide the broad planning framework for an area as well as the more detailed planning
- Requirements for neighbourhoods and precincts, where appropriate.
- Provide for the development of sustainable and liveable urban areas in an integrated manner.
- Assist the development of walkable neighbourhoods.
- Facilitate the logical and efficient provision of infrastructure.
- Facilitate the use of existing infrastructure and services.

CLAUSE 12 – ENVIRONMENTAL AND LANDSCAPE VALUES

Planning should help to protect the health of ecological systems and the biodiversity they support (including ecosystems, habitats, species and genetic diversity) and conserve areas with identified environmental and landscape values.

Clause 12.02-1S Protection of biodiversity

Objective: To assist the protection and conservation of Victoria's biodiversity.

Strategies:

- Use biodiversity information to identify important areas of biodiversity, including key habitat for rare or threatened species and communities, and strategically valuable biodiversity sites.
- Strategically plan for the protection and conservation of Victoria's important areas of

biodiversity.

- *Avoid impacts of land use and development on important areas of biodiversity.*

Clause 12.03-1S River corridors, waterways, lakes and wetlands

Objective: *To protect and enhance river corridors, waterways, lakes and wetlands.*

Strategies:

- *Protect the environmental, cultural and landscape values of all water bodies and wetlands.*
- *Ensure development responds to and respects the significant environmental, conservation, cultural, aesthetic, open space, recreation and tourism assets of water bodies and wetlands.*
- *Ensure development is sensitively designed and sited to maintain and enhance environmental assets, significant views and landscapes along river corridors and waterways and adjacent to lakes and wetlands.*
- *Ensure development does not compromise bank stability, increase erosion or impact on a water body or wetland's natural capacity to manage flood flow.*
- *Facilitate growth in established settlements where water and wastewater can be managed.*

CLAUSE 13 – ENVIRONMENTAL RISKS AND AMENITY

Planning should adopt a best practice environmental management and risk management approach which aims to avoid or minimise environmental degradation

and hazards. Planning should identify and manage the potential for the environment, and environmental changes, to impact upon the economic, environmental or social well-being of society.

Clause 13.01-1S Natural Hazards and climate change

Objective: *To minimise the impacts of natural hazards and adapt to the impacts of climate change through risk-based planning.*

Strategies:

- *Consider the risks associated with climate change in planning and management decision making processes.*
- *Identify at risk areas using the best available data and climate change science.*
- *Integrate strategic land use planning with emergency management decision making.*
- *Direct population growth and development to low risk locations.*
- *Develop adaptation response strategies for existing settlements in risk areas to accommodate change over time.*
- *Ensure planning controls allow for risk mitigation or risk adaptation strategies to be implemented.*

Clause 13.02-1S Bushfire planning

Objective: *To strengthen the resilience of settlements and communities to bushfire through risk-based planning that prioritises the protection of human life.*

Strategies:

Plan to strengthen the resilience of settlements and communities and prioritise protection of human life by:

- *Directing population growth and development to low risk locations, being those locations assessed as having a radiant heat flux of less than 12.5 kilowatts/square metre under AS 3959-2009 Construction of Buildings in Bushfire-prone Areas (Standards Australia, 2009).*
- *Ensuring the availability of, and safe access to, areas assessed as a BAL-LOW rating under AS 3959-2009 Construction of Buildings in Bushfire-prone Areas (Standards Australia, 2009) where human life can be better protected from the effects of bushfire.*
- *Ensuring the bushfire risk to existing and future residents, property and community infrastructure will not increase as a result of future land use and development.*
- *Achieving no net increase in risk to existing and future residents, property and community infrastructure, through the implementation of bushfire protection measures and where possible reducing bushfire risk overall.*
- *Assessing and addressing the bushfire hazard posed to the settlement and the likely bushfire behaviour it will produce at a landscape, settlement, local, neighbourhood and site scale, including the potential for neighbourhood-scale destruction.*
- *Assessing alternative low risk locations for settlement growth on a regional, municipal, settlement, local and neighbourhood basis.*
- *Not approving any strategic planning document,*

local planning policy, or planning scheme amendment that will result in the introduction or intensification of development in an area that has, or will on completion have, more than a BAL-12.5 rating under AS 3959-2009 Construction of Buildings in Bushfire-prone Areas (Standards Australia, 2009).

