

Planning in the Economic Growth Zone
Latrobe Valley Planning Schemes Review
Planning Schemes Review Summary Report

November 2018



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ABBREVIATIONS + KEY TERMS

EGZ	<p>Economic Growth Zone – Declared by the Minister for Planning on 4 November 2016, supported by a \$266 million economic package to create local jobs and grow local businesses.</p> <p>Package comprises financial incentives and other measures to support workers and businesses affected by the closure of Hazelwood Power Station, as well as the broader economic difficulties currently being experienced within the Latrobe Valley (the Baw Baw, Latrobe, and Wellington municipal areas).</p>
PEGZ	<p>Planning in the Economic Growth Zone – A series of projects comprising the town planning response to the Minister’s declaration of the EGZ.</p> <p>As a key goal, the PEGZ project has the imperative to support economic development through a simpler, more consistent, and less cumbersome planning system in the region.</p> <p>Note that as part of the Scheme review, the EGZ has been renamed EGS (Economic Growth Sub-region) to avoid confusion with regards to how the word ‘zone’ is used.</p>
Project 1	<p>Latrobe Valley Planning Schemes Review</p> <p>A review of the Baw Baw, Latrobe, and Wellington Planning Schemes, leading to an early Planning Scheme Amendment for streamlining the said Schemes.</p> <p>The project focuses on matters that are policy neutral or are otherwise able to be addressed using the Minister’s powers under 20(4) of the Planning and Environment Act 1987 to implement a Planning Scheme Amendment which does not require public exhibition. Additionally, the project involves identifying more substantial changes to be advanced in Project 2.</p>
Project 2	<p>Latrobe Valley Modernised Planning Schemes</p> <p>A project centred on a fully exhibited Planning Scheme Amendment to ensure all provisions in the Latrobe Valley Schemes are relevant and value-adding.</p> <p>The project will involve greater matters of detail than Project 1, which are likely to require public exhibition and consideration by a Planning Panel. It will also involve full alignment with the Smart Planning project.</p>
PEGZ Sub Project	<p>A series of projects that were commissioned during preparation of Project 1. This includes:</p> <ul style="list-style-type: none"> • Wellington coastal DDO review • Industrial and commercial DDO review • Strategic sites review • Baw Baw EMO review • Mapping preparation
PCG	<p>Project Control Group, comprising senior officers from DELWP, Baw Baw Shire, Latrobe City, and Wellington Shire.</p>
DELWP	<p>The Department of Environment, Land, Water and Planning</p>
DEDJTR	<p>Department of Economic Development, Jobs, Transport and Resources</p>
RDV	<p>Regional Development Victoria</p>
LVA	<p>Latrobe Valley Authority</p>
RTC	<p>Red Tape Commissioner</p>
VPA	<p>Victorian Planning Authority</p>

1 INTRODUCTION

1.1 Planning in the Economic Growth Zone

In November 2016, the Victorian Premier announced a \$226 million package to boost the local economy in response to the closure of the Hazelwood power station, along with a general downturn in economic conditions within the municipal areas of Baw Baw Shire, Latrobe City, and Wellington Shire. This district, commonly known as the Latrobe Valley, was called an 'Economic Growth Zone' (EGZ)¹ by the Premier and was allocated monies towards a suite of economic assistance initiatives. These initiatives include direct assistance to local businesses and displaced workers, as well as large strategic components, such as a \$174 million fund for Community Infrastructure and Investment.

Deriving from the EGZ announcement, the 'Planning in the Economic Growth Zone' initiative comprises a series of projects that constitute the town planning response to the Premier's declaration of the EGZ. A multi-faceted approach has been adopted and projects are underway in connection with governance, statutory planning, and strategic planning. A scoping study has been undertaken by URPS to inform the manner in which the strategic components of the PEGZ project are developed. Two key projects have emerged:

- > Project 1, entitled 'Latrobe Valley Planning Schemes Review,' is targeted at streamlining planning frameworks as early as possible. It is focussed on matters which are either 'policy neutral,' or otherwise able to be supported by the Minister without exhibiting a Planning Scheme Amendment to the public.
- > Project 2, entitled 'Latrobe Valley Modernised Planning Schemes,' will involve more substantive considerations, such as policy shifts, which trigger the need for exhibiting the Amendment to the wider community.

This report deals with the Latrobe Valley Planning Schemes Review, Project 1. As a key goal, this project has the imperative to support economic development through a simpler, more consistent, and less cumbersome planning system in the region. It is targeted at making the Wellington, Latrobe, and Baw Baw Planning Schemes more efficient by ensuring that permit assessment processes add value to the overall development process, and fast track or exempt matters that needlessly soak Councils' resources.

1.2 Why undertake a Joint Planning Scheme Review?

There are a number of reasons, with the following being the foremost:

1. A joint review is a means of achieving consistency, efficiency, and barrier-removal within the EGZ as a whole. The development industry, businesses, and communities are fundamentally inter-connected across the three Council areas, and it is strategic to consider the wider planning landscape.
2. Section 12B of the Planning and Environment Act 1987 (the 'Act') requires Planning Authorities to review their Schemes regularly.² Given the EGZ imperative, it is opportune to use the Scheme review process to not only fulfil the requirements of the Act, but also increase the economic facilitation focus of the 'usual' Scheme review process.
3. Undertaking a Scheme review within the EGZ represents an opportunity to be at the forefront of planning reform in Victoria, in sync with the Smart Planning program which is underway separate to this project.

¹ Note, the EGZ is not a town planning zone for controlling land use and development. It is a title given to an area where economic growth is sought to actively reverse downward trends. In the Planning Scheme review, the EGZ has been renamed the EGS (Economic Growth Sub-region) to avoid terminology confusion.

² Specifically, the requirement is to review Planning Schemes no later than one year after each date by which it is required to approve a Council Plan under section 125 of the Local Government Act 1989, or a longer period determined by the Minister.

1.3 Purpose + Principles

The primary purpose of this project is to review the 3 Planning Schemes, with a view to utilising the Minister for Planning’s powers of intervention under s20(4) of the Act to approve Planning Scheme Amendments without public exhibition. The focus is on technical matters which do not necessitate exhibition for natural justice or other reasons, such as shifts in planning policy or rezoning of land. The intention is to make refinements and streamline the planning frameworks as soon as possible. A ‘tidy up’ is a high priority, as inefficiency can result in directing excessive attention to applications with low economic and strategic value, rather than being able to focus on applications which have more substantial implications for the Councils.

The secondary purpose of the current project is to set the scene for Project 2, the Latrobe Valley Modernised Planning Schemes project. The latter will build on the Project 1 findings and delve into additional details to inform a full re-write of the 3 Schemes, which will be subject to public exhibition. Project 1 will support Project 2 by identifying policy and statutory gaps, as well as areas for further analysis and refinement.

The following are some of the key drivers for the current project:

- > Consistency in Planning Scheme structure and operation across the Economic Growth Zone;
- > Reduction in complexity and corresponding increases in readability and transparency;
- > Removal of needless barriers to development;
- > Conciseness and efficiency – removal of superfluous material that does not contribute to an understanding of the Councils’ planning context and responses, or towards the interpretation of policy and statutory provisions;
- > Proportionate assessment, based on scale and complexity of development; and
- > Improved use of Clause 94 as a means of fast-tracking simple applications, and collaboration with DELWP Smart Planning to ascertain details of how VicSmart may be included within Particular Provisions and Overlay Schedule.

Given the volume of the task at hand, as well as the changes afoot through the Smart Planning program, the 6 Smart Planning Principles have been adopted and a further 3 principles have been added to inform this project. These principles are used to test the recommendations made by the project team, and cull matters which do not deliver on one or more of the principles. The following is an adaptation of the Smart Planning principles, combined with principles for the PEGZ project:

Figure 1 PEGZ Project 1 guiding principles

PEGZ	Investment facilitation + economic growth	Cooperation across the region	Capacity building
Smart Planning	Digital first	User focused	Consistent
	Proportional	Land use focused	Policy and outcome focused.

1.4 Methodology

Who's involved

Given the regional significance of the project, the project is being managed by the Department of Environment, Land, Water and Planning (DELWP). A Project Control Group (PCG) has been established to steer the project, comprising senior and key representatives from DELWP Gippsland, Baw Baw Shire, Latrobe City, and Wellington Shire.

In addition, a range of other stakeholders are involved, as identified in Table 1

Table 1 PEGZ Project 1 Stakeholders

PCG (Project Control Group)	ARG (Agency Reference Group)	State Reference Group
Direct engagement throughout project	Represented by RDV + LVA + DELWP during Stage 1, direct engagement during Stage 2	Direct engagement during Stages 1 + 2
DELWP - Danielle Simpson, Alan Freitag, John Brennan	GW + SGRW + MW SRW	LVA RDV
Baw Baw - Leanne Khan, Luke Cervi	WGCMA VicRoads	Coal Authority Direct engagement (Stage 2) DEDJTR
Latrobe - Lorrae Dukes, Lucy Lane	APA Energy + SP Ausnet Telstra + NBN	
Wellington - Barry Hearsey, John Websdale		
Smart Planning	Industry Reference Group (IRG)	RTC
Direct engagement (Stages 1 + 2)	Direct engagement (Stage 2)	Direct engagement (Stages 1+2)
Lidia Orsini Tim Westcott	Planning consultant(s) Engineering consultant(s) Subdivision / surveying(s)	Matthew Butlin

Abbreviations

CFA – Country Fire Authority

DEDJTR – Department of Economic Development, Jobs, Transport and Resources

DET – Department of Education and Training

DELWP – Department of Environment, Land, Water, and Planning

DHHS – Department of Health and Human Services

DoD – Department of Defence

GW – Gippsland Water

LVA – Latrobe Valley Authority

MW – Melbourne Water

RAAF – Royal Australian Air Force

RTC – Red Tape Commissioner

SES – State Emergency Services

SGRW – South Gippsland Regional Water

VFF – Victorian Farmers' Federation

Further stakeholders will be consulted in Project 2, which will have an expanded scope.

What's involved

The following is a simplified snapshot of the project methodology:

Table 2 Project methodology

Early consultation	<ul style="list-style-type: none">> Engagement with the PCG, Smart Planning, the RTC, a joint meeting with the LVA and RDV, and selected local consultants (with knowledge of the relevant Schemes)> A Council planners' workshop, and a Council non-planners' workshop> Council presentations
Analysis	<ul style="list-style-type: none">> Literature review> LPPF review (within the context of the SPPF + the Smart Planning Initiatives)> Review of Zone application + Schedule usage> Review of Overlay application + Schedule usage
Planning Scheme edits	<ul style="list-style-type: none">> Preliminary edits> Refinement of edits and recommendations based on PCG and officer discussions
Project Report	<ul style="list-style-type: none">> Summary of analysis + consultation> Recommendations for Project 2 (and beyond)

The above methodology has been informed by the following documents:

- > The State government's 'Continuous Improvement Kit' (2006), which provides guidance for undertaking planning scheme reviews;
- > Planning Practice Note 32: Review of Planning Schemes (2015);
- > Planning Practice Note 04: Writing a Municipal Strategic Statement (2010);
- > Planning Practice Note 08: Writing a Local planning Policy (2013).

Scheme review guidance

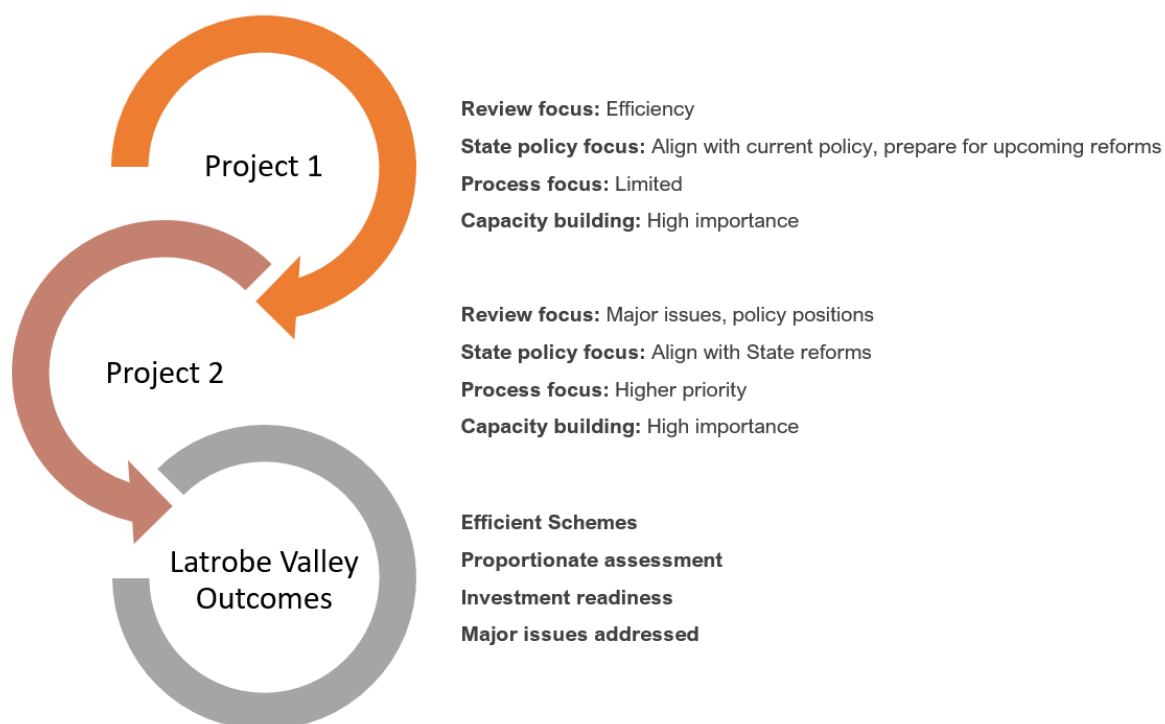
Within Victoria, Planning Scheme Reviews are generally undertaken in accordance with the State government's 'Continuous Improvement Review Kit.' Elements of the kit are highly relevant for this project, whereas other elements are more relevant to Project 2. To direct project resources as effectively as possible, the following differentiation has been made in terms of the review tasks for each project:

Table 3 Approach to Planning Schemes Review – by task

Continuous Improvement Kit Guidance	Task / issue breakdown by project (based on Continuous Improvement Kit)		
	Scoping Study	Project 1	Project 2
Step 1 – Scope the review	> Set up review committee		
	> Develop aims of review	> Refine aims of review, build on scoping study	> Refine aims of review, build on Project 1
		> Develop methodology (project specific)	> Develop methodology (project specific)
		> Develop consultation strategy (project specific)	> Develop consultation strategy (project specific)
	> Engage Councillors	> Engage Councillors	> Engage Councillors
Step 2 – Collect data	> Collect data	> Collect data	> Use existing data
Step 3 – Consultation	> Proportionate to scoping	> Proportionate to 20(4) Amendment	> Consultation with all stakeholders
Step 4 – Doing the review	> Scope review, accounting for Scheme provisions and processes at a broad level		
		> Undertake limited Scheme review, building on scoping findings	> Undertake remaining portions of Scheme review, building on Project 1
			> Undertake process review
Step 5 – Analysis	> Analyse outcomes of previous steps	> Analyse outcomes of previous steps	> Analyse outcomes of project 1 + previous steps
			> Review examples of other Councils' work
Step 6 – Report the review	Selected tasks, to the extent relevant to a scoping study		> Major planning issues
		> State policy/Smart Planning alignment	> Further State policy alignment (based on new reforms)
		> Identify strategic gaps / further work (to the extent relevant within Project 1)	> Identify strategic gaps / further work (building on Project 1, and accounting for major planning issues)
		> Provide consultation summary	> Provide consultation summary
		> Recommend: - LPPF changes - Changes to Zones/Overlays/Vic Smart - Further strategic work, as appropriate	> Recommend changes to: - LPPF - Changes to Zones/Overlays/Vic Smart (likely to be limited VicSmart)

Continuous Improvement Kit Guidance	Task / issue breakdown by project (based on Continuous Improvement Kit)		
	Scoping Study	Project 1	Project 2
			application at this stage) - Further strategic work, as appropriate
			> Process improvements (un-necessary permits, fast-tracking, simpler assessment) – greater focus than in project 1
			> Operational improvements (e.g. internal processes) – greater focus than in project
Step 7 – Implement the findings	n/a	> Realistic, clear, achievable recommendations	> Realistic, clear, achievable recommendations
		> Recommendations for matters beyond Project 1	> Implementation plan / Council plan / Council budget linkages
		> Prepare LPPF for Smart Planning translation	> Allocate responsibility for implementation

Figure 2 Planning Schemes Review prioritise by project



2 PROJECT INFLUENCES

There is a considerable state of flux surrounding the three Schemes. The Latrobe Planning Scheme was reviewed in 2014, the Wellington Planning Scheme was reviewed in 2010, and the Baw Baw Planning has not undergone a full review (other than policy neutral reformatting and refinements in 2010). Numerous changes have been implemented at State level in this time, and other changes have been flagged. Several local planning projects and Amendments have been undertaken, have been implemented partially into the Planning Schemes, or are underway.

This chapter reviews the work to date and the work underway to identify influences have a bearing on this project.

A more detailed literature review of work undertaken to date at a regional and local level is provided in Appendix 1.

2.1 Current State of Local Planning Schemes

Each of the three Schemes has undergone a review at different times and to a different extent. Specifically:

- > The Baw Baw Planning Scheme has only undergone dedicated review on one occasion. Amendment C76 made policy neutral changes to the Scheme, which came into operation from 15 July 2010 onwards. The changes involved reformatting the Scheme's layout and wording, based on a driver to modernise the MSS, improve navigation, use plain English, and improve clarity of direction. The review did not include an overall consideration of external influences and did not consider matters of policy or strategic directions.

Baw Baw Shire also initiated an internal Planning Scheme Review in 2015 but did not proceed further.

A strategic review of the Scheme beyond policy neutral matters is outstanding and is a major priority.

- > The Latrobe Planning Scheme is the most up to date of the 3 Schemes. It was updated on 19 Oct 2017, when the MSS was updated in accordance with the recommendations of the 2014 Planning Scheme Review by Keaney Planning and Glossop Planning. When assessed by a Planning Panel, the review was deemed a comprehensive and well-considered document, and Council received commendation from the Panel on its work on the Amendment. The Panel supported approval of the Amendment, subject to 5 changes.

Components of the 2014 Planning Scheme Review other than the MSS matters remain outstanding, as these were not included in Amendment C97.

- > The Wellington Planning Scheme underwent review in 2010. It was updated in December 2103 on the basis of the 2010 review by CPG. However, Scheme updates were limited to matters that were policy neutral and focussed on restricting the MSS, simplifying the form and content, and making factual updates to statistics.

The updates that were made were generally derived from Category A of the review recommendations.

Categories B to D were not addressed. Several elements of the Scheme review remain unimplemented, albeit some matters may now be outdated.

The current structure of the Local Planning Policy Frameworks, zones and overlays are provided in Appendix 2 and 3.

2.2 Planning Scheme Amendments

This section summaries key Amendments which have been implemented at State and local levels, having regard for the relevance of these Amendments to the PEGZ project.

The Amendments discussed are limited to those which have been implemented since 2010, when the earliest of the Scheme reviews were implemented. In the case of Baw Baw, although the Scheme review was very limited in nature, it is not practical to review Amendments dating back to when the VPPs were first introduced.

State Amendments

Amendments dealing with broad reform

- > VC142 and VC144 (implemented January and February 2018): The Smart Planning program has been initiated to identify needed reforms to the Victorian planning system. Amendments VC142 and VC144 deliver early reforms to refine the planning system such as the removal of some permit triggers, the expansion of certain exemptions, and the clarification of some VPP elements which have been causing confusion. Other than noting the changes, this project should review the definition changes to update the Scheme and reflect current terminology in order to avoid confusion in implementation.

Further Smart Planning initiatives, targeted at more substantive reforms, are discussed in section 2.3.

- > VC140 (implemented December 2017): The Amendment introduced an Updated SPPF. The updated structure has relevance for the manner in which structural changes are made to the LPPFs of the 3 Schemes.
- > VC114, VC135, and VC137 (implemented September 2014, March 2017 and July 2017 respectively): Amendment VC114 introduced the VicSmart assessment pathway for selected applications, requiring decisions within 10 days, based on applications falling into certain classes and being supported by mandatory specified information. Amendments VC135 and VC137 expanded the classes of applications. This project is required to consider how VicSmart may be applied locally, in addition to the standard State application classes.