Clause 13.03-1S Floodplain management

Objective: To assist the protection of:

- Life, property and community infrastructure from flood hazard.
- The natural flood carrying capacity of rivers, streams and floodways.
- The flood storage function of floodplains and waterways.
- Floodplain areas of environmental significance or of importance to river health.

Strategies:

- Identify land affected by flooding, including land inundated by the 1 in 100 year flood event or as determined by the floodplain management authority in planning schemes.
- Avoid intensifying the impact of flooding through inappropriately located use and development.
- Locate emergency and community facilities (including hospitals, ambulance stations, police stations, fire stations, residential aged care facilities, communication facilities, transport facilities, community shelters and schools)

outside the 1 in 100 year floodplain and, where possible, at levels above the height of the probable maximum flood.

Clause 13.07-1S Land use compatibility

Objective: To protect community amenity, human health and safety while facilitating appropriate commercial, industrial, infrastructure or other uses with potential adverse off-site impacts.

Strategies:

- Ensure that use or development of land is compatible with adjoining and nearby land uses.
- Avoid locating incompatible uses in areas that may be impacted by adverse off-site impacts from commercial, industrial and other uses.
- Avoid or otherwise minimise adverse off-site impacts from commercial, industrial and other uses through land use separation, siting, building design and operational measures.
- Protect existing commercial, industrial and other uses from encroachment by use or development that would compromise the ability of those uses to function safely and effectively.

CLAUSE 14 – NATURAL RESOURCE MANAGEMENT

Planning is to assist in the conservation and wise use of natural resources including energy, water, land, stone and minerals to support both environmental quality and sustainable development.

Clause 14.01-1S Protection of agricultural land

Objective: To protect productive farmland which is of strategic significance in the local or regional context.

CLAUSE 15 – BUILT ENVIRONMENT AND HERITAGE

Planning should ensure all new land use and development appropriately responds to its landscape, valued built form and cultural context, and protect places and sites with significant heritage, architectural, aesthetic, scientific and cultural value.

Clause 15.01-1 S Urban Design

Objective: To create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity.

Clause 15.01-3S Subdivision design

Objectives: To ensure the design of subdivisions achieves attractive, safe, accessible, diverse and sustainable neighbourhoods.

Clause 15.01-6S Design for rural areas

Objective: To ensure development respects valued areas of rural character.

Clause 15.02-1S Energy and Resource Efficiency

Objective: To encourage land use and development that is consistent with the efficient use of energy and the minimisation of greenhouse gas emissions.

Clause 15.03-1S Heritage Conservation

Objective: *To ensure the conservation of places of heritage significance.*

Clause 15.03-2S Aboriginal Cultural Heritage

Objective: *To ensure the protection and conservation of places of Aboriginal cultural heritage significance.*

CLAUSE 16 – HOUSING

Planning should provide for housing diversity, and ensure the efficient provision of supporting infrastructure. New housing should have access to services and be planned for long term sustainability, including walkability to activity centres, public transport, schools and open space. Planning for housing should include providing land for affordable housing.

Clause 16.01-1S Housing supply

Objective: *To facilitate well-located, integrated and diverse housing that meets community needs.*

Strategies:

- *Ensure that an appropriate quantity, quality and type of housing is provided, including aged care facilities and other housing suitable for older people, supported accommodation for people with disability, rooming houses, student accommodation and social housing.*
- *Increase the proportion of housing in designated locations in established urban areas (including under-utilised urban land) and reduce the*

share of new dwellings in greenfield, fringe and dispersed development areas.