Amendments which affect State and regional planning policy

- > VC134 (implemented March 2017): The Amendment introduces the new Metropolitan Planning Strategy into the SPPF based on Plan Melbourne 2017, amongst other changes. The updates to strategy are noted. Key SPPF elements to consider in this project include content dealing with Gippsland and planning a regional city in Latrobe.

This Amendment supersedes Amendments implementing Plan Melbourne 2104 and Melbourne 2030, which are not discussed in this report.

Amendments which reform Zones and supporting Particular Provisions

- > Residential reforms
 - VC110 (implemented March 2017): The Amendment implemented notable changes to the Residential Growth Zone (RGZ), General Residential Zone (GRZ), and the Neighbourhood Residential Zone (NRZ) in response to recommendations by the Managing Residential Development Advisory Committee. The Committee was charged with reviewing Council Amendments that translate the former residential zones into the new zones introduced as part of Amendment V8 to the VPPs. The findings of the committee were used to inform changes to the 3 said zones by introducing a new 'garden area' requirement and making other changes, such as in relation to maximum building heights. The implications for this project are to ensure the Zone schedules are updated in accordance with new form and content requirements and identify whether further consideration is required for the manner in which the zones are implemented.
 - VC136 (implemented April 2107): The Amendment introduced the Better Apartment Design Standards (BADs) into all Planning Schemes by introducing a new Particular Provision and creating links within the zones to trigger assessment against the new provision. Other than noting the need for assessment against the BADs objectives and standards, implications for the PEGZ project are expected to be limited.

- > VC103 (implemented September 2013): The Amendment made changes to the Rural Zones, SPPF, General Provisions, and Definitions. Changes were targeted at supporting agricultural activity, allowing more tourism related uses and supporting population retention to sustain rural communities. Unnecessary conditions and the prohibition of some land uses were removed.
- > VC100 (implemented July 2013): The Amendment primarily implemented reforms to the LRDZ, MUZ, TZ, IN1Z, IN2Z, IN3Z, and replaced the 4 former business zones with the C1Z and C2Z. It also amended State policy and particular provisions, and made changes to specific (non-EGZ) Schemes in connection with the SUZ and LDRZ.
- > V8 (implemented July 2013): The Amendment introduced the RGZ, GRZ, and NRZ into the VPPs. The changes implemented sought to simplify requirements, allow a broader range of activities within the Residential Zones, and better manage growth. The provisions introduced have since been overtaken by newer reforms, which were implemented through Amendment VC110 (implemented March 2017).

Amendments dealing with environment and hazards

- > VC140 (implemented December 2017): Inter alia, the Amendment inserts a new Environmental Risks Clause into SPPF. This new Clause should inform the manner in which LPPF Clauses are structured, as well as the elements addressed within the relevant LPPF Clauses.
- > VC Amendments dealing with bushfire: Bushfire is a significant issue in Gippsland and the changes made by VC Amendments over time are a relevant consideration. Following the 2009 bushfires, extensive changes were made to the manner in which bushfire planning is undertaken in Victoria. Further changes were made after subsequent bushfires (such as in 2013) and changes have been incrementally implemented over time (introducing both interim and permanent controls). Amendments VC083, for instance, introduced a new bushfire policy into the SPP, introduced a new Bushfire Management Overlay (BMO), introduced a new Particular Provision, and addressed native vegetation removal for creating defensible space. More recently, Amendment VC109 made further changes to refine the bushfire mitigation system.

Key implications, within the scope of this project, are to work with the bushfire provisions as currently structured and drafted. Further implications are discussed under Local Amendments.

- > VC105 (implemented December 2013): The Amendment is based on a new native vegetation framework for Victoria, entitled 'Permitted Clearing of Native Vegetation – Biodiversity Assessment Guidelines.' It shifts the policy position of seeking 'net gain' to requiring 'no net loss.' It does so by amending the SPPF and Particular Provisions, and introducing the new framework as an incorporated document.

In terms of implications for this project, the Baw and Wellington Schemes should be reviewed to ensure the prior 'net gain' approach is not utilised, unless there is a locally specific basis for justifying variations to the State's framework that are agreed with the State. Latrobe's Scheme is expected to be up to date in this respect, given it was updated after the new policy approach was introduced.

- > VC094 (implemented July 2012): The Amendment introduces new strategies in the SPPF dealing with climate change impacts arising from sea level rise. This Amendment has relevance for Wellington, which is the only coastal area within the EGZ. The current policy should be reviewed to identify any gaps within Wellington's LPPF, with a view to ensuring that local provisions appropriately build on State provisions.

Local Amendments

The nature of Amendments implemented at the local level are different to those implemented by the State. The key local Amendments in the Latrobe Valley since the last Scheme Reviews can be categorised into distinct groups. For the purpose of this section, rather than delving into the details of each Amendment, it is considered beneficial to compare the 3 Council areas in the following manner:

Table 4 Summary of recent local Planning Scheme Amendments

Nature of PSAs	Baw Baw PSAs	Latrobe PSAs	Wellington PSAs
PS review implementation / MSS review	C76 (Jul 2010): > Policy neutral MSS changes	C97 (Oct 2017): > MSS changes	C70 (Dec 2013): > Policy neutral MSS changes
State reform responses		C84 (Oct 2014): > Implemented the new residential zones via the Residential Zones Standing Advisory Committee process	
Settlement / housing strategy implementation	C104 (Part 1) (Nov 2014): > Implements the Baw Baw Settlement Plan	C105 (currently exhibited): > Implements the housing strategy component of Live, Work Latrobe > Makes extensive MSS updates > Amends DPOs 5 and 6 as per housing strategy	
Planning for growth areas	C108 (Oct 2014): > Implementation of the Warragul and Drouin PSPs, and Small Lot Housing Code > Introduction of the UGZ as the implementation tool for the growth of the said towns	C87 (Parts 1, 2 and 3) (Jan and Aug 2017): > Implemented the Traralgon Growth Areas Review and the Traralgon West Structure Plan. > Updated strategies and framework plan mapping for Traralgon in the MSS > Updated the MSS with respect to coal buffers to manage residential growth C86 (Dec 2015): > Incorporated the Lake Narracan PSP, DCP, and NVPP > Updated the Moe-Newborough Structure Plan in the MSS > Applied the UGZ to Lake Narracan	C67 (Nov 2012): > Implemented the Sale, Wurruk and Longford Structure Plan by updating the MSS.
Planning for secondary / small towns			C95 (Jun 2016): > Implemented the Port Albert Rural Residential Lifestyle Lots Review > Updated the MSS > Rezoned land to the RLZ, LDRZ, and RAZ, and amended DPO9

Nature of PSAs	Baw Baw PSAs	Latrobe PSAs	Wellington PSAs
			<p>C87 (May 2016):</p> <ul style="list-style-type: none"> > Implemented the Longford Development Plan by amending the MSS <p>C86 (Oct 2015):</p> <ul style="list-style-type: none"> > Implemented the Rosedale Structure Plan > Updated the MSS > Made extensive zoning changes and amended DDO and DPO provisions. <p>C72 (Dec 2014):</p> <ul style="list-style-type: none"> > Implemented the Heyfield Structure Plan > Update the MSS > Made serval zoning and Overlay changes
Activity centre planning	<p>C86 (March 2013):</p> <ul style="list-style-type: none"> > Implements the town centre strategies for Warragul and Drouin 	<p>C106 (currently exhibited):</p> <ul style="list-style-type: none"> > Implements the Traralgon Activity Centre Plan > Updates the to reflect the strategy > Rezones all C1Z and MUZ land in the activity centre to the newly introduced ACZ > Makes other zoning changes, as listed in the PSA 	<p>C67 (Nov 2012):</p> <ul style="list-style-type: none"> > Implemented the Sale CBD Precinct Plan by updating the MSS
Residential land release	<p>C93 (Dec 2013):</p> <ul style="list-style-type: none"> > Rezoned land from FZ to GRZ in the northern section of the Waterford Rise Estate, Warragul (Pre-dates UGZ implementation) 	<p>C85 (Dec 2017):</p> <ul style="list-style-type: none"> > Rezoned land in Morwell from the FZ to the GRZ, and applied a DPO 	
Employment / industrial strategy implementation	<p>C78 (Aug 2012):</p> <ul style="list-style-type: none"> > Implementation limited to identifying an Industrial Expansion Area in Clause 22 > No major employment strategy initiatives 	<p>C105 (currently exhibited)</p> <ul style="list-style-type: none"> > Implements the employment strategy component of Live, Work Latrobe > Makes MSS updates > Rezones land from the FZ to the IN1Z <p>C92 (Aug 2017):</p> <ul style="list-style-type: none"> > Implements the Latrobe Regional Airport Masterplan 2015 > Introduces / refines MSS content > Amends / applies the SUZ, AEO, and DDO 	<p>C98 (Nov 2017):</p> <ul style="list-style-type: none"> > Responds to the 2015 announcement that RAAF Base East Sale had been selected for Defences AIR 5428 Pilot Training System > Implements the West Sale Airport Master Plan Update 2017 > Amends / applies / refines the SUZ and AEO <p>C74 (Apr 2014):</p> <ul style="list-style-type: none"> > Implemented the Yarram, Maffra, and Stratford Industrial Strategy > Updated the MSS > Applies IN1Z, DDO1, and new DPO5.

Nature of PSAs	Baw Baw PSAs	Latrobe PSAs	Wellington PSAs
Rural strategy implementation	<p>C44 (Part 2A) (implemented Jan 2012)</p> <ul style="list-style-type: none"> > Introduced a new/revised rural policy > Deleted former house lot excision policy > Rezoned land from FZ to RAZ 	<p>C105 (currently exhibited)</p> <ul style="list-style-type: none"> > Implements the rural strategy component of Live, Work Latrobe > Updates rural components of the MSS, and introduces 3 new rural policies > Introduces FZ1 and FZ2, and rezones land to FZ1, FZ2, RLZ1, RLZ2, RLZ3. > Applies DPO8 to new RLZ land 	>
Development contributions requirements introduction / update	<p>C112 (Jul 2015):</p> <ul style="list-style-type: none"> > Incorporation of the Baw Baw, Warragul, and Drouin Development Contributions Plans > Amendments to DCPO Schedules 1, 2 and 3 <p>C101 (implemented Aug 2013):</p> <ul style="list-style-type: none"> > Amended the DCPO Schedule and made minor corrections to the Overlay 	No dedicated PSAs; contributions addressed through selected DPOs + Lake Narracan DCPO	No dedicated PSAs; contributions addressed through selected DPOs
Heritage requirements introduction / update	<p>C90 (Jul 2013):</p> <ul style="list-style-type: none"> > Introduced new entries for heritage precincts and places > Introduced the Heritage permit Exemptions Incorporated Document <p>C86 (March 2013):</p> <p>Applies the HO, as per Stages 2 and 2a of the Baw Baw Shire Heritage Study 2011</p>		<p>C92 (Part 1) (Jul 2017):</p> <ul style="list-style-type: none"> > Implemented the Wellington Shire Stage 2 Heritage Study
Environment and hazards	<p>GC13 (Oct 2017):</p> <ul style="list-style-type: none"> > Updated mapping of the BMO <p>GC31 (Oct 2016):</p> <ul style="list-style-type: none"> > Revised and applied ESO2 to Special Water Supply Catchment Areas 	<p>GC13 (Oct 2017):</p> <ul style="list-style-type: none"> > Updated mapping of the BMO <p>GC31 (Oct 2016):</p> <ul style="list-style-type: none"> > Revised and applied ESO2 to Special Water Supply Catchment Areas 	<p>GC13 (Oct 2017):</p> <ul style="list-style-type: none"> > Updated mapping of the BMO <p>GC03 (Sep 2016):</p> <ul style="list-style-type: none"> > Introduced a BMO Schedule to streamline decision making for dwellings in appropriate areas, where the level of expected hazard is known. <p>C81 (Mar 2014):</p> <ul style="list-style-type: none"> > Introduced a BMO schedule to facilitate re-construction of houses destroyed in 2013 fires <p>C33 (Jan 2014):</p>

Nature of PSAs	Baw Baw PSAs	Latrobe PSAs	Wellington PSAs
			> Implemented refined FO and LSIO mapping and Schedules within the Shire (excluding Port Albert)
Other	<p>GC49 (Nov 2017):</p> <ul style="list-style-type: none"> > Introduced permanent DDO controls for flight paths to the Warragul Hospital (replaced prior interim controls). 	<p>GC75 (Nov 2017)</p> <ul style="list-style-type: none"> > Makes changes to the Community Infrastructure Levy payable in existing DCPs <p>C107 (Dec 2017):</p> <ul style="list-style-type: none"> > Introduced an Incorporated Document to enable temporary diesel-powered energy generation in response to forecast shortages. <p>C91 (Aug 2017):</p> <ul style="list-style-type: none"> > Implements an open space strategy and updates open space contributions rates <p>C94 and C99 (Apr and Jun 2016):</p> <ul style="list-style-type: none"> > Implement parking requirements for Traralgon and Morwell via the PO 	<p>GC75 (Nov 2017)</p> <ul style="list-style-type: none"> > Makes changes to the Community Infrastructure Levy payable in existing DCPs <p>C89 (Oct 2014):</p> <ul style="list-style-type: none"> > Updated the Planning Scheme to facilitate the relocation and redevelopment of the Sale Greyhounds Racing facility > Updated the MSS to support the development > Rezoned land to the SUZ and applied a new DPO7. <p>C71 (May 2013):</p> <ul style="list-style-type: none"> > Dealt with coastal areas along the 90 mile beach, introducing permanent controls for inappropriate historic subdivisions, which created lots in undevelopable environmental and hazard prone areas.

2.3 Current or Unimplemented Projects

Smart Planning

The State government's Smart Planning project seeks to transform Planning Schemes to make them clearer, easier to use and more consistent.

The PEGZ project has been undertaken in close collaboration with the Smart Planning team. However, it is acknowledged that much of the Smart Planning work was still in progress during the PEGZ project. Key aspects, such as the final structure of the State Planning Policy Framework (and thus the future Planning Policy Framework (PPF)) were not yet finalised when Mesh prepared the first draft of the restructured planning schemes.

The PPF structure has now been finalised, and the second version of the PEGZ LPPF has aligned with this structure.

The Red Tape Commissioner's Investigations

The RTC, Dr. Matthew Butlin, has been appointed by the Department of Treasury and Finance to work with business communities and Government in Victoria to reduce the burden of regulatory processes. Among other areas, the RTC has worked extensively with the Latrobe Valley community, businesses, and development industry to investigate the local issues.

As part of this project, the RTC was consulted to ensure the project is able to incorporate his findings and build on them to reduce regulatory burdens and inefficiencies in the planning system. This section summarises findings from the discussion between the project team and the RTC.

General matters

- > The RTC has received development/business feedback from both large and small businesses.
- > The majority of developer feedback to the RTC is associated with development in Baw and Latrobe, where the majority of development is occurring.
- > The EGZ does not require Councils to be in complete sync, as there are physical and operational differences. However, commonality should be found to the extent appropriate.

Business management

- > The manner in which business is conducted across the three Councils varies significantly – Wellington is organised like a business (due to its full delegation and levels of trust between officers and Councillors), whereas Latrobe and Baw Baw have greater degrees of political involvement in processes.
- > It was mentioned that application 'call-ins' can be problematic, as they are often driven by political considerations and complaints. Call-ins occur despite applications being soundly decided by officers in accordance with statutory criteria, and it is not unusual for these to be overturned at VCAT.
- > Referral authority responses are a significant cause for concern for applicants. The following issues are being experienced:
 - Infrastructure upgrades and new infrastructure delivery can prove difficult due to pioneering costs, involving the delivery of expensive infrastructure 'up front.' That is, developers who 'go first' have to pay disproportionate amounts to provide development infrastructure, which plays a trunk function and provides benefits to developers who proceed subsequently.
 - There is misalignment between Council planning and infrastructure planning by Gippsland Water and (to a lesser extent) VicRoads. There have been instances where trunk infrastructure is not planned to be delivered for some 20 years, whereas it is located in the preferred development corridor.

- > To provide a balanced perspective, it is noted that Gippsland Water has significant financial constraints, which limit what the authority can do. It was also noted that discussions are underway in connection with the authority's procedural and planning improvements. Similarly, discussions are underway with VicRoads, seeking to reduce the divide between authority and developer expectations.
- > Simple solutions are available in some instances to assist development. For example, South East Water allows temporary pumping/cartage of sewage for a set period, until permanent sewer infrastructure is installed. This is not a significant initiative, but is quickly implementable to enable development and sales to occur.
- > At times, building and drainage permits prove very difficult to achieve, despite planning permits having been issued. New matters are raised by engineers late in the process.
- > Reducing the number of planning permit applications for minor/inconsequential matters should be a priority. The example of courtyard paving requiring planning approval in Walhalla was raised, and it was questioned whether this adds any value to the planning process or to community outcomes.
- > Wellington Shire officers were mentioned as positive examples of 'case managers' who proactively steer internal and external responses, and act as the single point of contact for applicants.
- > Pre-application meetings:
 - Proportionality of requirements – The extent of information an applicant is willing and reasonably able to provide is proportionate to the value of the project. Beyond a certain threshold, applicants are usually reticent about incurring more expenditure. Information requests which require expert reports (to excessive detail) cost significant amounts of money and detrimentally affect the financial standing/risk of a project.
 - The 'early no' - It is important for proponents to know where they stand with Council to avoid needless expenditure. An 'early no' is sometimes the best outcome if it is evident that development is inappropriate.
- > Glen Eira was mentioned as a positive example of trust building between officers and Councillors.

Planning issues

- > Following the introduction of the rural zones in the 2000s, the Farming Zone (FZ) implementation caused consternation across the 3 municipalities, including due to differences in implementation approach. Callignee was mentioned as an example where issues have been experienced in relation to the FZ, which have generated complaints.
- > Planning Scheme Amendments sometimes require too much information in the early phase of the project.
- > Strategic planning activities could involve increased engagement with the private sector.
- > Rezoning is too slow in some instances, which renders financially sensitive developments unviable due to waiting times and holding costs. A service station proposal was mentioned as an example of this.
- > Coal overlay buffers and the general state of planning in relation to coal case issues for development. Latrobe has vast amounts of land which is encumbered by coal requirements, rendering it unable to be developed.
- > Respecting infrastructure, the two key questions are: What is the most-effective solution, and how do developers pay? To crystallise what's involved in these questions:
 - The pioneering development issue is significant.
 - The disconnect between authority and Council planning timeframes is a major issue. Sewer and water infrastructure were identified as key elements which need attention. Drainage timing was also seen as an issue, but to a lesser extent.

The Gippsland branch of the RDV works closely with the local development industry and regulatory bodies to identify investment opportunities and facilitate business establishment within the Latrobe Valley.

The LVA has been appointed by the Premier to assist businesses in response to the Hazelwood Power Station closure and the broader economic difficulties being experienced locally. Among other things, the LVA is tasked with administering a \$174 million fund to investigate options for infrastructure provision within the Latrobe Valley. This could include community infrastructure such as schools, or development related infrastructure such as roads, bridges, sewer, and water.

The RDV and LVA were jointly consulted as part of this project and learnings from the discussion are provided as follows.

General matters

- > Coal policy in the Latrobe Valle continues to reflect 1980s thinking, being based on the now-outdated Framework for the Future document (published in the 1980s).
- > The Valley is naturally suited to logistics, food processing, aeronautical industries (including software and aeronautical engineers), noxious industries, and industries which employ personnel who can work remotely and do not need to be located in Melbourne. Other major employment growth is likely from health, aged care, and food/fibre industries.
- > Baw Baw Shire generally functions as a satellite suburb. It has little focus on employment land, and residents have a significant reliance on Cardinia for work.
- > Shops have been shutting down in Morwell for several years, and the recent closure of key tenants from the Mid Valley Shopping (including Target) represents a significant blow to the town.
- > Land use distribution - The Mid Valley Shopping Centre was historically developed in a location that is fragmented from the town. This pattern of disbursed land uses is also seen in other parts of Morwell. Industrial areas are impacted by residential development within proximity, and residential areas experience amenity impacts from industry.
- > There are several redundant industrial buildings in the area, particularly in Morwell. These disused buildings, and the general lack of amenity/poor quality of development result in an unappealing impression for investors. Attractive design could assist with attracting businesses to the area.
- > Investors often only look online for investment ready sites, rather than speaking to local planners and economic development officers. This underscores a gap in the Latrobe Valley's marketing, as there are very limited opportunities which are investment ready. This is particularly an issue within the local market conditions, which are sensitive.
- > Planning should be cognisant of future industries, such as those based on improved technology and innovation.
- > A new network plan is being prepared by Public Transport Victoria (PTV), which is considering a service from Southern Cross Station to Traralgon every 20 minutes.