- *Identify opportunities for increased residential densities to help consolidate urban areas.*
- *Facilitate diverse housing that offers choice and meets changing household needs by widening housing diversity through a mix of housing types.*

Clause 16.01-2S Housing affordability

Objective: *To deliver more affordable housing closer to jobs, transport and services.*

Strategies:

- *Ensuring land supply continues to be sufficient to meet demand.*
- *Increasing choice in housing type, tenure and cost to meet the needs of households as they move through life cycle changes and to support diverse communities.*
- *Promoting good housing and urban design to minimise negative environmental impacts and keep costs down for residents and the wider community.*
- *Encouraging a significant proportion of new development to be affordable for households on very low to moderate incomes.*
- *Increase the supply of well-located affordable housing by:*
 - *Facilitating a mix of private, affordable and social housing in suburbs, activity centres and urban renewal precincts.*
 - *Ensuring the redevelopment and renewal*

of public housing stock better meets community needs.

- *Facilitate the delivery of social housing by identifying surplus government land suitable for housing.*

Clause 16.01-3S Rural residential development

Objective: *To identify land suitable for rural residential development.*

Strategies:

- *Manage development in rural areas to protect agriculture and avoid inappropriate rural residential development.*
- *Encourage the consolidation of new housing in existing settlements where investment in physical and community infrastructure and services has already been made.*
- *Demonstrate need and identify locations for rural residential development through a housing and settlement strategy.*
- *Ensure land is not zoned for rural residential development if it will encroach on high quality productive agricultural land or adversely impact on waterways or other natural resources.*
- *Discourage development of small lots in rural zones for residential use or other incompatible uses.*
- *Encourage consolidation of existing isolated small lots in rural zones.*
- *Ensure land is only zoned for rural residential development where it:*

- *Is located close to existing towns and urban centres, but not in areas that will be required for fully serviced urban development.*
- *Can be supplied with electricity, water and good quality road access.*

CLAUSE 17 ECONOMIC DEVELOPMENT

Planning is to provide for a strong and innovative economy, where all sectors of the economy are critical to economic prosperity.

Planning is to contribute to the economic well-being of communities and the State as a whole by supporting and fostering economic growth and development by providing land, facilitating decisions, and resolving land use conflicts, so that each district may build on its strengths and achieve its economic potential.

Clause 17.01-1S Diversified economy

Objective: *To strengthen and diversify the economy.*

Strategies:

- *Protect and strengthen existing and planned employment areas and plan for new employment areas.*
- *Facilitate regional, cross-border and inter-regional relationships to harness emerging economic opportunities.*
- *Facilitate growth in a range of employment sectors, including health, education, retail, tourism, knowledge industries and professional and technical services based on the emerging and existing strengths of each region.*

- *Improve access to jobs closer to where people live.*
- *Support rural economies to grow and diversify.*

Clause 17.01- 1R Diversified economy- Gippsland

Strategies:

- *Support production and processing facilities that add value to local agricultural, forestry and fisheries products.*
- *Support the development of industry sectors focussed on growing Asian and other international markets.*

Clause 17.01-2S Innovation and research

Objective: to create opportunities for innovation and the knowledge economy within existing and emerging industries, research and education.

Clause 17.01-2R Innovation and Research- Gippsland

Strategies:

- *Facilitate opportunities for innovation and industry development arising from climate change and initiatives to reduce greenhouse gas emissions.*

Clause 17.02—1S Business

Objective: To encourage development that meets the community's needs for retail, entertainment, office and other commercial services.

Strategies:

- *Plan for an adequate supply of commercial land*

in appropriate locations.