Development hindrances

- > RDV is currently working with approximately 50 investment opportunities in the area. The majority involve industrial development in Latrobe City. However, nearly all are impacted/hindered by coal buffers. There is a vast amount of industrial land, but this is unable to be utilised.
 - RDV was involved in one case where a low impact soil conditioning business was proposed, with the purpose of treating green waste and turning it into compost. In addition to the ordinary planning process, the additional requirements associated with planning within the coal buffers is hindering the business from establishing.

- > Cultural heritage and flooding, which are important considerations, can be overly onerous in terms of their impact on approval likelihood and timeframes, and consequently on investment certainty.
 - There is a large site to the south of the Mid Valley Shopping Centre, which could be a major investment opportunity. However, the site is heavily constrained by a creek, flooding, multiple easements, and now a heritage finding. The heritage discovery necessitated a dig for further investigation, which is raising concerns regarding the developable area and timeframes. While it is appropriate for heritage to be investigated, the question was raised whether a sub-regional heritage plan could be prepared. This could remove a level of development risk and improve investment planning timeframes by clarifying requirements earlier in the process.
 - It was questioned whether the heritage listing of the former Morwell Power Station adds value to local planning. Following closure, the station was mooted for demolition, but became heritage listed. The cost of demolition is substantially lower than the cost of restoration due to very high levels of asbestos contamination. This has hindered an energy business which proposed to utilise part of the site/facility, while demolishing the plant.
- > Within Baw Baw Shire, it is difficult to attract a large investor due to the settlement pattern. Residential development dominates, and it is difficult to accommodate large industry/business within the context.
- > The Baw Baw Development Contributions Plan Overlay (DCPO)
 - The municipal wide DCPO is not user friendly.
 - The boundary of the DCPO goes right up to Moe, creating discrepancies between how contributions are obtained across what is perceivably an artificial boundary.
- > Development contributions generally – Contributions would only turn development away when the amount is excessive.
- > Sequencing – Sequencing and infrastructure delivery expectations are out of sync between different stakeholders. Councils, utilities/authorities, and developers all have different priorities. Due to the lack of communication and agreement, developers adopt the attitude of needing to overcome government/authority planning, rather than work in concert with it.
 - As an example, the development corridor in Morwell was planned, but Gippsland Water stated that development was out of sequence from their infrastructure planning perspective.
- > Within Warragul, a small number of developers drive the planning and development process. They have considerable influence on Council, and officers are having to respond reactively, rather than proactively.
- > Within Baw Baw, there are developers that are significantly in credit in terms of their development contributions. No contributions have to be paid due to their having delivered infrastructure to a greater value than the amounts payable.
- > Cost of infrastructure (especially sewer and water) has been grossly underestimated in some instances. The actual costs have proved prohibitive due to proportionately lower rate of returns.

Opportunities / future approaches

- > There may be opportunity for a food processing precinct to the east of Morwell, between Alexanders Road and the Lion food processing site.
- > The LVA are currently considering infrastructure funding mechanisms to address the deadlock in development, where infrastructure delivery may be prohibitively expensive within the context of sales rates.
- > Planning strategies give confidence to Councils and, to an extent, to agencies. However, this confidence is not typically shared by developers, due to their lack of involvement in planning processes.

- The Geelong G21 initiative was raised as an example of collaboration between Councils, agencies, developers, and businesses. It was emphasised that developer 'buy-in' exists due to involvement in planning processes.
- > Bendigo was mentioned as an example of effectively planning for the 'greater' city area, rather than individual suburbs/settlements. The Live, Work Latrobe project was acknowledged as taking a similar approach.

Potential Regional Infrastructure Charges Plan

The State government has set standard levies for greenfield development in Metropolitan Melbourne. This is expected to be the first stage in implementing a standardised infrastructure charges / development contributions system for the State. As a subsequent stage, a Regional Infrastructure Charges Plan (ICP) is under consideration to standardise levies. A steering group has been formed to investigate the regional levies.

The new metropolitan levy system is primarily aimed at new greenfield areas and allows prior development contributions systems to remain in place. However, it also provides scope for prior development contributions systems to be replaced by the new system. Likewise, should the regional levy proceed, it will allow the opportunity for Councils to adopt the levy for new growth areas or adapt their existing development contributions systems to the new ICP system.

The regional ICP implementation should be monitored for potential application within the EGZ. At the time this becomes available, the Councils will have the following options:

- > Maintain the status quo and continue implementing the current contributions systems (relying on a mixture of DCPs and DPO based contributions). This option is not preferred for consistency and simplicity reasons.
- > Adopt the new ICP system and replace the current contributions systems, subject to the proposed rates and implementation details.
- > Undertake a dedicated review of the development contributions systems within the EGZ and replace the existing systems with a clearer, more consistent system.

Review of contributions systems is outside the scope of the PEGZ project at this time, but may be a key project for consideration in the future.

Other State Projects

Ongoing residential zones reform

As previously mentioned, key changes to the RGZ, GRZ, and NRZ were made as part of Amendment VC110. Changes involved the introduction of a new 'garden area' requirement, as well as other changes, such as in relation to maximum building heights. When making the changes, the Government stated that it would release practice notes in relation to the implementation of the reformed zones. At the time of writing this report, these practice notes remain pending and will need to be considered when released to verify the efficacy of Zone schedule usage.

Additionally, the State also earmarked that it would form a working group with local Councils to investigate the best ways to integrate residential aged care facilities into local neighbourhoods. Given the size of the aging demographic within the Latrobe Valley, the findings of this working group and subsequent changes to the VPPs should be monitored.

Local Strategic Planning

Each of the three Councils has strategic planning projects underway which are relevant to PEGZ Projects 1 and 2. While it is not the role of Planning Scheme Reviews to implement the findings of separate strategic projects, there are some areas of overlap to consider. This is especially the case for matters such as identifying how policy and Schedules are structured to improve consistency across the region.

Projects of note are identified as follows:

- > Current strategic planning in Baw Baw Shire:
 - Rural Land Use Review – A draft report has been produced, but the project is yet to be implemented via an Amendment.
 - Warragul Shopping Centre – This project is relevant for considering the Scheme content dealing with the Warragul town centre.
- > Current strategic planning in Latrobe City
 - Advocacy is underway regarding the balance between coal resource protection and land availability for major/noxious industry.
- > Current strategic planning in Wellington Shire
 - Wellington Land Use and Development Strategy (LUDS) – The project involves a review of the Wellington Framework Plans contained in the LPPF, based on a refreshed analysis of the trends and influences within the municipal area.
 - West Sale and Wurruk Industrial Land Strategy – The Strategy is currently being finalised

Details of each of the above projects are provided in the Literature Review in Appendix 1.

3 CONSULTATION

This section summarises the views of key planning scheme users. Consultation has been undertaken with Council officers, Baw Baw and Wellington Shire Councillors, and selected consultants within the local development industry.

Given the cross over between comments made by the user groups, as well as the need to crystallise findings in a concise form, the directions arising from the engagement are summarised at the end of section 2.4.

3.1 Council Officers' Views

Sub-regional matters

- > There is a need for consistency in economic policy that recognises sub-regional priorities.
- > The link between economic development and planning is strong, but this link has not been used to its potential to enable development or advertise the Latrobe Valley's 'open for business' attitude. The sub-region also needs to be clear about what uses/industries it wishes to attract, outlining whether certain categories are targeted or whether development is broadly encouraged.
- > Sub-regional commonalities need to be enhanced, but local identity also needs to be retained.
- > Lack of developable industrial land is an issue for Latrobe and Baw Baw but is not as significant a matter for Wellington. More specifically:

Within **Latrobe**

Industrial zoned land is plentiful, but coal buffers inhibit development. Additionally, investment readiness is an issue due to infrastructure unavailability and uncertainty about development outcomes on account of coal buffers.

Latrobe also has several abandoned sites (principally in Morwell) where development is impaired by proximity to residential land. The redevelopment of these sites should be prioritised.

Within **Baw Baw**

Industrial land in Warragul and Drouin is heavily impacted due to being sandwiched between residential areas. This impairs the types of industries that can locate within Council's key urban areas. Pressure may increase in the future, and planning lags behind as there is no strategy in place for industrial/employment land.

Within **Wellington**

Employment land and investment were not raised as significant issues which need assistance from the current project. This is because Wellington is currently undertaking an industrial land study for West Sale and Wurruk, which is targeted at addressing the matter.

Generally

The requirements of Gippsland Water and (to a lesser extent) VicRoads are perceived to be development constraints. It is expensive to bring infrastructure to the needed sites, and holding costs deter investors from purchasing land without knowing when the infrastructure will be delivered.

- > In terms of commercial employment land, Latrobe's experience is that small businesses tend to locate within Traralgon, whereas larger businesses tend to favour Morwell. The need for a retail strategy has been raised within Council.
- > Waste resource planning is a regionally significant issue.
- > Energy production transition and changing energy expectations are not fully reflected in the Schemes.

MSS / policy issues

- > Respecting the location sub-regional content in the Schemes, workshop attendees expressed a preference for the content to be located in the regional section.
- > With respect to the MSS, the overall consensus is to minimise volume, remove superfluous content, clarify focus, and ensure mapping is as effective as possible.

- > Repetition of State policy should be avoided and removed from where it presently exists. LPPF content should build on the State content and add value to the Schemes (not merely be a repetition). Clear line of sight is required between State policy and local provisions, but repetition is counter-productive.
- > In terms of language, emphasis needs to be on plain English. Double negatives should be avoided and removed, except where the VPP wording necessitates the wording. Where confusing wording cannot be removed, it should be flagged for further consideration, noting that scope for improvement may arise from the upcoming VPP reforms.
- > The MSS structure should be generally consistent across the Councils, based on themes.
- > Objectives and strategies should be focussed solely on planning. Content such as 'advocate for...' should be removed.
- > MSS content currently does not effectively differentiate between long term versus short term priorities. There may be some scope for improvement in this respect.
- > Strategies often include justification. This adds un-necessary bulk, noting that the justification should already be in higher levels of the MSS.
- > There should be nature-based tourism policies to leverage assets. Policy support for rural tourism in FZ areas is limited.
- > Mapping / graphics:
 - o Some considered Latrobe's City framework plan as being too detailed, Baw Baw's framework plan as conveying very limited strategic directions, and Wellington's somewhere in between.
 - o Planning Schemes are too text-heavy. Mapping and graphics should be utilised to a greater extent.
- > Long lists of further work should be avoided / culled.

Application of zones + overlays

- > A GC Amendment introduced consistent ESO provisions for water supply catchments in Baw Baw and Latrobe. However, Wellington withdrew from the Amendment and has a different ESO.
- > Latrobe's mapping of environmental and landscape overlays is deficient. The Council area contains large tracts of valuable environments and landscapes, but ESO or SLO coverage is deficient. This is inconsistent with how the overlays are applied over the borders.
- > There may be known contaminated sites, which are on an EPA database, but identified via the EAO.
- > Studies associated with commercial development/strategies are at different stages across the Councils. This may affect the application of zones, as well as how zone schedules are utilised.

Permit triggers + assessment

- > Blanket buildings and works triggers should be varied wherever possible.
- > There is scope for alignment between schedules. There are currently inconsistencies in detail, which are causing confusion.
- > If triggers are not activated, their existence should be questioned. Baw Baw, for instance, has 116 permit triggers and most of these are rarely activated.
- > Within the rural zones, 100m / 30m buffers are too encompassing, triggering permits which are pointless. Referral agencies are likely to be satisfied with lesser referrals, and agreement should be sought.
- > The trigger for dwellings that are located less than 100m from the neighbouring dwelling has been made less time-consuming for applicants than previously, as this falls under the VicSmart category. However, there may be scope to create a lesser threshold to exempt more development.
- > The size of dwelling extensions which are exempt from needing a planning permit could be increased.
- > Within the FZ, caretakers' residences are appropriate, but policy needs to control dwellings more carefully.

- > The TZ:
 - Is excessively flexible, allowing almost indiscriminate distribution of uses. Houses can dominate where retail should be located. This undermines commercial viability, township appeal and character.
 - Specifies some uses in section 2, which should be section 1 uses in certain locations. This may be a matter to consider for fast-tracked assessment.
- > The AEO and SRO don't trigger permits and rely on the underlying zone. Other overlays have to be used due to deficiencies in the VPP suite.
- > For bushfire prone land, it was raised whether a dwelling extension of a particular size could be made exempt.
- > Respecting house lot excisions, there are differing views on what is acceptable. The first matter to note in this respect is that it is important to have rural policies. Secondly, policies need to be clear and robust.
 - One specific suggestion was to encourage lot consolidation by allowing small lots to be created where larger lots are consolidated, so that the consolidated lots can be used more meaningfully for rural purposes.
- > There are extensive inconsistencies with respect to parking, open space and development contributions requirements.
- > Medium density development should be made easier within activity centres by relaxing permit triggers, and not requiring public notification.
- > Some DDOs are unclear, and there are inconsistencies between areas within municipalities, as well as further differences across municipalities.
- > Some schedules add permit triggers, rather than removing them. This should be carefully considered.
- > Ambiguity and confusion arise from the manner in which the VPPs are worded /constructed. Head clauses of zones and overlays result in double-negatives in Schedules.
- > Comments were made in relation to BMO considerations over-riding ESO considerations.
- > BMOs in residential areas were mentioned as being the only permit trigger in some instances. In terms of how assessment is undertaken Mornington's BAL-12.5 Overlay schedule was mentioned as an example to consider.
- > Existing use claims are problematic to evaluate. It is unclear how much proof is required or should be sought. Guidance / clear criteria would be beneficial.

VicSmart

- > Planners have to verify if applications are VicSmart. Interpretation is required when assisting applicants to identify the correct assessment pathway. Explaining provisions to customers consumes considerable officer time.
- > It was noted that the State's decision guidelines are subjective and premised on a merit assessment approach. There is scope to move towards a more codified approach that utilises objective, numerical criteria.
- > Prior to application, planners have to direct applicants to referral authorities. However, the authorities are not adequately familiar with VicSmart processes.
- > Internal referrals can be an issue, due to the subjectivity of the decision guidelines, which require input from non-planning departments.
- > Some Councils are not resourced to meet the 10-day timeframe, without taking attention away from more significant applications.
- > There are two views on VicSmart's 10-day timeframe:
 - The fact that some permit applications are required to be decided in 10 days can mean that planning attention is directed towards applications that have lower strategic value than major applications, which rightly take longer but achieve greater outcomes from a planning and economic perspective.
 - The 10-day timeframe is achievable, as developers are required to undertake considerable work 'up-front' to be able to benefit from the VicSmart process. This is not altogether a poor outcome. It ensures that an appropriate amount of thought is put into the application, providing surety to developers as well as Council in

relation to approval likelihood. Requests for further information can be avoided, albeit scope to request information is available.

- > From an applicant perspective, there were concerns that it may be quicker to lodge a standard application (relying on section 55 referrals), rather than obtaining agency inputs prior to the VicSmart application.
- > VicSmart was seen as a 'process within a process.' While some of this may be simplified by the Smart Planning proposal to move VicSmart provisions into the Zones and Overlay, there may be greater benefit by codifying certain development (i.e. establishing numerical thresholds which act as 'tick boxes' for assessment purposes).
- > The question was raised that, if certain applications are so low risk, should they require a permit at all?
- > Latrobe has created a VicSmart report template and checklist. This may be beneficial to other Councils.
- > In terms of VicSmart usage for Overlay triggers:
 - The LSIO was seen as a trigger solely for building heights. It was questioned why there is a need to undergo a full assessment process.
 - Plans that have been consented to by the CFA / CMA prior to application lodgement should be subject to VicSmart.
 - All applications triggered by agency-based Overlays should be made VicSmart applications if there are prior referral responses.
- > Heritage matters should not be subject to VicSmart at all. Attention was drawn towards a VCAT case in Baw Baw in which a heritage listed wall was knocked down due to being missed as part of the VicSmart limited assessment process.

Business management / operational / process matters

- > Council involvement - Councillors at times overturn recommendations / decisions by statutory planners. Cases are appealed and VCAT generally makes decision in accordance with the original officers' recommendations / decisions.
- > Delegations – Wellington enjoys excellent delegations, with officers being able to make a significantly greater range of decisions, without political call-ins. This provides a model to follow.
- > External referrals:
 - Baw Baw refers ESO matters to DELWP. This adds time to the permit process, but the referrals remain necessary.
 - Coal related referrals to DEDJTR consume extensive periods of time, and responses are based on outdated policy positions developed in the 1980s. This significantly inhibits industrial development in Latrobe.
- > Internal referrals:
 - Conditions can be poorly worded, or not considered on an application-specific level.
 - Delays and inconsistencies occur.
 - Weighting of issues is sometimes questioned.
- > Online planning tools:
 - Latrobe utilises e-plan, which is a useful tool for online application lodgement and management. However, the program does not integrate well with ECM and Pathways, which are Council's official information management systems.
 - SPEAR is utilised for subdivision applications. This program speeds up referral responses, and information is quick and easy to find. However, there are limited users who have taken up licences.
 - Interactive mapping was raised as a 'wish list' item – e.g. hovering over a plan could cause information to pop-up.

- Online Schemes should be more intuitive – hyperlinks, infographics, and other measures to draw attention to what is relevant should be utilised.
- > Application handling:
 - There should be a priority process for high value development applications, utilising an agreed priority pathway. Such a process has been developed, but there are views that this does not go far enough and is a minor variation to the ordinary assessment process.
- > Planning Scheme Amendments - The need to repeat exhibition was questioned, especially when there is little change to a document at adoption stage. It was considered that Amendment processes can be streamlined.
- > Permit notification - Remove notice and review rights when the standards have been met.
- > Sub-regional committee – The prospect of a sub-regional committee was raised for considering applications which meet certain thresholds and have value to the EGZ as a whole. The unlikelihood of this was also mentioned.

3.2 Councillors' Views

Baw Baw and Wellington Councillors were briefed and consulted on the project. Latrobe City preferred Councillors briefings at the end of the project.

Key matters arising from the Baw Baw briefing are:

- > The MSS is very important to the Council in terms of communicating its strengths. Councillors are keenly interested in what content is included.
- > Councillors felt there are assets / strengths, such as the Warragul Hospital, which have not been highlighted as significantly as they should be, including as part of the PEGZ Scoping Study.
- > Community exhibition is important too Council to ensure transparency. Council would like to exhibit policy changes to the community.
- > Assessment is often strained by the need to administer third-party Overlays. Flooding and bushfire are examples of such Overlays, and Councillors feel they have little control over the administration/assessment.
- > Third party expectations can be a challenge. Different people have different expectations for amenity – e.g. rural living versus farming.
- > In terms of what Council would like to see as outcomes from this project, focus should be directed towards removing minor applications which do not add value to the planning system or achieve community outcomes.

There are no matter arising from the Wellington Shire briefing, other than to note the importance of building on prior work by the RTC.

3.3 Development Industry Views

General matters

- > Major residential development in Gippsland is primarily focussed within Baw Baw's municipal area at present, albeit Latrobe City has experienced considerable development in the past.
- > The proportion of minor developments relative to major developments is greatest in Wellington.
- > Consistency across the Councils would be beneficial, but historically there appears to have been little discussion across boundaries.

Business management / operational matters

- > Baw Baw Shire's statutory planning performance has been impacted over approximately 12 months due to the personnel shortages. There is at least one case where it took 3 months to receive an acknowledgement letter,

and there have been cases where details have been missed in assessment. It was also noted, however, that Baw Baw has recently been making deliberate efforts to overcome the performance issues.

- > Latrobe City:
 - Provides draft conditions prior to deciding major applications. This is positive and should continue.
 - Has recently been prioritising industrial developments with strategic value. A case was cited where the planners approved a development within 4 weeks due to its strategic merit. This is a major improvement from previous practice.
 - Assigns applications based on based on officer experience and expertise.
- > Latrobe specific issue: Councillors overturn officer recommendations, giving excessive weight to community objections, whereas officer recommendations are sound from a statutory perspective. This creates considerable developer risk, as monies have been spent on an application and otherwise committed towards development based on planning appropriateness. Applications should generally not be overturned at the political level.
- > Wellington Shire's performance is generally good, with the Council addressing issues early in the pre-lodgement and assessment processes.
- > There have been numerous instances where pre-lodgement meetings have provided limited value, as consultants have subsequently received needlessly lengthy information requests. This occurred despite the effort dedicated towards liaison. there are concerns that information requested is at times too detailed and exceeds what is necessary to assess the application. This may be due to risk aversion on behalf of officers, who feel they need a lot of information.

Planning scheme / assessment matters

- > Small applications - Some smaller applications take excessively long to assess.
- > Dwelling density - Confusion arises from Latrobe City's resolution of 11 dwellings per hectare, which deviates from the State policy target of 15 dwellings per hectare. There have been instances where consultants seek 11 dwellings per hectare, agreeing with the Council resolution on the basis of market opinions. However, officers have sought to implement the State's 15 dwellings per hectare target.
- > Policy generally: Schemes should only use policy content if it adds to the standard approach available via the zones and overlays.
- > Rural policy/strategy:
 - Baw Baw Shire has a rural policy (which is beneficial for clarifying Council's position on matters associated with the Farming Zone (FZ), such as house excisions.
 - Wellington Shire has a rural policy which, similar to Baw Baw Shire, proves beneficial in dealing with FZ matters.
 - [Other than the policy being introduced by C105] Latrobe City has been operating without a rural policy. This creates a lack of clarity respecting how Council will decide applications. When applications are lodged for houses or minor subdivisions, voluminous responses are provided for why the proposals are inappropriate.
- > Overlays: Certain Overlays, such as ESOs associated with water catchments, stop at municipal boundaries. This creates frustration from land owners on the side of the boundary where permits are required.
- > Schedules:
 - Schedules are not considered to be effectively used in Gippsland.
 - There is scope to expedite certain developments such as 2 lot subdivisions, but these are caught up in the 'usual' assessment processes and timeframes.
 - Yarra Ranges, Knox and Maroondah City Councils were mentioned as examples that make effective use of Schedules. These Councils use Schedules, for example, for Clause 56 variations.

- > Parking – Latrobe City’s parking overlay makes parking requirements simpler and easier to understand/predict. The City has also been very reasonable in its parking waivers of late.
- > VicSmart: Applications typically require just as much work as preparing the ‘usual’ planning permit applications. The key benefit is that assessment is expedited. Latrobe City, for instance, are adhering to the 10-day timeframe.
- > Development plans: There was a particular case where land was rezoned to the General Residential Zone and a Development Plan Overlay was applied. Beveridge Williams prepared the plan in accordance with the DPO, but found that the public reacted with objections when the plan was advertised. This raises concerns regarding issues arising very late in the process, when developer resources are committed.
- > Assessment proportionality:
 - There have been cases of 2-lot subdivisions needing excessive Clause 56 assessments.
 - The principle should be to respond to Decision Guidelines, as needed, depending on the complexity and scale of the proposal. However, there are instances where planners ask for excessive responses. Within the Councils, different planners approach the level of detail differently, with some asking for more detailed responses than others.

Development infrastructure + contributions

- > There can be considerable discrepancy between the approach taken by various Councils in Gippsland.
- > Slower growth rates (other than in Baw Baw Shire) create issues with respect to infrastructure delivery and funding. Most developers in the area pursue small-scale projects, which are unable to bear the costs associated with delivering infrastructure up-front.
- > Latrobe City has particularly challenging development conditions. Delivering infrastructure is difficult due for developers that open up development corridors, as it is difficult to achieve sufficiently quick sales to recover costs dedicated towards delivering infrastructure.
- > There are multiple approvals in relation to Lake Narracan (in the order of some 2,000 residential allotments), but these are unable to be developed due to the cost of delivering infrastructure to the area. Paying for this up-front, without the market conditions to recoup costs through timely sales is a major limiting factor.
- > Timely cost recovery is a major issue, more so than development contributions.
- > VicRoads requirements are frequently considered excessive, with guidelines being interpreted to require an excessive standard of infrastructure, whereas lower standard infrastructure could satisfy the requirements.
 - Tyers is an example of potential ‘over-reach’ by VicRoads. The development in question consisted of acre blocks and a major intersection upgrade was required at the entry into the development. The town is very small in scale, and the intersection will reportedly be the best-lit, highly engineered infrastructure component in the area. This of itself is not an issue; the grievance is that there is scope to interpret VicRoads’ guidelines differently, so that a lesser standard intersection upgrade would suffice.

3.4 Implications of consultation findings

Project 1

Generally:

- > Consider comments made by Council planners with care. Consider all matters raised in editing the LPPFs and Schedules, and determining if VicSmart can be applied locally for certain classes of applications.

With respect to the MSS/LPPs:

- > Highlight commonalities, celebrate differences
- > Create consistency in policy structure and drafting style
- > Ensure Schemes are focussed
- > Cull un-necessary content, including extensive lists of further work
- > Address ambiguity
- > Remove repetition
- > Ensure mapping is as effective as possible

Project 2

With respect to Zones / Overlays:

- > Remove needless permit triggers – e.g. 100m from RDZ1
- > Monitor VPP reforms to improve the manner in which certain Overlays are utilised. For example, the AEO/SRO do not trigger permits and rely on the underlying zones. DDOs are used to fill the gaps in the Overlay capabilities. Should this be addressed by reformed VPPs, remove DDOs or other tools which may be used as ‘stop gap’ solutions.
- > Consider increased LSIO and BMO Schedule usage, as well as potential VicSmart usage for fast tracking applications with known outcomes (such as floor levels or pre-determined BAL ratings).
- > Consider creating 2 or more LSIO Schedules. Officers have advised that LSIOs usually only result in floor heights being specified, as the hazard is generally lower than the FO. Where floor levels are the only consideration, VicSmart could be utilised to fast track assessment.
- > Note, however, that LSIOs are also used in instances where flooding is known to exist, but insufficient data is available to justify applying a FO. This would necessitate at least 2 Schedules. One would be required to deal with areas where there is insufficient data to clarify flooding depth and velocity, in which case full assessment should be undertaken. The other would be based on thorough flood study data, where depth, velocity, and other considerations are accounted for, and it has been established that floor level solutions are adequate mitigation responses. This second category could be considered for local VicSmart application. Note, however, that this is a contentious matter and should be carefully considered.
- > Consider increased use of BMO Schedules, where the level of hazard is expected to be consistent.
- > Note that Wellington Shire uses BMO2 and BMO3 to identify areas where BAL-12.5 and BAL-29 construction standards (in accordance with AS3959) will satisfy hazard mitigation requirements.
- > Note also that Wellingtons BMOs (introduced via a GC Amendment) would be based on identified assumptions for applying the BAL-12.5 and BAL-29 Overlays to selected areas. Vegetation type/growth and other fire risk factors are not static. The assumptions in relation to maintenance expectations / agreements by Parks Victoria or others are important. For example, Loch Sport has a standard BMO at the edge of the national park, where full BMO and BAL assessment are needed. Beyond the national park edge, there is sufficient distance to justify BAL-29 as a standard assumption. Such matters should be considered in relation to potential BMO Schedules.

- > Improve the link between planning, economics, and engineering.
 - o Work with the LVA to identify infrastructure investment opportunities to un-lock development hindered by lack of trunk infrastructure.
 - o Prepare an economic development prospectus, taking into account planned employment land that is investment ready – i.e. able to be serviced and developed, having regard for matters such as cultural heritage and coal buffers.
- > Continue improving Planning Scheme graphics.
- > Build referral agency awareness / capabilities with respect to VicSmart usage.
- > Monitor initiatives associated with energy futures and waste resource planning to enable the necessary outcomes.
- > Support the LVA's work with respect to allocating monies towards community infrastructure, especially sewer, water, road, and transport infrastructure.
- > Baw Baw Shire: prepare an Economic Development Strategy
- > Latrobe City and DELWP Gippsland: Continue liaison with the State with respect to enabling development in selected locations which are hindered by coal buffers, where land uses are strictly controlled.

4 LPPF REVIEW

A key component of Project 1 was to review the LPPF's of each municipality. As noted earlier, each municipality varies considerably in structure and content. The purpose of the review was to:

- > Restructure each LPPF to align with the future PPF structure, to provide consistency across the EGZ region, and to provide a basis upon which to undertake a Smart Planning transition
- > Edit content for clarity, consistency and to remove duplication
- > Remove unnecessary and outdated facts and figures
- > Replace text-based content with plan and graphic-based content where possible
- > Removal of implementation-based content (in accordance with Smart Planning direction)
- > Refocus the Planning Scheme content where possible to encourage and support economic development, with specific reference to the EGZ (which has been renamed to the EGS in the Planning Scheme).

All changes to the Planning Schemes were intended to be done within the parameters of a 20(4) Planning Scheme amendment. To this end, most changes were either policy neutral (deletion of duplicated policy, minor rewording etc). Changes that are not policy neutral are considered to be consistent with 20(4) on the basis that they are either:

- > considered to be of State significance (primarily changes which introduce EGZ-based content);
- > addition of content from documents that have been in the public realm for some time, and are well accepted by the community.

Table 5 provides a high-level summary of the proposed changes to the LPPF. The full package of Planning Scheme documents (tracked changes and clean versions) has been provided separately to DELWP and Councils.

Table 5 LPPF restructure and summary of changes

Clause	Baw Baw	Latrobe	Wellington
21.01 Municipal Profile	<p>Light editing of Clause only. This clause will substantially change when it is converted to MPS as part of Smart Planning Translation.</p> <p>Reference to EGS included.</p> <p>Deletion of statistics. Replaced with demographic and economic content figure.</p>	<p>Light editing of Clause only. This clause will substantially change when it is converted to MPS as part of Smart Planning Translation.</p> <p>Reference to EGS included.</p> <p>Deletion of statistics. Replaced with demographic and economic content figure.</p> <p>Challenges section retained intact at Council's request.</p> <p>Note Latrobe's Content clause differs from Baw Baw and Wellington approach. Consistency will be provided when converted to MPS</p> <p>Strategic Land Use Framework relocated to 21.02.</p>	<p>Light editing of Clause only. This clause will substantially change when it is converted to MPS as part of Smart Planning Translation.</p> <p>Reference to EGS included.</p> <p>Deletion of statistics. Replaced with demographic and economic content figure.</p> <p>Rural land character types (Planning Units) relocated to Clause 21.04.</p>
21.02 Vision and strategic directions	<p>New content relating to the Latrobe Valley Economic Growth Sub-region added (content consistent across all three municipalities.)</p> <p>Baw Baw 2050 vision replaced by planning related content from the Council Plan.</p> <p>New strategic framework included (consistent format across all three municipalities).</p>	<p>New content relating to the Latrobe Valley Economic Growth Sub-region added (content consistent across all three municipalities.)</p> <p>Council Plan content updated.</p> <p>New strategic framework included (consistent format across all three municipalities).</p>	<p>New content relating to the Latrobe Valley Economic Growth Sub-region added (content consistent across all three municipalities.)</p> <p>Council Plan content included. Issues deleted (duplicated throughout the LPPF).</p> <p>New strategic framework included (consistent format across all three municipalities).</p>
21.03 Settlement	<p>Content restructured in accordance with PPF. Content derived from 21.03 Settlement, 21.04 Main Towns, 21.05 Small Towns and Rural Settlements. (note content from 21.04 and 21.05 has been redistributed throughout LPPF into thematic categories where possible)</p> <p>New settlement network plan included (PEGZ Sub-Project).</p> <p>Note no local content currently included for Growth Areas or Peri-urban clauses, as current content is considered better located in Settlement and Planning for Places clauses.</p> <p>Structure plans relocated to this clause. Structure plans lightly edited (PEGZ sub-project) to provide clearer distinction between existing uses/features and strategic initiatives. New structure plan prepared for Walhalla.</p> <p>Activity Centres: new content included from Warragul and Drouin UDFs. New activity centre hierarchy plans introduced (PEGZ Sub-project).</p> <p>Project 2: Review whether there is additional content required for Peri-urban areas clause.</p>	<p>Content restructured in accordance with PPF. Content derived from 21.03 Settlement, 21.03-9 Local Places. Note limited 21.03-9 has been redistributed into thematic categories where possible. However, because most policy content refers directly (via reference numbers) to Structure Plans, it was decided to retain content (and plans) primarily within Activity Centres and Local and Regional Places clauses. This content may be reworked as relocated thematically as part of Smart Planning translation. It is also recommended that this local content be reviewed for deletion (plan should suffice in providing strategic direction).</p> <p>Note that LPPF lacked specific content relating to land supply and Structure Planning. New content has not been added as this will be addressed via C105.</p> <p>New settlement network plan included (PEGZ Sub-Project).</p>	<p>Content restructured in accordance with PPF. Content derived from place-specific frameworks at 21.05-21.12. Other content from these clauses distributed thematically. Substantial duplication of policy condensed.</p> <p>New settlement network plan included (PEGZ Sub-Project).</p> <p>New Strategy Plans for Maffra, Rosedale and Brialong inserted (to replace previous plans) for clarity.</p>
21.04 Environmental and landscape values	<p>Content derived primarily from 21.06 Natural Environment and Resource Management (split into two clauses).</p>	<p>Content restructured to align with PPF structure.</p> <p>Objectives and strategies tend to lack local specificity, however, have been retained as part of this project.</p>	<p>Content restructured in accordance with PPF.</p> <p>Substantial material relocated from 21.01 relating to rural landscape (Planning units) and retained as is at Council's request.</p>

Clause	Baw Baw	Latrobe	Wellington
			<p>Project 2: Recommend that Planning Units material be reviewed and implemented via zones/overlays rather than policy/description.</p> <p>Place specific material relocated from other clauses is often generally applicable but is retained as place specific in this project to maintain policy neutrality.</p> <p>Project 2: Review general polices that are derived from place-specific clauses to determine whether they can be reapplied more broadly.</p> <p>Substantial condensing of duplicated policy.</p>
21.05 Environmental risks and amenity	<p>New clause added to LPPF. Very minimal local content.</p> <p>Small amount of content taken from local place clauses. Lacks shire wide specificity.</p> <p>Project 2: Review clause for more Shire-wide local policy guidance.</p>	<p>Content restructured to align with PPF structure.</p> <p>Objectives and strategies regarding climate change and bushfire (except mine fire) tend to lack local specificity, however, have been retained as part of this project.</p> <p>Coalmining related policy retained as is (minor editing only) as outside scope of this project.</p>	<p>Content restructured to align with PPF structure.</p> <p>Extensive content regarding Bushfire landscape types retained at Council's request.</p> <p>Project 2: Recommend that Bushfire content be substantially reviewed in context of new State Government policies regarding Bushfire and Smart Planning translation.</p>
21.06 Natural resource management	<p>New clause added to LPPF. Content derived primarily from 21.06 Natural Environment and Resource Management (split into two clauses).</p>	<p>Content restructured to align with PPF structure.</p> <p>Note non-policy neutral content from C105 not included as part of this project.</p> <p>Project 2: Recommend review usefulness of Gippsland Coalfields and Extractive Industry Interest Areas plan in consultation with DEDJTR.</p>	<p>Content restructured to align with PPF structure.</p> <p>Content regarding agriculture and forestry industries relocated from Economic Development clause (reference to the importance of these industries to the economy remains in Economic Development).</p> <p>Coal preamble heavily edited to remove fact-based detail. This detail may be required to remain (coal content outside scope of this project).</p>
21.07 Built environment	<p>Walhalla policies relocated to Neighbourhood Character clause, generally intact given political sensitivities.</p> <p>Project 2: Review the Walhalla policies in 21.07-1.5 Neighbourhood Character in parallel with review of the SUZ and HO affecting the town. Substantial duplication of content.</p> <p>Heritage clause and Heritage Policy retained as per current LPPF at Council request. Heritage clause very general in nature and lacks local specificity. Heritage Policy does not comply with proposed PPF structure.</p> <p>Project 2: Translate Heritage Policy to new Heritage Overlay schedule. Review Heritage clause for more local specificity.</p>	<p>Content restructured to align with PPF structure.</p> <p>Note non-policy neutral content from C105 not included as part of this project.</p> <p>Note preamble regarding Aboriginal cultural heritage included, but no Objectives and Strategies.</p>	<p>Content restructured to align with PPF structure.</p> <p>Local place content included where relevant. Note that this highlights policy gaps for some towns (in relation to neighbourhood character).</p>
21.08 Housing	<p>New clause added to LPPF. Content derived primarily from 21.04 Main Towns clause. Content applies to Yarragon and Trafalgar only – key policy direction gap for other towns.</p>	<p>New clause added to LPPF. Only limited content available (derived from 21.02 Housing and settlement).</p>	<p>Content restructured to align with PPF structure.</p> <p>Substantial local place content included regarding location of residential development. Note that</p>

Clause	Baw Baw	Latrobe	Wellington
	Project 2: Undertake a Housing Strategy and seek to populate Housing clause with more complete policy.	Note that more content will be added as part of C105.	many of these strategies are captured in the structure Plans in Settlement. Project 2: Recommend reviewing place based content for possible deletion (plan should suffice). Policy gap in relation to affordable housing – currently only policy in relation to Heyfield. Project 2: consider Housing Strategy to review housing content and affordable housing.
21.09 Economic development	Content restructured to align with PPF structure. Reference to EGS including (not policy neutral, but within the state significance scope of 20(4)). Place specific content from Main Towns clause introduced. Non-policy neutral content relating to the EGS introduced.	Content restructured to align with PPF structure (not policy neutral, but within the state significance scope of 20(4)). Content relating to timber, health, education, information technologies and stone resources industries relocated to other parts of LPPF. Note that more content will be added as part of C105.	Content restructured to align with PPF structure. (not policy neutral, but within the state significance scope of 20(4)). Local place specific content related into this clause where relevant (regarding location of industrial land, tourism etc). Note that many of these strategies are captured in the structure Plans in Settlement. Recommend reviewing this content for possible deletion (plan should suffice). Content regarding timber and aviation industries relocated.
21.10 Transport	Content derived from 21.08 Transport and Infrastructure., which has been split into two clauses. Transport content restructured to align with PPF structure. Infrastructure content relocated to 21.11 Infrastructure.	Content derived from 21.08 Transport and Infrastructure, which has been split into two clauses. Transport content restructured to align with PPF structure. Infrastructure content relocated to 21.11 Infrastructure.	Content restructured to align with PPF structure. Local place content included where relevant.
21.11 Infrastructure	New clause. Content derived from 21.08 Transport and Infrastructure. Key policy gap relating to community infrastructure.	New clause. Content derived from 21.08 Transport and Infrastructure. Key policy gap relating to Energy supply – no specific Objectives/strategies within current LPPF fit appropriately in this clause - better fit elsewhere (e.g. natural resource management) based on focus of objectives/strategies.	Content restructured to align with PPF structure. Local place content included where relevant. Note substantial duplication of infrastructure strategies (both duplication of LPPF content and state policy/zone/particular provisions requirements)
Local policies	Rural Zones Policy – Council preference not to change this policy. Light editing undertaken for clarity only. Application requirements relocated to a separate section. Note it is considered that this policy duplicates content already found in LPPF. Project 2 recommendation to review and rework content into LPPF/zones and overlays.	No local policies.	22.01 Special Water Supply Catchments Policy – Note this clause includes substantial duplication of ESO8. However, light editing of clause only as ESO8 does not apply to all catchment areas. Recommend that ESO8 be reviewed to ensure that all areas are covered by appropriate controls, and to enable policy to be deleted. 22.02 Rural Policy. Light editing of policy only, and removal of duplication of MSS policy. 22.03 Coal Resources Policy –Combined with 22.07 Resource Buffers policy. Light editing only.

Clause	Baw Baw	Latrobe	Wellington
			<p>22.04 Heritage Policy – light editing only.</p> <p>22.05 Aerodrome and Environs Policy –Given the sensitivities surrounding the RAAF base, only light editing of policy as part of this project. Recommend adapting this policy to PPF/DDO/AEO in consultation with DoD.</p> <p>22.06 Carparking policy – very light editing only. Recommend this policy be deleted and replaced with Parking Overlays in relevant locations.</p> <p>22.07 Ninety Mile Beach Policy – renumbered and lightly edited for clarity and duplication. Recommend that this policy be reviewed and replaced by appropriate PPF policy. Zones and overlays generally already cover most issues.</p> <p>Project 2: Review policies for translation to zones/overlays.</p>

5 ZONES REVIEW

5.1 Clause 32 Residential Zones

The suite of residential zones provides opportunities to define and protect neighbourhood character, whilst also identifying priorities for directing growth and development.

While protection and enhancement of neighbourhood and township character is a key theme in LPPF policy, in general, the EGZ Councils have not made extensive use of the Schedules as a means of giving effect to policy directions.

As such, there is extensive opportunity to review zone schedules (in the content Housing Strategies and/or Neighbourhood Character assessments) to replace policy in the future PPF with appropriate zones/schedules.