- *Ensure commercial facilities are aggregated and provide net community benefit in relation to their viability, accessibility and efficient use of infrastructure.*
- *Locate commercial facilities in existing or planned activity centres.*
- *Provide small scale shopping opportunities that meet the needs of local residents and workers in convenient locations.*
- *Provide outlets of trade-related goods or services directly serving or ancillary to industry that have adequate on-site car parking.*

Clause 17.02-2S Out-of-centre development

Objective: To manage out-of-centre development

Strategies:

- *Discourage proposals for expansion of single use retail, commercial and recreational facilities outside activity centres.*
- *Give preference to locations in or on the border of an activity centre for expansion of single use retail, commercial and recreational facilities.*

Clause 17.03-1S Industrial land supply

Objective: *To ensure availability of land for industry.*

Strategies:

- *Provide an adequate supply of industrial land in appropriate locations including sufficient stocks of large sites for strategic investment.*
- *Identify land for industrial development in urban growth areas where:*

- Good access for employees, freight and road transport is available.
- Appropriate buffer areas can be provided between the proposed industrial land and nearby sensitive land uses.
- Provide an adequate supply of industrial land in appropriate locations including sufficient stocks of large sites for strategic investment.
- Protect industrial activity in industrial zones from the encroachment of unplanned commercial, residential and other sensitive uses which would adversely affect industry viability.

CLAUSE 18 TRANSPORT

Planning should ensure an integrated and sustainable transport system that provides access to social and economic opportunities, facilitates economic prosperity, contributes to environmental sustainability, coordinates reliable movements of people and goods, and is safe.

Clause 18.01-1S Land Use and Transport Planning

Objective: *To create a safe and sustainable transport system by integrating land-use and transport.*

Clause 18.01-2S Transport System

Objective: *To coordinate development of all transport modes to provide a comprehensive transport system.*

Strategies:

- Reserve land for strategic transport infrastructure.
- Incorporate the provision of public transport and cycling infrastructure in all major new State and local government road projects.

- Locate transport routes to achieve the greatest overall benefit to the community and with regard to making the best use of existing social, cultural and economic infrastructure, minimising impacts on the environment and optimising accessibility, safety, emergency access, service and amenity.
- Ensure that pedestrian and cyclist access to public transport is facilitated and safeguarded.
- Consider all modes of travel, including walking, cycling, public transport, taxis and private vehicles (passenger and freight) in providing for access to new developments.

Clause 18.01-2R Transport links- Gippsland

Strategy:

- Support timely improvements to the road, rail and public transport networks within and beyond Gippsland as population and economic growth increases to improve access to services and employment.

Clause 18.02-1S Sustainable Personal Transport

Objective: *To promote the use of sustainable personal transport.*

Strategies:

- Encourage the use of walking and cycling by creating environments that are safe and attractive.
- Develop high quality pedestrian environments that are accessible to footpath-bound vehicles such as wheelchairs, prams and scooters.
- Ensure development provides opportunities to create more sustainable transport options such

as walking, cycling and public transport.

- Ensure cycling routes and infrastructure are constructed early in new developments.
- Improve access to the public transport network by:
 - Ensuring integration with walking and cycling networks.
 - Providing end of trip facilities for pedestrians and cyclists at public transport interchanges.

Clause 18.02-2S Public Transport

Objective: *To facilitate greater use of public transport and promote increased development close to high-quality public transport routes.*

Strategies:

- Maintain and strengthen passenger transport networks.
- Improve access to the public transport network by:
 - Ensuring integration with walking and cycling networks.
 - Providing end-of-trip facilities for pedestrians and cyclists at public transport interchanges.
 - Plan for bus services to meet the need for local travel.
 - Ensure development supports the delivery and operation of public transport services.

Clause 18.02-3S Road System

Objective: *To manage the road system to achieve integration, choice and balance by developing an efficient*

and safe network and making the most of existing infrastructure.

18.02-4S Car Parking

Objective: *To ensure an adequate supply of car parking that is appropriately designed and located.*

Strategies:

- *Allocate or require land to be set aside for car parking subject to the existing and potential modes of access including public transport, the demand for off-street car parking, road capacity and the potential for demand management of car parking.*
- *Encourage the efficient provision of car parking through the consolidation of car parking facilities.*
- *Prepare plans for the design and location of local car parking to:*
 - *Protect the role and function of nearby roads, enable easy and efficient use and the movement and delivery of goods.*
 - *Achieve a high standard of urban design and protect the amenity of the locality, including the amenity of pedestrians and other road users.*
 - *Create a safe environment, particularly at night.*
 - *Facilitate the use of public transport.*

CLAUSE 19 INFRASTRUCTURE

Planning for development of social and physical infrastructure should enable it to be provided in a way that is efficient, equitable, accessible and timely.