It is acknowledged that Latrobe has well advanced a Housing Strategy and residential zones review through the Live, Work, Latrobe project and C105. However, C105 does not seek to replace redundant policy with zones, and as such, there is further scope for streamlining policy post C105.

Project 2 General Recommendations:

- > There are several instances where the Minister's Direction on the Form and Content of Planning Schemes requires preparation of objectives for Zone Schedules, but these have not been prepared by Councils due different requirements at the time when the Zones were previously implemented. The exceptions are the Schedules being introduced by Latrobe C105, and newer Schedules, such as Wellington Shire's RGZ1.
- > Residential Zones Schedules should be used to identify and manage township character matters, which are currently addressed in inconsistent ways in the LPPF.
- > It is recommended that concise character analysis or similar work be undertaken to address the gaps in preparing objectives. Once undertaken, a suite of residential zone schedules should be prepared, removing the need for character controls within the future PPF.
- > It also recommended that the use of other Schedule provisions, such as decision guidelines, be considered further.

Table 6 Residential Zones - current use and recommendations

Baw Baw	Latrobe	Wellington
32.01, 32.02, 32.06		
Not currently used in VPPs	Not currently used in VPPs	Not currently used in VPPs
32.03 Low Density Residential Zone		
> Zone used; no Scheduled variations.	> Zone used; no Scheduled variations.	> Zone used; no Scheduled variations.
Project 2	Project 2	Project 2
> No action identified by this review.	> No action identified by this review.	> No action identified by this review.
32.04 Mixed Use Zone		
> Zone used; no Scheduled variations.	> Zone used; no Scheduled variations.	> Zone used; no Scheduled variations.
Project 2	Project 2	Project 2
> Update schedule to include objectives. Undertake background strategic work to justify changes, as needed.	> Update schedule to include objectives (possibly based on analysis of MUZ context and within the context of the C105 Housing Strategy.)	> Update schedule to include objectives. Undertake background strategic work to justify changes, as needed.
32.05 Township Zone		
> Zone used; no Scheduled variations.	> Zone used; no Scheduled variations.	> Zone used; no Scheduled variations.
Project 2	Project 2	Project 2
> Update schedule to include objectives. Undertake background strategic work to justify changes, as needed (potential to develop objectives based on prior town-based work and content in LPPF)	> Update schedule to include objectives. Undertake background strategic work to justify changes, as needed (potential to develop objectives based on prior town-based work and content in LPPF)	> Update schedule to include objectives. Undertake background strategic work to justify changes, as needed (potential to develop objectives based on prior town-based work and content in LPPF)
32.07 Residential Growth Zone		
> Not in use.	> RGZ1 no Scheduled variations > RGZ2 incorrectly specifies a maximum building height of 9 metres. The Ministerial Direction mandates that the maximum height be at least 13.5 metres.	> RGZ1 includes a range of variations for the Lake Guthridge District. Incorrectly references AHD as the height measurement format and appears to incorrectly limit building height to a measurement lower than the 13.5 metre threshold set by the Minister for Planning.
Project 2	Project 2	Project 2
> Consider use of RGZ around Warragul and Drouin Activity Centres. to give effect to local policy encouraging higher density development. Undertake background strategic work to justify changes (e.g. neighbourhood character assessment and potentially, a broader Housing Strategy)	> Correct schedule anomalies that conflict with Ministerial Directions as part of C105.	> Correct schedule anomalies that conflict with Ministerial Directions and Form and Content Guidelines.
32.08 General Residential Zone		
> Zone used; no Scheduled variations.	> Zone used; no Scheduled variations.	> Zone used; no Scheduled variations.

Baw Baw	Latrobe	Wellington
<p>Project 2</p> <ul style="list-style-type: none"> > Consider more varied use of GRZ Schedules to respond to neighbourhood character, and to direct growth in a more nuanced manner. Will require preparation of a Housing Strategy, including a neighbourhood character analysis. 	<p>Project 2</p> <ul style="list-style-type: none"> > C105 will implement a range of Schedules in response to the Latrobe Housing Strategy. No further recommendations. 	<p>Project 2</p> <ul style="list-style-type: none"> > Consider more varied use of GRZ Schedules to respond to neighbourhood character, and to direct growth in a more nuanced manner. Will require preparation of a Housing Strategy, including a neighbourhood character analysis.
<p>32.09 Neighbourhood Residential Zone</p>		
<p>Not in use</p>	<p>> NRZ1 Heritage Precincts and Areas Affected by Environmental Constraints – no variations but includes specific decision guidelines regarding heritage, bushfire and flooding. This is a replication of Overlay controls. The NRZ1 should instead be explicit about requiring limited change due to the HO, FO, LSIO, and BMO. The decision guidelines of the head Clause are adequate.</p>	<p>> The NRZ1 includes a range of variations and decision guidelines. Appears to replicate DDO22, and deviates from the Form and Content requirements in some instances.</p>
<p>Project 2</p> <ul style="list-style-type: none"> > Consider application of NRZ, based on character analysis and/or a housing strategy. 	<p>Project 2</p> <ul style="list-style-type: none"> > Review NRZ1 to remove replication of overlay controls. > No further action identified by this review, as C105 is implementing Council's housing strategy. 	<p>Project 2</p> <ul style="list-style-type: none"> > Review NRZ1 to remove replication of DDO. > Consider broader application of NRZ, based on character analysis and/or a housing strategy.

5.2 Clause 33 Industrial Zones

The Industrial 1 Zone is the main zone applied in industrial areas within the EGZ, catering for most general industry in the sub-region. The Industrial 3 Zone is frequently applied as a buffer between sensitive land uses and the Industrial 1 and 2 Zones. The Industrial 2 Zone is applied only in Latrobe City, where land use and economic conditions align with the purpose of the Zone – essentially to cater for heavy industry uses which are of value to the State but require large separation distances from sensitive areas.

The Schedules to the Zones are not utilised to vary the standard State requirements, and no drivers have been identified for varying these provisions as part of this project.³

A separate project entitled ‘Economic Strengths in the Economic Growth Zone’ has been commissioned from Urban Enterprises (referred to as the Urban Enterprises report) simultaneously with this project. While this PEGZ project has some overlap with the Economic Strengths project, it is limited to re-aligning existing content so that it aligns with State policy, identifies obvious gaps based on State policy, and re-focusses content so that the Schemes’ current policy direction is as clear and efficient as possible.

This project deliberately avoids overlap and defers Industrial zoning recommendations to the Economic Strengths project.

Baw Baw has a number of Industrial Zone areas closely situated between built up residential areas. Land use conflict is likely to be experienced at the interface of these industrial and non-industrial zones, impacting the types of industries that can be located within key towns of the municipality. This issue is of greatest relevance to Warragul and Drouin. However, there is currently no strategy in place to address the use of industrial/employment land (a matter also identified in the Economic Strengths project).

Latrobe has large areas of industrial land which are hindered or impacted by coal buffers. For example, Morwell has a large industrial area to the south east of the township, with a large portion of the Industrial 1 Zone affected by the coal buffer (via Environmental Significance Overlay – Schedule 1).

The Schedule to the IN2Z is missing. Although there may be no land specified, Clause 33.02-1 refers to a Schedule in Section 2 for ‘office’ and a Schedule to the IN2Z should be inserted for consistency and usability. The land subject to the Scheduled variation should be noted as ‘none specified’ (unless Council develops justification for specifying a threshold).

With respect to current and unimplemented work, it is noted that:

- > The current Amendment C105 ‘Live, Work, Latrobe’, proposes to rezone over 18ha of existing Farming Zone land to IN1Z on the western periphery of Morwell.
- > Council is currently preparing the Morwell- Traralgon Employment Corridor Masterplan.
- > A separate project is underway to identify how development should occur in the industrial area on Monash Way, where the State government has recently removed the State Resource Overlay.

The INZ3 is sparsely used within **Wellington**, with only two small areas situated in the Heyfield and Alberton Townships. The remainder of all industrial land falls under the INZ1. The Schedules to the IN1Z and IN3Z do not limit office floor area requirements for any specific land.

Wellington Shire is currently undergoing an industrial land study for West Sale and Wurruk. Preliminary comments suggest that supply gaps for new industrial lots greater than 1ha may have contributed to lost investment and employment over recent years. Wellington Shire has also prepared and implemented parts of the Yarram, Maffra and Stratford Industrial Land Strategy. However, some longer term (and prospective) elements of the strategy remain are dependent on future opportunities, such as for vegetable processing industries if water supply becomes available in the Maffra/Boisdale area.

³ At the time of this review, the Schedules to the Industrial Zones only provided an opportunity to vary the State’s provisions respecting the maximum leasable floor area for offices. Ability existed to implement a capped area (over which offices would be prohibited), but this ability is not utilised within the EGZ.

Table 7 Industrial Zones - current use and recommendations

Baw Baw	Latrobe	Wellington
33.01 Industrial 1 Zone		
> Zone used; no Scheduled variations.	> Zone used; no Scheduled variations.	> Zone used; no Scheduled variations.
<p>Project 2</p> <p>> Consider an employment land strategy to investigate whether there are further opportunities for directing economic development via use of Industrial Zones (and having regard to PEGZ objectives and Urban Enterprise report).</p>	<p>Project 2</p> <p>> Further work recommendations deferred to 'Live, Work Latrobe,' the Morwell-Traralgon Employment Corridor Masterplan, the planning for the Monash Way industrial area, and any further policy analysis as part of Project 2.</p> <p>> Review strategic work having regard to PEGZ objectives and Urban Enterprise report.</p>	<p>Project 2</p> <p>> The West Sale and Wurruk Industrial Land Strategy is separately being implemented by Council. The Yarram, Maffra and Stratford Industrial Land Strategy has been largely implemented.</p> <p>> Review strategic work having regard to PEGZ objectives and Urban Enterprise report.</p>
33.02 Industrial 2 Zone		
Not in use	> Zone used; no Scheduled variations.	Not in use
<p>Project 2</p> <p>> As above</p>	<p>Project 2</p> <p>> As above</p>	<p>Project 2</p> <p>> As above</p>
33.03 Industrial 3 Zone		
> Zone used; no Scheduled variations.	> Zone used; no Scheduled variations.	> Zone used; no Scheduled variations.
<p>Project 2</p> <p>> As above</p>	<p>Project 2</p> <p>> As above</p>	<p>Project 2</p> <p>> As above</p>

5.3 Clause 34 Commercial Zones

The commercial zones are the primary zones for facilitating commercial development. The C1Z is used to facilitate vibrant activity centres, with a mix of retail, office, business, entertainment and community uses. The C2Z is used for 'out of centre' style development, including bulky good retailing, manufacturing and offices. The newly released C3Z seeks to support 'enterprise' style development in a mixed-use setting (dwellings are permitted, but the focus is on economic development uses).

The use of the Commercial 1 and 2 Zones appears to be inconsistent across the EGZ. There are some examples of Commercial 2 Zone being applied, where perhaps a Commercial 1 Zone could also be utilised.

The form and content of the Schedule to the C1Z should be consistent and could benefit from having land identifiable through parcel as opposed to reference to incorporated plans. On review of the specified land across the three municipalities, the land could readily be identified using land parcel and/or street address. An example within the Schedule to the C1Z of the Latrobe Planning Scheme shows how this can be applied.

The schedule exempts 4 specified land areas within Baw Baw, and more specifically within the Warragul Precinct Structure Plan and the Drouin Precinct Structure Plan. It would be best practice to identify this land by parcel given the land listed applies to only 1 or 2 parcels of land within the incorporated PSP.

In Warragul (Baw Baw), there is a pocket of Commercial 2 Zoning on the corner of Albert Road and Normanby Street, which does not have access to a Road. The zone triggers a permit requirement for more uses and prohibits use of land for a supermarket due to the lack of presence of an adjacent Road Zone.

Amendment C106 generally seeks to introduce the Activity Centre Zone for Traralgon, into the Latrobe Planning Scheme. This will rezone a large proportion of the Commercial 1 Zone within the Traralgon Activity Centre (TAC), to Activity Centre Zone Schedule 1. The proposed TAC encourages that new development build to the maximum heights. It's noted that the existing land listed under Schedule 1 to the Commercial 1 Zone does not include land within the TAC, and therefore will not remove any existing permit triggers for shops and offices.

Table 8 Commercial Zones - current use and recommendations

Baw Baw	Latrobe	Wellington
34.01 Commercial 1 Zone		
<ul style="list-style-type: none"> > C1Z Schedule specifies maximum leasable floor areas for four identified centres (in Warragul and Drouin PSP areas). 	<ul style="list-style-type: none"> > C1Z Schedule specifies maximum leasable floor areas for three identified centres (in Lake Narracan PSP area). 	<ul style="list-style-type: none"> > Zone used; no Scheduled variations.
<p>Project 2</p> <ul style="list-style-type: none"> > Review schedule use in discussion with VPA. Current UGZ schedules specify floor space caps, rather than using the schedules of applied zones. > Strategically review use of zone in content of PEGZ Economic Development objectives (based on Urban Enterprises work). 	<p>Project 2</p> <ul style="list-style-type: none"> > Review schedule use in discussion with VPA. Current UGZ schedules specify floor space caps, rather than using the schedules of applied zones. > Strategically review use of zone in content of PEGZ Economic Development objectives (based on Urban Enterprises work). 	<p>Project 2</p> <ul style="list-style-type: none"> > Strategically review use of zone in content of PEGZ Economic Development objectives (based on Urban Enterprises work).
34.02 Commercial 2 Zone		
<ul style="list-style-type: none"> > Used in Warragul adjacent to town centre. > No ability to include a local Schedule 	<ul style="list-style-type: none"> > Use in Moe, Morwell and Traralgon. > No ability to include a local Schedule 	<ul style="list-style-type: none"> > Used in Sale and Maffra. > No ability to include a local Schedule

Baw Baw	Latrobe	Wellington
<p>Project 2</p> <ul style="list-style-type: none"> > Strategically review use of zone as per above. 	<p>Project 2</p> <ul style="list-style-type: none"> > Strategically review use of zone as per above. 	<p>Project 2</p> <ul style="list-style-type: none"> > Strategically review use of zone as per above.
<p>34.03 Commercial 3 Zone (C2Z)</p>		
<ul style="list-style-type: none"> > New zone. Not in use. 	<ul style="list-style-type: none"> > New zone. Not in use. 	<ul style="list-style-type: none"> > New zone. Not in use.
<p>Project 2</p> <ul style="list-style-type: none"> > Strategically review potential use of zone as per above. > May be an appropriate zone to attract innovative 'enterprise' style development in key locations. 	<p>Project 2</p> <ul style="list-style-type: none"> > Strategically review potential use of zone as per above. > May be an appropriate zone to attract innovative 'enterprise' style development in key locations. 	<p>Project 2</p> <ul style="list-style-type: none"> > Strategically review potential use of zone as per above. > May be an appropriate zone to attract innovative 'enterprise' style development in key locations.

5.4 Clause 35 Rural Zones

Rural zones cover the majority of the municipal areas, given the regional nature of all three Councils.

The Farming Zone is the most broadly used zones, as would be expected given the regional landscape, and presents the greatest opportunity for review through the PEGZ project.

There are substantial differences in the manner in which the zone is used across the EGZ. Baw Baw gives attention to specific parcels of land, with subdivision sizes as low as 6 hectares, Latrobe City's Amendment C105 proposes to implement two FZ Schedules seeking 40 and 80-hectare lot sizes, and Wellington utilises a single FZ Schedule that seeks 25 and 40-hectare lot sizes. Latrobe's proposed Schedules and Wellington's existing Schedules are based on rural land studies, whereas parts of Baw Baw's Schedule appear to be based on site specific responses only.

The FZ works in concert with rural policies. Wellington and Baw Baw have existing policies, and Latrobe is seeking to introduce a new policy through Amendment C105. Proper application of the FZ with appropriate overlays is likely to remove the need for much LPPF content.

Standard exemptions apply for dwelling extension/alteration less than or equal to 100m². It is not unusual for dwellings in FZ areas to be substantial in size and, although assessment may be appropriate for extensions greater than this size, there is scope for fast tracking the application process via VicSmart.

Outbuildings less than or equal to 100m² are exempt under the standard zone provisions. As with dwelling extensions, there may be scope to fast-track the assessment of such applications. In addition, where out buildings are for bona-fide rural purposes that do not require assessment, it may be possible to create conditional exemptions through the Zone Schedule.

For RDZ1 land (or land subject to a PAO for a RDZ1), the standard setback under the FZ is 50 metres (unless varied by a Schedule). A permit is not triggered if a building is located further than this distance. This trigger is increased in all 3 Schemes to 100 metres, triggering additional planning permits for buildings within proximity of the (RDZ1 or PAO for a RDZ1). Planners have reported that VicRoads routinely approves buildings without any concerns, and this increased threshold adds no value. Thresholds for RDZ2 and other roads can also be reconsidered.

In **Wellington**, the FZ deals with two areas, namely the Macalister Irrigation District (MID) and all other areas. The Macalister Irrigation District (MID) is a distinct area within Wellington Shire, which contains valuable grazing land and benefits from irrigation channels/infrastructure provided by Southern Rural Water. The district is of significant economic and social value to the Wellington community. However, its mapping in the Planning Scheme remains poor (via a poor resolution map within the FZ Schedule). It is recommended that the MID be separated into its own FZ Schedule, so that properties within the district can be more readily identified. Earthworks which change the rate of flow or the discharge point of water across a property boundary are also appropriately required to obtain a planning permit. This trigger can be a complex administrative and assessment issues. It is recommended that there be further investigation as to whether the permit trigger is functioning appropriately.

Project 2 General Recommendations:

- > Consider whether dwelling extensions and outbuildings can be made subject to VicSmart or exempted on the proviso that certain conditions are met.
- > Setbacks from RDZ1 (or a PAO for the RDZ1) – Revert from the 100m setback to the standard 50m setback specified in the head Clause. Seek VicRoads' agreement to enact the change.
- > Setbacks from RDZ2 (or a PAO for the RDZ2) – Evaluate whether there is benefit in reducing the 40m setback requirement. Seek VicRoads' agreement to enact any change.
- > Consider application of local VicSmart provisions for permits triggered by RDZ setback requirements.
- > All three Councils are subject to the requirements of the Gippsland VicRoads office. Any changes should be implemented universally, except where specific projects necessitate variations.

Table 9 Rural Zones – current use and recommendations

Baw Baw	Latrobe	Wellington
35.01, 35.02		
Not currently used in VPPs	Not currently used in VPPs	Not currently used in VPPs
35.03 Rural Living Zone		
RLZ1 > 4 ha min. subdivision area > Dwelling as of right on 4 ha > Other variations: nil	RLZ1 (as per C105) > 2 ha min. subdivision area > Dwelling as of right on 2 ha > Other variations: nil	RLZ1 > 0.8 ha min. subdivision area > Dwelling as of right on 0.4 ha > Other variations: nil
RLZ2 > 8 ha min. subdivision area > Dwelling as of right on 8 ha > Other variations: nil	RLZ2 (as per C105) > 4 ha min. subdivision area > Dwelling as of right on 4 ha > Other variations: nil	RLZ2 > 2 ha min. subdivision area > Dwelling as of right on 0.4 ha > Other variations: nil
RLZ3 > Applicable to 2570 Main Neerim Road, Neerim > 0.43 ha min. subdivision area for lots 1-6; 3ha for lot 7 > Dwelling as of right on 0.8 ha > Other variations: nil	RLZ3 (as per C105) > 6 ha min. subdivision area > Dwelling as of right on 6 ha > Other variations: nil	RLZ3 > Min. subdivision area not specified (defaults to 2 ha) > Dwelling as of right on 0.4 ha > Other variations: nil
RLZ4 > 0.4 ha min. subdivision area > Dwelling as of right on 0.4 ha > Other variations: nil	RLZ4-6 proposed to be deleted as part of C105.	RLZ4 > 4 ha min. subdivision area > Dwelling as of right on 0.4 ha > Other variations: nil
RLZ5 > 1 ha min. subdivision area > Dwelling as of right on 1 ha > Other variations: nil		RLZ5 > 0.4 ha min. subdivision area > Dwelling as of right on 0.4 ha > Other variations: nil
Project 2 > Review of Rural Zones (application and schedule variations – in particular minimum lot sizes) as part of current Rural Land Use Review project.	Project 2 > No recommendations. C105 implements a range of changes based on Live, Work, Latrobe.	Project 2 > Consolidate RLZ2 and RLZ3 (same controls in effect).
35.04 Green Wedge Zone, 35.05 Green Wedge A Zone		
Not in use	Not in use	Not in use
Project 2 > Nil.	Project 2 > Nil.	Project 2 > Nil.