Planning is to recognise social needs by providing land for a range of accessible community resources, such as education, cultural, health and community support (mental health, aged care, disability, youth and family services) facilities.

Growth and redevelopment of settlements should be planned in a manner that allows for the logical and efficient provision and maintenance of infrastructure, including the setting aside of land for the construction of future transport routes.

Strategic planning should facilitate efficient use of existing infrastructure and human services. Providers of infrastructure, whether public or private bodies, are to be guided by planning policies and should assist strategic land use planning.

19.02-1S Health facilities

Objective: *To assist the integration of health facilities with local and regional communities.*

Strategies:

- *Facilitate the location of health-related facilities (including acute health, aged care, disability services and community care facilities) with consideration given to demographic trends, the existing and future demand requirements and the integration of services into communities.*
- *Plan public and private developments together, where possible, including some degree of flexibility in use.*
- *Locate hospitals and other large health service*

facilities in designated health precincts and areas highly accessible to public and private transport.

- *Adequate car parking facilities should be provided for staff and visitors.*

19.02-2S Education Facilities

Objective: *To assist the integration of education facilities with local and regional communities.*

Strategies:

- *Ensure areas near to education facilities, adjoining streets and accessways are designed to encourage safe bicycle and pedestrian access.*
- *Develop libraries as community-based learning centres.*

19.02-3S Cultural Facilities

Objective: *To develop a strong cultural environment and increase access to arts, recreation and other cultural facilities.*

19.02-4S Social and Cultural Infrastructure

Objective: *To provide fairer distribution of and access to of social and cultural infrastructure.*

Strategies:

- *Identify and address gaps and deficiencies in social and cultural infrastructure.*
- *Encourage the location of social and cultural infrastructure in activity centres.*

19.02-6S Open space

Objective: *To establish, manage and improve a diverse and integrated network of public open space that meets the*

needs of the community.

Strategies:

- Plan for regional and local open space networks for both recreation and conservation of natural and cultural environments.
- Create opportunities to enhance open space networks within and between settlements.
- Ensure that land is set aside and developed in residential areas for local recreational use and to create pedestrian and bicycle links to commercial and community facilities.

19.03-1S Development and infrastructure contributions plans

Objective: To facilitate the timely provision of planned infrastructure to communities through the preparation and implementation of development contributions plans and infrastructure contributions plans.

19.03-3S Integrated water management

Objective: To sustainably manage water supply, water resources, wastewater, drainage and stormwater through an integrated water management approach.

Strategies:

- Plan and coordinate integrated water management, bringing together stormwater, wastewater, drainage, water supply, water treatment and re-use, to:
- Take into account the catchment context.
- Protect downstream environments, waterways and bays.

- Manage and use potable water efficiently.
- Reduce pressure on Victoria's drinking water supplies.
- Minimise drainage, water or wastewater infrastructure and operational costs.
- Minimise flood risks.
- Provide urban environments that are more resilient to the effects of climate change.
- Integrate water into the landscape to facilitate cooling, local habitat improvements and provision of attractive and enjoyable spaces for community use.
- Provide for sewerage at the time of subdivision or ensure lots created by the subdivision are capable of adequately treating and retaining all domestic wastewater within the boundaries of each lot.
- Ensure land is set aside for water management infrastructure at the subdivision design stage.
- Minimise the potential impacts of water, sewerage and drainage assets on the environment.
- Protect significant water, sewerage and drainage assets from encroaching sensitive and incompatible uses.

19.03-4S Telecommunications

Objective: To facilitate the orderly development, extension and maintenance of telecommunication infrastructure.