35.06 Rural Conservation Zone

<p>Not in use</p>	<p>RCZ1</p> <ul style="list-style-type: none"> > 1 objective (to protect native vegetation values by controlling use and development) > Min. subdivision area: <ul style="list-style-type: none"> - 8 ha – applicable to specified land in Tanjil South - 25 ha – applicable to specified land in Tyers - 30 ha – applicable to specified land in Glengarry West - 8 ha – applicable to specified land in Glengarry West 	<p>RCZ1</p> <ul style="list-style-type: none"> > 1 generic objective (to protect environmental characteristics) > Min. subdivision area: <ul style="list-style-type: none"> - 100 ha for land within ESO1 - 40 ha for all other land > Earthworks: permit required if ground level altered by more than 250mm > Other variations: nil <hr/> <p>RCZ2</p> <ul style="list-style-type: none"> > 2 objectives (targeted at the 90 Mile Beach area) > Min. subdivision area: <ul style="list-style-type: none"> - 100 ha for land within ESO1 - 40 ha min. for all other land > Earthworks: permit required if ground level altered by more than 250mm > Other variations: nil
<p>Project 2</p> <ul style="list-style-type: none"> > Consider use of RCZ where appropriate (i.e. to protect important environmental areas) as part of current Rural Land Use Review project. Use zone schedule to replace LPPF content where appropriate. 	<p>Project 2</p> <ul style="list-style-type: none"> > Live, Work, Latrobe included a Rural Land Use Review. This project defers to the recommendations of that project in relation to rural zones application. > Review whether LPPF content could be rationalised via updates to zone schedule content. 	<p>Project 2</p> <ul style="list-style-type: none"> > Review RCZ zones to include relevant Ninety Mile Beach policy from LPPF (with the intent of replacing policy with zone controls as per Smart Planning requirements).

35.07 Farming Zone

<p>FZ (1 schedule)</p> <ul style="list-style-type: none"> > Min. subdivision areas: <ul style="list-style-type: none"> - 6 ha for specified land - 0 ha for land subject to Planning Permit No. 99400 (issued 15/3/2000), approving a service centre - Variable as per Map 2 - Variable as per Map 3 - 40 hectares for all other land > Dwelling as of right: <ul style="list-style-type: none"> - 0 ha/nil requirement for specified land (NB – the land is different to all other land specified for subdivision size) - On 40 ha elsewhere > Other variations: <ul style="list-style-type: none"> - RDZ1 referral trigger increased from 50-100m - Other road triggers added 	<p>FZ1</p> <ul style="list-style-type: none"> > 80 ha min. subdivision area > Dwelling as of right on 100 ha > Other variations: <ul style="list-style-type: none"> - RDZ1 referral trigger increased from 50-100m - Other road triggers added <hr/> <p>FZ2</p> <ul style="list-style-type: none"> > 40 ha min. subdivision area > Dwelling as of right on 40 ha > Other variations: <ul style="list-style-type: none"> - RDZ1 referral trigger increased form 50-100m - Other road triggers added 	<p>FZ (1 schedule)</p> <ul style="list-style-type: none"> > Min. subdivision area: <ul style="list-style-type: none"> - 25 ha for MID land - 40 ha for all other land > Dwelling as of right: <ul style="list-style-type: none"> - on 25 ha within MID - on 40 ha elsewhere > Other variations: <ul style="list-style-type: none"> - RDZ1 referral trigger increased from 50-100m - Other road triggers added - Earthworks which change the flow of water in the MID
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<p>Project 2</p> <ul style="list-style-type: none"> > Number of Schedules – Number of site-specific controls in place. It is recommended these are separated into one schedule, and a second schedule used for all other land. > Use of 0 hectares for min. subdivision area and dwelling is ambiguous – consider review. > Earthworks – Permit requirements are currently applicable to all land. This is problematic for interpretation and planning compliance. Consider nominating an appropriate threshold and revising the Scheduled requirements. 	<p>Project 2</p> <ul style="list-style-type: none"> > Earthworks – Permit requirements are not currently specified. Council may wish to consider whether it wants to control earthworks on FZ land, where these may change the rate of stormwater flow or point of discharge. 	<p>Project 2</p> <ul style="list-style-type: none"> > Number of Schedules – Replace the FZ with two separate schedules – one containing provisions for the MID, and one containing provisions for all other land. This will improve the ability for the public and members of the development community to identify MID land via Scheme maps and Vic Plan. > Earthworks - Permit requirements are not currently specified for land outside the MID. Council may wish to consider whether it wants to control earthworks on FZ land, where these may change the rate of stormwater flow or point of discharge. > Permit requirements for earthworks in the MID are written in a way that may be unenforceable. All earthworks have the potential to change rate of flow and points of discharge, and the absence of measurable thresholds undermines the effectiveness of the permit trigger.
<p>35.08 Rural Activity Zone</p>		
<p>RAZ (1 Schedule)</p> <ul style="list-style-type: none"> > Used between Warragul and Drouin, around Jindivik, Neerim South, Noojee, Erica and Rawson. > Min. subdivision size 40ha. Other variations similar to FZ Schedule. 	<p>Not in use</p>	<p>RAZ (1 Schedule)</p> <ul style="list-style-type: none"> > Used for Port Albert Caravan Park. > Min. subdivision size 40ha. Other variations similar to FZ Schedule.
<p>Project 2</p> <ul style="list-style-type: none"> > Review zone in context of current Rural Land Use Strategy, and the objectives of PEGZ (acknowledging that the RAZ is a key economic development zone). 	<p>Project 2</p> <ul style="list-style-type: none"> > Investigate RAZ demand and potential locations, as per the recommendations of the Live, Work, Latrobe Rural Strategy, and the objectives of PEGZ (acknowledging that the RAZ is a key economic development zone). 	<p>Project 2</p> <ul style="list-style-type: none"> > Investigate further application of the RAZ having regard to the objectives of PEGZ (acknowledging that the RAZ is a key economic development zone), and subject to appropriate strategic work.

5.5 Clause 36 Public Land Zones

Public Land Zones are applied to land in public ownership. They are generally structured to provide suitable exemptions from permit requirements for use and development of public land in accordance with its public purpose.

The public land zones are generally consistently applied across the EGZ area, and no specific recommendations are proposed as part of this project.

Table 10 Public Land Zones - current use and recommendations

Baw Baw	Latrobe	Wellington
36.01 Public Use Zone		
<ul style="list-style-type: none"> > PUZ1 Service & Utility > PUZ2 Education > PUZ3 Health & Community > PUZ4 Transport > PUZ5 Cemetery/Crematorium > PUZ6 Local Government > PUZ7 Other public use 	<ul style="list-style-type: none"> > PUZ1 Service & Utility > PUZ2 Education > PUZ3 Health & Community > PUZ4 Transport > PUZ5 Cemetery/Crematorium > PUZ6 Local Government > PUZ7 Other public use 	<ul style="list-style-type: none"> > PUZ1 Service & Utility > PUZ2 Education > PUZ3 Health & Community > PUZ4 Transport > PUZ5 Cemetery/Crematorium > PUZ6 Local Government > PUZ7 Other public use
> No scheduled exemptions or sign requirements.	> Permit exemptions and sign requirements specified for the Traralgon Civic Precinct and the Moe Rail Revitalisation Project.	> No scheduled exemptions or sign requirements.
Project 2	Project 2	Project 2
> Nil.	> Nil.	> Nil.
36.02 Public Park and Recreational Zone		
<ul style="list-style-type: none"> > In use. > No scheduled exemptions or sign requirements. 	<ul style="list-style-type: none"> > In use. > No scheduled exemptions or sign requirements. 	<ul style="list-style-type: none"> > In use. > No scheduled exemptions or sign requirements.
Project 2	Project 2	Project 2
> Nil.	> Nil.	> Nil.
36.03 Public Conservation and Resource Zone		
<ul style="list-style-type: none"> > In use. > No scheduled exemptions or sign requirements. 	<ul style="list-style-type: none"> > In use. > No scheduled exemptions or sign requirements. 	<ul style="list-style-type: none"> > In use. > No scheduled exemptions or sign requirements.
Project 2	Project 2	Project 2
> Nil.	> Nil.	> Nil.
36.04 Road Zone		
<ul style="list-style-type: none"> > In use. > No schedules available in VPPs. 	<ul style="list-style-type: none"> > In use. > No schedules available in VPPs. 	<ul style="list-style-type: none"> > In use. > No schedules available in VPPs.
Project 2	Project 2	Project 2
> Nil.	> Nil.	> Nil.

5.6 Clause 37 Special Purpose Zones

Special Purpose Zones (except for the Urban Floodway Zone) are generally applied in specific circumstances when it is considered that an alternative combination of zones, overlays and policies cannot achieve the intended outcome. Each of the Special Purpose Zones are able to be custom tailored to the situation, with specific requirements relating to permit triggers for use, buildings and works and subdivision. The zones can also include specific requirements relating to application requirements, exemption from notice and review and decision guidelines. Each of the zones are to be informed or supported by appropriate strategic planning documents.

The special purpose zones are identified as a key opportunity for improvement via the PEGZ projects. They are generally inconsistency used across the region, and are fairly complex zones.

Special Use Zones

The EGZ region makes use of the SUZ in a range of ways, with inconsistency in approach to use and format of schedules across the region. The SUZ presents substantial opportunity for refinement to achieve more consistent, proportional and useable controls across the region.

Baw Baw uses the SUZ somewhat unusually – it has been applied to unique areas such as townships (Walhalla and Tanjil Bren) and precincts (Warragul East Bulky Goods Precinct), as well as more broadly to land that is to be reserved for a particular purpose (earth and energy resources). Walhalla, for instance, could be rezoned to the Township Zone, in combination with the existing HO, BMO, FO, LSIO, DCPO, plus potential new overlays VPO and EMO. The MSS/Local Policy to capture Sense of Place Statement.

Generally, a tailored zone such as the SUZ should not be used when a series of standard zones, overlays and local policies would achieve the same outcome (refer to *Applying the Special Use Zone Planning Practice Note 3*) in a format that is more familiar and useable. In addition, the SUZs (SUZ1 in particular) have extensive permit triggers, which may not be necessary. As such, it is considered that there is opportunity to reconsider use of SUZ1, SUZ2 and SUZ5 in favour of applying alternative zones, overlays and policy to improve useability and proportionality.

SUZ3 serves the same purpose and is the same format and content as SUZ6 of Latrobe's Planning Scheme. This zone appropriately protects a key economic resource. Consistent schedule numbering of the zone across the region would improve usability.

Latrobe makes most extensive use of the SUZ spatially, as it is applied to areas affected by Earth Resources and Brown Coal. The SUZ is also used for site specific uses that have special requirements, such as the Latrobe Regional Airport and for key gateway locations (Gippsland Heritage Park and the Urban Gateway to Traralgon).

Latrobe's SUZ's are concise and comply generally with Form and Content Guidelines. SUZ1, SUZ5 and SUZ7 are generally used in accordance with the *Applying the Special Use Zone Planning Practice Note 3*, however, there are likely to be more appropriate planning tools to guide use and development at gateway locations and for valued residential precincts (Victor Street Exchange) (SUZ2, SUZ3, SUZ4).

Wellington uses SUZs for site specific uses that have special requirements, such as the West Sale Airport, Fulham Prison, Lake Guthridge and the Sale Greyhound Racing Facility and to provide transitional provisions for specific areas (Firebrace Road).

Wellington's SUZ's are concise, comply generally with Form and Content Guidelines, and are generally used in accordance with the *Applying the Special Use Zone Planning Practice Note 3*.

Comprehensive Development Zones

The CDZ is not a commonly used zone and is only applied in Wellington. The CDP provides for site specific direction in accordance with an external Incorporated Plan – a Comprehensive Development Plan. Prior to the UGZ, the CDP was the only tool available to facilitate development of land for a range of uses that would normally require multiple zones. As the CDP is not part of the online Planning Scheme, it lacks transparency and useability. However, as the

CDP provides opportunity to give more specific, plan-based guidance about expected use and development outcomes, it is also a positive tool for facilitating economic growth.

The CDZ is used in Wellington to guide redevelopment of the Sale Golf Course. This zone was applied before the UGZ was available as a planning tool. The zone is used to control use and development (there is a strict lot cap), and to exempt development from notice and appeal provisions. The CDZ includes a number of outdated references, lacks flexibility and the CDP that accompanies the zone is not readily available (via an internet search). A substantial review of this zone is warranted, however, as the zone applies to a limited area, the priority for review is not likely to be high. Once the development is complete, the land will most likely be back-zoned to reflect its end use.

Urban Flood Zone

The UFZ is used for mainstream flooding in urban areas where the primary function of land is to convey active floods, and controls use as well as development. The zone triggers permits and referrals to the relevant floodplain management authority. The zone is used only in Baw Baw and Latrobe. A Schedule can be used to identify a different advertising Sign Category (the default is Category 4 – Sensitive Areas)

Urban Growth Zones

UGZs are applied to land that has been identified for future urban development, and where a Precinct Structure Plan is to be, or has been, prepared. The UGZ is a more recent zone introduced for this purpose, where in the past a combination of zones and overlays have been used (refer to Latrobe's use of the General Residential Zone and Development Plan Overlay).

The UGZ is a relatively complex zone and relies on an external document (the precinct Structure Plan) and a series of 'applied zones' to provide most guidance with regard to appropriate use and development of land. While this complexity is antithetical to the principle of 'useability', it does have a number of benefits which are critical to facilitating high quality development outcomes (the 'economic growth' principle). These benefits include flexibility of zone boundaries, introduction of code assess mechanism in the form of the Small Lot Housing Code, specific provisions for land and home sales advertising signage etc.

The UGZ presents opportunities for improved usability and transparency by digitising the PSP plans and applied zones, for example, as a layer on Planning Schemes Online (outside the scope of this project, but likely to be part of the broader Smart Planning project).

Baw Baw, being the municipality closest to metropolitan Melbourne and under the most pressure for urban development, makes most extensive use of the UGZ. The UGZ applies to the Drouin and Warragul Growth Areas, with both PSP's prepared by the VPA. Both UGZs are consistently written and make consistent use of specific UGZ tools such as the Small Lot Housing Code.

There are some minor differences in formatting and wording of certain clauses in the Baw Baw UGZs from Latrobe's UGZ.

In **Latrobe**, the UGZ is applied to the Lake Narracan Growth Area. The Precinct Structure Plan was prepared by the VPA in consultation with Council. Latrobe in the past has used zones and the Development Plan Overlay to guide urban growth. As noted above, there are some minor inconsistencies with Baw Baw's UGZ, however, the most substantial difference is Latrobe's use of the applied Residential Growth Zone (RGZ) in proximity to activity centres.

Project 2 General Recommendations:

- > SUZ is being used inconsistently across EGZ region - opportunity for refinement to achieve more consistent, proportional and useable controls across the region (see detail in Table below).
- > The CDZ lacks transparency and usability. A review would improve this situation; however, it is a low priority given it applies to a limited area in single ownership (refer to table below).

Table 11 Special Purpose Zones – current use and recommendations

Baw Baw	Latrobe	Wellington
37.01 Special Use Zone		
SUZ1 > Walhalla Special Use Zone	SUZ1 > Brown Coal	SUZ1 > West Sale Airport
SUZ2 > Tanjil Bren Special Use Zone	SUZ2 > Urban Gateway	SUZ2 > Fulham Prison
SUZ3 > Earth and Energy Resources Industry	SUZ3 > Gippsland Heritage Park	SUZ3 > Lake Guthridge Precinct
SUZ4 > Not in use	SUZ4 > Victor Street Exchange	SUZ4 > Firebrace Road Transition Zone
SUZ5 > Warragul East Bulky Goods Precinct	> Not in use	SUZ5 > Firebrace Road Group Accommodation Area
	SUZ6 > Earth and Energy Resources Industry	SUZ6 > Sale Greyhound Racing Facility
	SUZ7 > Latrobe Regional Airport	
Project 2 > Review strategic documents that support application of the zone > SUZ1 – Undertake full review, rationalisation and simplification of Walhalla controls. New controls (such as a VPO) may be needed to replace content removed from the SUZ (noting that not all trees referenced appear to be subject to the HO). > Consider replacing the SUZ1 with the TZ, combined with a suitable suite of Overlays, in accordance with <i>Applying the Special Use Zone Planning Practice Note 3</i> . > SUZ2 and SUZ5 generally - Replace with appropriate zone, overlays and policy in accordance with <i>Applying the Special Use Zone Planning Practice Note 3</i> .	Project 2 > Review strategic documents that support application of zone > SUZ2, SUZ3 and SUZ4 generally - Replace with appropriate zone, overlays and policy in accordance with <i>Applying the Special Use Zone Planning Practice Note 3</i> . > All remaining SUZ Schedules – undertake a strategic review of the Tables of Uses, including the conditions which need to be specified in the tables. > SUZ1 – Liaise with DEDJTR to review full suite of coal-related provisions, rationalise and sharpen the suite of provisions as a whole. > SUZ3 – If rezoning is not undertaken re-consider whether Mineral exploration, Mining, and Search for Stone should be exempted from planning approval on the Gippsland Heritage Park site. > SUZ4 – If re-zoning is not undertaken, delete reference to Mining and Search for stone as an exempt land uses, given the site is in the middle of Morwell.	Project 2 > SUZ1 - Use requirements call up Reference/Background Documents. However, reference documents have limited to no weight in decision making. Consider Schedule refinements.

37.02 Comprehensive Development Zone		
> Not in use	> Not in use	CDZ1 > Sale Golf Club Redevelopment Comprehensive Development Plan
Project 2 > Nil.	Project 2 > Nil.	Project 2 > Review strategic documents that support application of zone > Review CDP > Consider replacing CDZ with a suite of zones and overlays (if considered appropriate)
37.03 Urban Flood Zone		
UFZ > No specific requirements	UFZ > No specific requirements	> Not in use
Project 2 > Nil.	Project 2 > Nil.	Project 2 > Nil.
37.04-37.06 Not in use		
37.07 Urban Growth Zone		
UGZ1 > Warragul Precinct Structure Plan	UGZ1 > Lake Narracan Precinct Structure Plan	> Not in use
UGZ2 > Drouin Precinct Structure Plan		
Project 2 > Review UGZ in consultation with VPA for consistency with current best-practice (refer to Commercial Zones recommendations regarding use of Schedules of applied zones).	Project 2 > Review UGZ in consultation with VPA for consistency with current best-practice. > It is noted that Latrobe are undertaking work to improve the ability to implement the PSP given significant servicing and land fragmentation challenges. This work is supported by this project.	Project 2 > Nil.

6 OVERLAYS REVIEW

6.1 Clause 42 Environmental and Landscape Overlays

Protection of environmental and landscape values is a key theme within all three LPPF's. In particular, Wellington and Baw Baw have extensive written and plan-based content that covers landscape matters. These matters are best addressed and managed via overlays, and as such, the ESO and SLOs present significant opportunities for review, as a means of reducing future PPF content. However, the use of these overlays is inconsistent across the three EGZ municipalities.

Project 2 General Recommendations:

- > Review overlays with the intention of deleting redundant policy that is duplicated in overlays from future PPF where appropriate (particularly content covered by ESOs and SLOs).
- > Review overlays for general consistency in application and content across the EGZ region. Each EGZ Council has large areas with significant vegetation and broader environmental importance. A strategic review of Planning Scheme controls across the EGZ for flora, fauna, and strategic environmental corridors is recommended.
- > Consider reviewing ESO for Water Supply Catchments to improve consistency. Consider renumbering to ensure all Water Supply Catchment ESOs are consistently numbered across the EGZ region.
- > Where more than one objective is specified in Overlays, revision is required. Only 1 objective is allowed, but there are cases where several are inserted. The issue can be rectified by:
 - o Moving key points to the statement of environmental significance section; and
 - o Relying on the decision guideline in the head Clause which states that the responsible authority must consider, as appropriate; "The statement of environmental significance and the environmental objective contained in a schedule to this overlay."

Table 12 Environmental and Landscape Overlays - current use and recommendations

Baw Baw	Latrobe	Wellington
42.01 – Environmental Significance Overlay		
Not in use	ESO1 > Urban Buffer	ESO1 > Coastal and Gippsland Lakes Environs
ESO 2 > Special Water Supply Catchments	ESO2 > Water Catchment	ESO2 > Wetlands
ESO3 > Trafalgar Sand Resource		ESO3 > Urban and Construction Buffer
ESO4 > Protection of Giant Gippsland Earthworm and Habitat Areas		ESO4 > Lake Guthridge and Environs
		ESO5 > RAAF Base Safeguard Area
	ESO6 > Consolidation Areas	
	ESO7 > Landfill Buffer	
	ESO8 > Special Water Supply Catchments	

Baw Baw	Latrobe	Wellington
<p>Project 2</p> <ul style="list-style-type: none"> > ESO3 contains a large list of environmental weeds which do not require planning approval. This appears un-necessary if removal of environmental weeds is governed by separate legislation. The matter should be evaluated, and deleted, as appropriate. > ESO4 – Evaluate how the referral arrangement is functioning. Verify whether DELWP receives appropriate application materials and feels confident in assessment. 	<p>Project 2</p> <ul style="list-style-type: none"> > ESO1 – Ensure the 2016 geotechnical report is appropriately considered. DEDJTR have stated that the proposed Traralgon Bypass route has been rendered unworkable due to its proximity to an unstable mining cut. Ensure relevant matters are fully encapsulated within the Overlay. Align with DEDJTR review of coal-related provisions, currently under way. 	<p>Project 2</p> <ul style="list-style-type: none"> > ESO1 – review ESO in context of seeking to reduce local policy content. Delete local policy content that is duplicated in ESO. > ESO2– The Schedule includes a generic description of wetland values and lacks specificity with respect to Wellington’s approach to environmental protection. However, there is no underlying strategic document to support changes to the Schedule or the mapping. Consider commissioning a review or utilising any information that becomes available from Council’s sustainability team. > ESO3– Align with DEDJTR review of coal-related provisions, currently under way. > ESO4 - Delete due to adequate coverage by PPRZ. > ESO5 – Consider deletion, based on liaison with DoD to consolidate provisions relating to the RAAF base. > ESO6 – consider replacement with replace with RO, as previously recommended by CPG (2010). > ESO8 – Consider expansion of mapping and permit requirements to align with Baw Baw and Latrobe’s water supply catchment ESOS. Seek professional review if confidence in mapping is lacking. Consider significant reduction of policy content if Schedule and mapping are improved.
42.02 Vegetation Protection Overlay		
<p>VPO1</p> <ul style="list-style-type: none"> > Rokeby 	<p>Not in use</p>	<p>VPO</p> <ul style="list-style-type: none"> > Native vegetation Protection Areas
<p>Project 2</p> <ul style="list-style-type: none"> > VPO1 - Has only 2 objectives, and no permit requirements or Decision Guidelines – review efficacy/need. > Council is likely to have several areas with significant vegetation. The VPO extent should be reviewed on a Shire wide basis. 	<p>Project 2</p> <ul style="list-style-type: none"> > Council is likely to have several areas with significant vegetation. The VPO extent should be reviewed on a Shire wide basis. 	<p>Project 2</p> <ul style="list-style-type: none"> > VPO1 - Potentially references outdated State policy. Requirements may now be different – consider modern VPOs as examples for refinement. > Only Buckley’s Island Road and Woodside are selected for Overlay application – there are other significant vegetation areas that may benefit from VPO application.
42.03 Significant Landscapes Overlay		
<p>SLO1</p> <ul style="list-style-type: none"> > Strzelecki Ranges 	<p>Not in use</p>	<p>SLO</p> <ul style="list-style-type: none"> > Ninety Mile Beach

Baw Baw	Latrobe	Wellington
<p>SLO2 Not in use</p>		
<p>SLO3 > Toorong Valley</p>		
<p>Project 2</p> <ul style="list-style-type: none"> > SLO1 (Strzelecki Ranges) – There is potential to improve relationship between objectives and Decision Guidelines and identify whether new objectives or Decision Guidelines are needed. > SLO3 (Toorong Valley) – Decision Guidelines require environmental and visual assessment. Ensure internal planners have expertise for assessment and interpretation or are able to rely solely on DELWP. Ensure application requirements are aligned to assessment needs (e.g. with respect to what’s required for supporting landscape/visual quality assessments, or environmental reports). 	<p>Project 2</p> <ul style="list-style-type: none"> > Council does not utilise the SLO, although it highly likely that the Overlay is appropriate in Latrobe City. Evaluate need. 	<p>Project 2</p> <ul style="list-style-type: none"> > SLO1 (Ninety Mile Beach) – <ul style="list-style-type: none"> - Only farm tracks and post/wire fences are exempt. Consider whether additional exemptions are appropriate. - Based on town specific coastal DDOs under review, it may be appropriate to review controls within SLO1. > Consider broader application of the SLO, and undertake strategic work as needed. Consider, for example, the South Gippsland Shire SLO mapping extent.

6.2 Clause 43 Heritage and Built Form Overlays

Heritage Overlays specify areas that are to be protected for their heritage value. The HO format is currently being reviewed via Smart Planning, to introduce more ability to identify heritage values and to guide development. This presents an opportunity to rationalise heritage content with the LPPF (for example, for Wellington and Baw Baw)

DDOs and DPOs are valuable tools for providing detailed guidance about expected design and development outcomes. They tend to be used for a range of different purposes, to achieve a range of different outcomes, and developed for specific sites/areas. For these reasons, there is often little to no consistency across the EGZ, and even within municipalities in terms of how they are structured, written and their requirements.

DPOs are valuable tools for ensuring coordination in development outcomes across multiple land parcels. They do not trigger permits; however, they do trigger a requirement to undertake an additional planning process (preparation of a Development Plan) if this process has not already been undertaken by Council or another developer. For this reason, they are often seen as an additional layer of planning 'red tape'.

DDOs trigger permits for certain types of development. They are primarily used to guide design outcomes, and don't require an additional planning process.

Table 13 has been structured to identify the typical ways DDOs and DPOs have been used across the EGZ region. It is apparent from this table that there is little consistency.

Baw Baw tends to use DDOs for activity centres and to guide subdivision in specific townships, and to protect helicopter flight paths to hospitals. DPOs are used on three occasions, for specific sites/types of development outcomes.

Latrobe uses DDOs to improve the appearance of gateways and industrial/commercial areas, and to protect flight paths to the airport. DPOs are used to guide development of growth areas (residential and employment), in particular, growth areas rezoned via Ministerial amendment.

Wellington uses DDOs extensively to guide the design and development of sensitive areas, such as coastal settlements and industrial/commercial areas and to protect flight paths to the airport. DPOs are used for site specific locations, and to guide growth of larger areas.

Table 13 Heritage and Built Form Overlays - current use and recommendations

Baw Baw	Latrobe	Wellington
43.01 Heritage Overlay		
> HO	> HO	> HO
<p>Project 2</p> <ul style="list-style-type: none"> > Implement HO gap studies > Make use of new HO Schedules when available as a means of reducing LPPF content regarding heritage. 	<p>Project 2</p> <ul style="list-style-type: none"> > Implement HO gap studies 	<p>Project 2</p> <ul style="list-style-type: none"> > Implement HO gap studies > Make use of new HO Schedules when available as a means of reducing LPPF content regarding heritage. > Seek heritage advice regarding the need for a heritage precinct for Yarram. The town's buildings present a highly consistent form and contribute a strong sense of character. However, the HO relies on individual citation only.
43.02 Design and Development Overlay		
Activity centre DDOs		
<p>DDO1: Warragul Town Centre</p> <ul style="list-style-type: none"> > Comprehensive design requirements 	DDO2 – Morwell CAD Western Gateway	Nil

Baw Baw	Latrobe	Wellington
DDO2: Drouin Town Centre > Comprehensive design requirements		
DDO5: Yarragon Township Character > Comprehensive design requirements		
Residential development DDOs		
DDO4: Residential Development Neerim South > Overlay targets subdivisions > Deals with a number of subdivision elements, but focuses strongly on dealing with slope constraints	Nil	DDO22 - Residential Development South of Stevens Street, Sale
DDO6: Residential Development – Blue Rock > Overlay targets subdivisions > Deals with a number of subdivision elements, but focuses strongly on dealing with slope constraints		
DDO7: Low Density Residential Zone		
Industrial / business park DDOs		
Nil	DDO4: Morwell East Industrial Precinct	DDO1 - Industrial Areas
	DDO9: Morwell East Bulky Goods Precinct and Traralgon East Bulky Goods Precinct	DDO2 – Business / Industry Display Area DDO12 - Cobains Road Homemakers Centre & bulky Goods Retailing
Character related DDOs		
Nil	Nil	DDO3 – Coastal Towns DDO7 - Ninety Mile Beach, Low Density Area DDO9 – Port Albert and Palmerston DDO13 - Golden Beach/Paradise Beach DDO14 - The Honeysuckles DDO15 – Seaspray DDO16 - Woodside Beach DDO17 – McLoughlins Beach DDO18 – Manns Beach DDO19 – Robertsons Beach DDO20 – Loch Sport
Airport / flight path DDOs		
DDO8: Warragul Hospital Emergency Medical Services Helicopter Flight Path Protection (Inner Area) > 145.4m AHD permit trigger	DDO5: Aviation Obstacle Referral Height Area No H1	DDO4 – RAAF Building Height

Baw Baw	Latrobe	Wellington
DDO9: Warragul Hospital Emergency Medical Services Helicopter Flight Path Protection (Outer Area) > 155.4m AHD permit trigger	DDO6: Aviation Obstacle Referral Height Area No H2	DDO5 - RAAF Building Height Above 7.5m
	DDO7 Latrobe Regional Airport – Obstacle Height Area No. 1	DDO6 - RAAF Building Height Above 15m
	DDO8 Latrobe Regional Airport – Obstacle Height Area No. 2	DDO10 – Emergency Services Flight Path Area DDO11 Emergency Services Flight Path Area
Other DDOs		
Nil	DDO1: Major Pipeline Infrastructure (currently subject of internal Council review)	DDO8 - Heyfield Restricted Residential and Sensitive Use Development Area [Timber related]
	DDO3: Princes Freeway - Traralgon Bypass	DDO21 – Albeton
Project 2 > Implement the findings of the industrial and business DDOs review (PEGZ sub-project)	Project 2 > Implement recommendation of DDO1 review – potentially replace the DDO with ESO > Implement the findings of the industrial and business DDOs review (PEGZ sub-project)	Project 2 > Implement the findings of the industrial and business DDOs review (PEGZ sub-project) > Implement the findings of the Wellington Coastal DDO review (PEGZ sub-project).
43.03 Integrated Plan Overlay		
Not in use	Not in use	Not in use
Project 2 > Nil.	Project 2 > Nil.	Project 2 > Nil.
43.04 Development Plan Overlay		
Residential DPOs		
DPO3: Low Density Residential Zone Development Plan	DPO1: Morwell North-West Development Plan It is noted that this DPO improperly requires a land owner to enter into a Section 173 agreement (planning provisions cannot compel a voluntary agreement). While this is not a recommended approach going forward, it is not a recommendation of this Project to remove reference to Section 173 agreements, as it is accepted in the local industry as the way in which infrastructure costs are shared.	DPO1 – Generic
DPO7: Mcglone Road Drouin	DPO5: Residential Growth Areas As per comment above.	DPO4 – North Sale Development Area Stage 1
	DPO6: Residential Growth Areas As per comment above.	DPO6 - 69 Andrews Road, Longford

Baw Baw	Latrobe	Wellington
	DPO7: Traralgon North Residential Growth Area As per comment above.	DPO8 - Rural Living Area Bound by Williams Road, Willung Road, Hoopers Road and Friends Road, Rosedale
	DPO9: Low Density and Rural Living Growth Areas	DPO9 – Sale Western Growth Area Wurruk
		DPO10 - Longford Development Plan Area
		DPO11- Low Density Residential Areas
Other DPOs		
DPO4: Industrial 1 Zone Development Plan	DPO2: Flinders Christian Community College, Craighburn Place, Traralgon	DPO2 – Vacant and semi developed industrial areas
	DPO3: Morwell East Industrial Precinct	DPO3 - Cobains Road Homemakers Centre & Bulky Retailing
	DPO4: Morwell East Bulky Goods Precinct and Traralgon East Bulky Goods Precinct	DPO5 - Industrial Areas with Complex Infrastructure Requirements
		DPO7 - Sale Greyhound Racing Facility
		DPO9 – Sale Western Growth Area Wurruk
	DPO8: Latrobe Regional Airport – Obstacle Height Area No. 2	
Project 2	Project 2	Project 2
<ul style="list-style-type: none"> > Consider Council-led preparation of Development Plans in areas where plans have not yet been prepared, as a means of facilitating development (particularly in industrial/employment areas). > Apply a DPO to the industrial site on Monash Way, subject to SRO removal. Develop DPO provisions based on the recommendations of the 'PEGZ sub-project.' 	<ul style="list-style-type: none"> > Consider Council-led preparation of Development Plans in areas where plans have not yet been prepared, as a means of facilitating development (particularly in industrial/employment areas). > Review DPOs to remove duplication of standard Clause 56 requirements and state policy 	<ul style="list-style-type: none"> > Consider Council-led preparation of Development Plans in areas where plans have not yet been prepared, as a means of facilitating development (particularly in industrial/employment areas).

6.3 Clause 44 Land Management Overlays

Project 2 General Recommendations:

- > Note that the terrain is similar to Baw Baw Shire and EMOs are likely to be required. Seek advice on EMO need.
- > Continue liaison with the Catchment Management Authority and implement mapping and FO, LSIO and SBO Schedule refinements based on latest information, at the time this become available, and in accordance with the urgency identified by the CMA.
- > New BMO requirements limit expansion of existing areas through rezoning and/or subdivision. A strategic review of bushfire affected areas is recommended to determine the extent of rural living areas impacted by the issue, identify pragmatic solutions, consider back-zoning where there is a lack of options, and consider implications on land supply.

Table 14 Land Management Overlays - current use and recommendations

Baw Baw	Latrobe	Wellington
44.01 Erosion Management Overlay		
EMO > 1 schedule used in a number of locations. Schedule includes exemptions and referral requirements.	Not in use	Not in use
Project 2 > Implement the recommendations of the Baw Baw EMO review by Golder Associates (2018) (PEGZ sub-project).	Project 2 > Consider partnering with Baw Baw to undertake combined work on EMO implementation, as per the further work recommendations of the 2018 Golder Associates report.	Project 2 > Consider partnering with Baw Baw to undertake combined work on EMO implementation, as per the further work recommendations of the 2018 Golder Associates report.
44.02 Salinity Management Overlay		
Not in use	Not in use	Not in use
Project 2 > Undertake review to consider whether use of SMO is required to manage salinity issues.	Project 2 > Undertake review to consider whether use of SMO is required to manage salinity issues.	Project 2 > The 2010 Planning Scheme Review identified salinity as an issue in Wellington Shire. The unimplemented recommendations should be actioned.
44.03 Floodway Overlay, 44.04 Land Subject to Inundation Overlay, 44.05 Special Building Overlay		
> 1 FO Schedule - no variations to standard overlay provisions > 1 LSIO Schedule –no variations to standard overlay provisions	> 1 FO Schedule - contains exemptions only > 1 LSIO Schedule -contains exemptions only	> 1 FO Schedule - contains exemptions only > 1 LSIO Schedule - contains exemptions only > 1 SBO Schedule - no variations to standard overlay provisions
Project 2 > General review of mapping and schedule content in association with CMA.	Project 2 > General review of mapping and schedule content in association with CMA.	Project 2 > General review of mapping and schedule content in association with CMA.

44.06 Bushfire Management Overlay

<ul style="list-style-type: none"> > BMO1 – Walhalla > BMO2 - Drouin BAL-12.5 Areas 	<ul style="list-style-type: none"> > BMO1 - Boolarra, Moe, Morwell, Newborough, Yallourn, Yallourn North, Traralgon South BAL-12.5 Areas 	<ul style="list-style-type: none"> > BMO1 – Un-named – supports 2013 bushfire recovery > BMO2 – Langsborough, The Honeysuckles, Golden Beach, Paradise Beach, Loch Sport BAL-29 Areas > BMO3 - Briagolong, Glenmaggie, Port Albert, Coongulla Bal-12.5 Areas
<p>Project 2</p> <ul style="list-style-type: none"> > Consider preparation of new Schedules to facilitate applications in areas where BAL-12.5 or BAL-29 conditions can be expected. 	<p>Project 2</p> <ul style="list-style-type: none"> > Consider preparation of new Schedules to facilitate applications in areas where BAL-12.5 or BAL-29 conditions can be expected. 	<p>Project 2</p> <ul style="list-style-type: none"> > Prepare updated costal design guidelines, taking into account bushfire provisions. As per AS3959 Construction of Buildings in Bushfire Prone Areas, there are several requirements for building design which run contrary to former coastal design principles. Guidelines should be prepared to address this matter, and suitable building typologies prepared as needed. > Consider additional areas for BAL-12.5 or BAL-29 Schedules (other than the areas already covered by the 3 existing BMO Schedules).

44.07 State Resource Overlay

<p>Not used</p>	<ul style="list-style-type: none"> > SRO1 - Gippsland Brown Coalfields 	<ul style="list-style-type: none"> > SRO1 - Gippsland Brown Coalfields
<p>Project 2</p> <ul style="list-style-type: none"> > Nil 	<p>Project 2</p> <ul style="list-style-type: none"> > Implement changes in accordance with DEDJTR review of provisions for coal resources. > Advocate to DELWP / Smart Planning to improve Overlay functionality. The current Overlay relies on the underlying Zone to trigger permit applications. 	<p>Project 2</p> <ul style="list-style-type: none"> > Implement changes in accordance with DEDJTR review of provisions for coal resources. > Advocate to DELWP / Smart Planning to improve Overlay functionality. The current Overlay relies on the underlying Zone to trigger permit applications.

6.4 Clause 45 Other Overlays

The airports of Wellington and Latrobe are important to economic development in the region. They are currently protected via a suite of zones and overlays, including the AEO. The AEO appears to be an anomalous overlay that requires combination with a DDO to work effectively. This report recommends that the Smart Planning team review how the AEO is structured, to consider whether multiple controls can be rationalised.

The Restructure Overlay is used extensively in Wellington, particularly along coastal settlements that are now regarded as inappropriate, and in Baw Baw. In Wellington, the RO is used in combination with policy, zones and overlays to control development. A strategic review of all these controls is warranted to remove substantial duplication and simplify controls. However, given the objective is not to facilitate development in these areas, this review is not considered a PEGZ priority.

Development Contributions are collected in a range of formal and informal ways through the EGZ region. Where PSPs have been prepared by VPA, formal Development Contributions Plans (and DCPOs) have been prepared and implemented. However, in other smaller and/or older growth areas, contributions are collected informally via Section 173 agreements. The differences and complexities in contributions approaches plays a significant role in the EGZ's ability to attract investment and economic development. However, the issue is complex, and there is not simple resolution. A strategic review of approaches to contributions across the region would assist in identifying key differences (approaches, charge levels etc) and should identify recommendations for providing greater consistency and equity moving forward. It is understood that a review regarding infrastructure delivery barriers has been undertaken by VPA, however this review did not extend to a thorough review of DCP approaches.

The State government is also working to develop a standardised approach to contribution charges and methodology via Infrastructure Contribution Plans. However, these plans are not currently available in regional areas.

Project 2 General Recommendations:

- > Monitor Regional ICP implementation, which has been under consideration by the State. There may be scope to replace DPO and/or DCPO contribution requirements. This may, however, be complicated for areas which have been under development and contributions have been received.

Table 15 Other Overlay - current use and recommendations

Baw Baw	Latrobe	Wellington
45.01 Public Acquisition Overlay		
PAO1 > Gippsland Water – tank facility PAO3 > Baw Baw Shire Council - road	PAO1 > VicRoads – road PAO2 > Gippsland Water – water and sewerage infrastructure	PAO1 > Roads Corp – road PAO2 > Wellington Shire Council – road PAO3 > Wellington Shire Council – park PAO4 > Wellington Shire Council – carpark/accessway PAO5 > Gippsland Water – water storage basin

Baw Baw	Latrobe	Wellington
<p>Project 2</p> <ul style="list-style-type: none"> > Verify whether there are any redundant PAOs. 	<p>Project 2</p> <ul style="list-style-type: none"> > Verify whether the VicRoads' PAO for the Traralgon bypass needs revision. DEDJTR has raised concerns that the current alignment may be unworkable in sections, due to geotechnical instability associated with a mining cut to the south of the PAO. > Verify whether there are any redundant PAOs. 	<p>Project 2</p> <ul style="list-style-type: none"> > Verify whether there are any redundant PAOs.
45.02 Airport Environs Overlay		
Not in use.	<ul style="list-style-type: none"> > AEO2 – referral requirements to airport for certain uses 	<ul style="list-style-type: none"> > AEO1 – prohibits permits for certain uses and requires referral to airport owner for all other uses. > AEO2 referral requirements to airport owner for certain uses.
<p>Project 2</p> <ul style="list-style-type: none"> > Nil 	<p>Project 2</p> <ul style="list-style-type: none"> > Consult with airport operators to ensure the overlay is functioning as needed (noting also the reliance on DDO provisions in combination with the AEO). > Advocate to the Smart Planning team to improve functionality of the AEO, noting that permit triggers are absent (which requires use of DDO in combination with AEO). 	<p>Project 2</p> <ul style="list-style-type: none"> > For the RAAF base – consult with DoD to implement a rationalised suite of controls (also taking into account the ESO and DDO application). > Consult with airport operators to ensure the overlay is functioning as needed (noting also the reliance on DDO provisions in combination with the AEO). > Advocate to the Smart Planning team to improve functionality of the AEO, noting that permit triggers are absent (which requires use of DDO in combination with AEO).
45.03 Environmental Audit Overlay		
<ul style="list-style-type: none"> > Used in selected locations in Warragul 	<ul style="list-style-type: none"> > Used in selected locations in Morwell and Traralgon 	<ul style="list-style-type: none"> > Used in selected locations in Rosedale, Sale and Stratford.
<p>Project 2</p> <ul style="list-style-type: none"> > Consider if EAO coverage needs to be expanded or removed. 	<p>Project 2</p> <ul style="list-style-type: none"> > Consider if EAO coverage needs to be expanded or removed. 	<p>Project 2</p> <ul style="list-style-type: none"> > Consider if EAO coverage needs to be expanded or removed.
45.04 Road Closure Overlay		
Not in use	<ul style="list-style-type: none"> > In use 	<ul style="list-style-type: none"> > In use
<p>Project 2</p> <ul style="list-style-type: none"> > Nil. 	<p>Project 2</p> <ul style="list-style-type: none"> > Consider review any areas which no longer require the Overlay. 	<p>Project 2</p> <ul style="list-style-type: none"> > Consider review any areas which no longer require the Overlay.
45.05 Restructure Overlay		
<ul style="list-style-type: none"> > RO1-RO4 > Restructure plans for multiple areas 	Not in use	<ul style="list-style-type: none"> > RO1-RO36 > Restructure plans for multiple areas

Baw Baw	Latrobe	Wellington
<p>Project 2</p> <ul style="list-style-type: none"> > Nil 	<p>Project 2</p> <ul style="list-style-type: none"> > Nil 	<p>Project 2</p> <ul style="list-style-type: none"> > Consider using the Overlay to replace ESO6 (Consolidation Areas) and other duplicated policy and overlays.
45.06 Development Contributions Plan Overlay		
<p>DCPO1</p> <ul style="list-style-type: none"> > Baw Baw Shire – general DCP charge to fund infrastructure in Warragul and Drouin <p>DCPO2</p> <ul style="list-style-type: none"> > Warragul DCP (prepared in association with the PSP) <p>DCPO3</p> <ul style="list-style-type: none"> > Drouin DCP (prepared in association with the PSP) 	<p>DCPO2</p> <ul style="list-style-type: none"> > Lake Narracan DCP (prepared in association with the PSP) 	<p>Not in use</p>
<p>Project 2</p> <ul style="list-style-type: none"> > Nil (refer to general recommendations) 	<p>Project 2</p> <ul style="list-style-type: none"> > Nil (refer to general recommendations) 	<p>Project 2</p> <ul style="list-style-type: none"> > Nil (refer to general recommendations)
45.09 Parking Overlay		
<p>Not in use</p>	<p>Not in use</p>	<p>Not in use</p>
<p>Project 2</p> <ul style="list-style-type: none"> > Consider the use of a PO for Activity Centres, principally Warragul and Drouin. 	<p>Project 2</p> <ul style="list-style-type: none"> > Consider whether a PO should be used for Moe (similar to the exiting POs for the Morwell Activity Centre). 	<p>Project 2</p> <ul style="list-style-type: none"> > Existing LPPF policy provides very broad requirements, and relies on Council's use of discretion, rather than control. <p>The PO may be a useful tool for selected locations where parking studies are targeted. Activity Centre are the most logical location where this Overlay could be applied.</p> <p>It is also important to note that the parking policy may no longer fit well within the policy setting due to Smart Planning changes.</p>

7 VICSMART REVIEW

During consultation with Council officers, it was widely recognised that VicSmart applications are not widely used, and they place a high administrative burden on Council officers. None of the EGZ municipalities currently make use of local VicSmart provisions.

Notwithstanding, it is a key direction of the State government's Planning Reform agenda, to increase use of Vic Smart where possible.

Key areas where local VicSmart may be beneficial in the EGZ region:

- > Permits triggered due to proximity to RDZ1 and RDZ2
- > Certain signage applications
- > Dwellings
- > Dual occupancy
- > Dwelling additions
- > Dependent person's units
- > Cafes in certain locations
- > Tenancy changes in Activity centres, where they are being triggered by trivial matters

Generally, all Vic Smart applications will require the preparation of application requirements and decision guidelines. These should carefully be developed with officers from each Council and internal and external referral departments/agencies.

8 RECOMMENDATIONS

Throughout this report, detailed recommendations have been made. This section summarises key recommendations for all EGZ municipalities, and specific recommendations for each of the three municipalities.

A – recommendations for all EGZ municipalities. It is recommended that these tasks be undertaken collaboratively

B – Baw Baw specific recommendations

L – Latrobe specific recommendations

W – Wellington specific recommendations

8.1 Recommendations for all EGZ municipalities

Table 16 EGZ wide recommendations

No.	Item	Details
1A	Further review of LPPF content	<p>The LPPF review undertaken as part of Project 1 focused on restructuring to align broadly with proposed PPF structure, removing duplication and editing for clarity. Place-specific and some generic (non-place specific e.g. biodiversity and native vegetation) content was retained at Council request.</p> <p>Further strategic review is required to replace extensive policy content with appropriate zones and overlays, and to develop locally specific policy content where there are key gaps (refer to sections below for municipal specific recommendations).</p>
2A	Municipal Profile and Vision and Strategic Directions review (Clauses 21.01 and 21.02)	To be reviewed and restructured as part of Smart Planning translation. It is anticipated that the preambles currently located throughout clauses will be relocated and condensed into the Municipal Planning Statement for each municipality.
3A	Economic Strengths in the Economic Growth Zone	Implement the findings of the Urban Enterprises report. This may involve further review of the Economic Development clauses of the LPPF, and review of industrial and commercial land supply and zoning.
4A	Erosion management guidelines / policies	Project 1 identified during consultation that there are key gaps in how Councils address erosion control associated with construction, subdivision, and rural/farming activities. There are numerous riverine, wetland, and other environmental systems in the area, which would benefit from guidelines, policy and/or application of overlays.
5A	Sub-regional landscape / scenic amenity study	Approach to protection of scenic and valuable landscapes is inconsistently applied across the EGZ. It is recommended that a EGZ-wide landscape study be undertaken, with the intent of developing consistent approach to policy and zones/overlays (acknowledging that the content of each would vary depending on the landscape).
6A	Bushfire implications review for growth of towns and settlements	Following State government changes to bushfire policy, new requirements and restrictions apply to growth of towns and settlements. The implications for the EGZ's settlements are not well understood at this time. A strategic review of growth directions in the content of new bushfire policy is recommended at an EGZ level, to ensure a consistent approach.

7A	VicSmart local provisions	It is recommended that the three municipalities work collaboratively to establish a consistent set of VicSmart local provisions, with consistent applications and decision guidelines.
9A	Water Supply Catchment controls	It is recommended that a collaborative project be undertaken to review consistency of controls (ESO) regarding special water supply catchments. This review should also seek to translate Wellington's Local Policy into appropriate overlay controls.

8.2 Baw Baw recommendations

Table 17 Baw Baw recommendations

No.	Item	Details
1B	Settlement policy review (Clause 21.03)	Project 1 identified policy gaps in relation to Growth Areas and Peri-urban areas. Baw Baw is greatly influenced by these issues given the substantial focus on peri-urban growth in Warragul and Drouin, however, existing policy content did not fit well when reviewed in context of State policy.
2B	Environmental risks and amenity review (Clause 21.05)	Project 1 identified significant policy gaps in relation to environmental risks and amenity. Current work is underway in relation to erosion management (EMO review as part of PEGZ sub-project). Further strategic review of environmental risks may be required to enhance the local specificity of this clause.
3B	Walhalla controls review	Current controls are complex, onerous and confusing (including extensive policy in Clause 21.07 Built Environment), SUZ and a range of overlays. It is recommended that controls are strategically reviewed to clarify objectives and requirements, and to remove extensive duplication.
4B	Rural Land Use Strategy review and implementation of 2016 rural strategy	<p>Current rural policy has not been updated since the completion of the 2016 Rural Land Use Review. As part of the consultation for this project, officers have raised concerns that the full ambit of rural considerations may not have been factored into the 2016 project, as it responded to specific pressures for non-agricultural uses/development at the time. The comprehensiveness of the 2016 strategy should be re-evaluated in PEGZ Project 2, in consultation with Council officers. This will determine whether the Scheme provisions should be updated based on the existing work, whether the strategy should be re-visited (in part or whole), or both.</p> <p>Specifically, the review should consider translating the current 22.01 Rural Zones Policy into appropriate zones/overlay controls.</p>
5B	Heritage policy review	21.07 Built Environment retains a heritage policy that is inconsistent with other EGZ municipalities, and the broader LPPF framework. This policy should be reviewed in the content of new Smart Planning approaches to heritage protection (revised HO).
6B	Housing Strategy	Project 1 identified policy gaps in relation to housing (Clause 21.08 Housing) and use of residential zones schedules. It is recommended that Housing Strategy (including a neighbourhood character analysis) be undertaken to address these gaps.

7B	2013 Retail strategy refresh	A review of the 2013 strategy is considered appropriate in the context of Council's proposed Activity Centre Plan for Drouin, and consideration of a new Kmart store on the outskirts of Warragul.
8B	Industrial and Employment strategy	Baw Baw's economic growth appears to be focussed primarily on residential development. As a result, industrial land is becoming increasingly constrained by residential development and there is presently very little planning for industrial and employment land. It is recommended that an employment strategy be considered to understand land supply requirement for industrial and employment land, and to plan for employment growth.
9B	Zones and Overlays review	Review of zones and overlays as recommended in Chapters 5 and 6 of this report.

8.3 Latrobe recommendations

No.	Item	Details
1L	Review town structure plans	Latrobe's Settlement Clause (21.03-9) included extensive place-based implementation content given the use of reference numbers to plans. It is considered that most of this guidance is already evident from the Structure Plans and is not required to be itemised in text. It is recommended that the Structure Plan content be reviewed for implementation via zones/overlays, and text-based content removed.
2L	Review Gippsland Coalfields and Extractive Industry Interest Areas plan	Review, in consultation with DEDJTR, the usefulness and implementability of this plan. Consider implementing requirements via an overlay or other mechanism that provides greater clarity and transparency to planning scheme users.
3L	Zones and Overlays review	Review of zones and overlays as recommended in Chapters 5 and 6 of this report.
4L	Retail strategy (in progress)	Implement the outcomes of the retail strategy that is currently in progress.
5L	Clifton Street Policy Guidelines	The LPPF review deleted reference to these guidelines (in accordance with Smart Planning direction to avoid reference to extrinsic documents). It is recommended that these guidelines be reviewed for proper planning scheme implementation.
6L	Churchill Structure Plan review	The Churchill Structure Plan is dated, and a review is recommended.
7L	Stormwater quality policy	During consultation, Council's engineers identified a gap in how Council addresses stormwater policy. While state policy and Clause 56 generally address this, more internal process guidance may be required to ensure appropriate stormwater treatment measures are implemented via development.

8.4 Wellington recommendations

No.	Item	Details
1W	Rural landscape review	Project 1 relocated the rural landscape (Planning Units) material within the LPPF. However, this material is generally inconsistent with Smart Planning directions for the PPF. It is recommended that this material be reviewed for implementation via zones and overlays rather than policy. This should also review the place-specific policies within the LPPF (Clause 21.04).
2W	Bushfire landscape types review	As per the rural landscapes, this material has been retained in the current LPPF, however, it is generally inconsistent with the Smart Planning PPF approach. It is recommended that this material be reviewed for implementation via zones/overlays rather than policy.
3W	Housing strategy	Project 1 identified some excessive place-based content and policy gaps in the Housing clause of the LPPF (21.07). It is recommended that this be reviewed via a Housing Strategy.
4W	Rural Policy review	A review of rural zones, overlays and policies should be undertaken with the intention of translating the Rural Policy into appropriate controls.
5W	Carparking policy	Review of the local policy regarding carparking is recommended given its inconsistency with current Smart Planning directions for the PPF. Investigate whether a Parking Overlay may be a more appropriate planning tool.
6W	Aerodrome and Environs Policy	Review of the local policy is recommended given its inconsistency with current Smart Planning directions for the PPF. This review should also consider the use of the AEO and DDO, and be undertaken in consultation with Department of Defence.
7W	Ninety Mile Beach Policy review	Review of the local policy is recommended given its inconsistency with current Smart Planning directions for the PPF. This review should seek to translate the policy into appropriate zones/overlays and have regard to the outcomes of the current DDO review (PEGZ Sud-project).
8W	Zones and Overlays review	Review of zones and overlays as recommended in Chapters 5 and 6 of this report.

APPENDIX 1 | LITERATURE REVIEW

REGIONAL

PLANNING FOR A BETTER FUTURE IN THE LATROBE VALLEY (2016)

'*Planning for a better future in the Latrobe Valley*' is an Implementation Plan commissioned by the Victorian Government following the Hazelwood Mine Fire Inquiry. The Plan responds to a fire at the Hazelwood Coal Mine that burnt for 45 days in 2014 and had a significant impact on the nearby community. This document was established to address the concerns of local residents who were impacted by the mine fire, and deliver long lasting improvements across four key areas, being:

- > **A healthy Latrobe Valley:** Create a healthier and more productive environment.
- > **Air quality and wellbeing in the Latrobe Valley:** Co-design a permanent air monitoring network.
- > **Engaged communities are safe communities:** Strengthen emergency management planning and build community resilience.
- > **Better rehabilitation and regulation:** Address knowledge gaps relating to mine rehabilitation and guide long term rehabilitation.

The State Government has committed over \$80m to implement the Plan's recommendations and affirmations. The largest portion of this budget allocation is assigned to improving the health of the community.

Project Implications:

The Implementation Plan, while relevant to the economic aspects of this project, will need to be considered by the Government in its own right. There are no directly relevant matters identified for action as part of this project.

GIPPSLAND REGIONAL GROWTH PLAN (2014)

The Gippsland Regional Growth Plan (GRGP) provides a regional strategic land use framework for growth and change. The Plan recognises Gippsland's vital role in supplying energy, earth resources, water and food to the Victorian and Australian economies. The Plan also recognises the high expected growth rate of the Gippsland region and associated infrastructure, economic and housing challenges.

The plan establishes a framework for strategic land use and settlement planning that can sustainably accommodate growth while protecting important economic, environmental, social and cultural resources. The plan is underpinned by four guiding principles, which are:

- Strengthen **economic resilience** by growing a more diverse economy that is supported by new investment, innovation and value-adding in traditional strengths.
- Promote a **healthy environment** by valuing Gippsland's environmental and heritage assets, and by minimising the region's exposure to natural hazards and risks.
- Develop **sustainable communities** through a settlement framework comprising major urban centres that ensures residents have convenient access to jobs, services, infrastructure, and community facilities.
- Deliver **timely and accessible infrastructure** to meet regional needs for transport, utilities and community facilities.

These principles ultimately aim to attract significant investment in economic and urban growth, as well as improve the region's private and public transport connections between various destinations in Melbourne and interstate.

Project Implications:

The GRGP has been introduced into Gippsland Planning Schemes via **Amendment VC106**. However, there are a number of further projects arising from the document which are yet to be initiated. The prioritisation of further work needs to be considered as part of Project 2 and further work by the State and Councils beyond Project 2.

GIPPSLAND WASTE AND RESOURCE RECOVERY IMPLEMENTATION PLAN (2017)

The Gippsland Waste and Resource Recovery Implementation Plan (the GWRRIP) presents the strategic direction for Gippsland's waste and resource recovery system and identifies its needs and priorities. The Plan was developed to complement and integrate with the State Waste and Resource Recovery Infrastructure Plan.

The document highlighted the inadequate prioritisation of waste and resource recovery infrastructure, particularly in relation to the MSS, Zones and Overlays. In response, the plan has outlined six Priority Action Areas, which are:

- > Achieve greater material recovery through development of appropriate, well-sited infrastructure;
- > Drive innovative services and infrastructure provision;
- > Build greater responsibility and accountability;
- > Facilitate continuous improvement and enhancement performance;
- > Plan to reduce undesirable impacts; and
- > Improve the value of available information to support industry development and protect public health.

These Priority Action Areas seek to achieve a more viable resource recovery system within the region that leads to increased economic development opportunities and jobs, while reducing reliance on landfill.

The strategy is yet to be introduced into the Planning Scheme.

Project Implications:

The GWRRIP includes strategic matters which generally fall outside the scope of Project 1, as these should be considered as part of a dedicated Amendment focussing on waste and resource recovery planning. Some matters may be considered as part of Project 2.

BAW BAW

SETTLEMENT MANAGEMENT PLAN (2013)

The Settlement Management Plan (SMP) seeks to guide population growth and development pressures affecting settlement in the Baw Baw Shire over the next 15 to 25 years. The Plan notes the large distribution of population across the countryside and outside towns, while existing towns retain relatively low densities. This distribution of lower densities in towns, with a scattering of population and housing in rural areas, is expected to create pressure on rural land. The SMP identifies that this is likely to be to the detriment of rural activities and the physical environment. The SMP addresses these issues with 3 core objectives:

- > **Social and Built Environment:** Build a close-knit community which appreciates the unique country town character of the settlements in the Shire;
- > **Stronger Economy:** Encourage employment and consolidate industry; and
- > **Natural Environment:** Conserve and protect natural environments and minimise risks that result from future growth.

These objectives aim to improve the sustainability and resilience of Baw Baw's communities while providing for compatible growth and development.

Project Implications:

The SMP was incorporated into the Baw Baw Planning Scheme by Amendment C104 in August 2015, which updated the town structure plans and the application of Zones and Overlays. The relevance of the SMP for this project is limited to ensuring the strategic direction is retained as part of any revisions to the strategic frameworks contained in the LPPF.

WARRAGUL TOWN CENTRE UDF AND STATION PRECINCT MASTERPLAN (2010)

The Warragul Town Centre Urban Design Framework (UDF) and Station Precinct Masterplan focuses on Warragul's commercial core, with emphasis on integrating development around the Warragul train station. The Framework and Masterplan identifies a considerable commuter demand for new car parking in close proximity to the station and poor services, as well as inadequate infrastructure and conditions for the pedestrian and bicycle community.

The Town Centre UDF recommends reordering road hierarchy, re-establishing avenue street tree plantings and identifying Smith Street as the primary retail spine, which would essentially improve the function, image and capacity for growth within Warragul.

The Station Precinct Masterplan proposes to increase the volume and ease of public transport usage through implementation of a number of measures. These measures include introduction of a new railway overpass, a new commuter car park and a new bus interchange beside the train station.

Project Implications:

The Warragul Town Centre UDF and Station Precinct Masterplan was incorporated into the Baw Baw Planning Scheme by **Amendment C86** in March 2013. PEGZ Project 1 should ensure the strategic directions from the UDF and Masterplan are retained. PEGZ Project 2 should consider whether the strategy remains current.

DROUIN TOWN CENTRE STRATEGY (2010)

The Drouin Town Centre Strategy identifies an increasing pressure for growth and development in Drouin, which is associated with its affordable land and attractive features. In response, the Strategy has been developed to guide development and change for land use, built form, public spaces and transport management to improve the future sustainability of the town centre. The Strategy is centred on four core themes:

- > Activities (retail/commercial, tourism, entertainment, residential, community/civic);
- > Spaces (streets and open spaces, water sensitive urban design);
- > Buildings (character of Drouin town centre, ecological sustainable development, building scale); and

- > Access (pedestrian and cycling, public transport, traffic management, car parking).

These themes seek to deliver a compact, accessible and walkable town centre, which is environmentally sustainable. The Strategy aligns with Baw Baw Shire's *Shaping the Future* project, and has been informed by the *Baw Baw 2050* project, *Baw Baw Heritage Study* and the *Baw Baw Integrated Transport Plan*.

Project Implications:

The Strategy was incorporated into the Baw Baw Planning Scheme by **Amendment C86** in March 2013. PEGZ Project 1 should ensure the strategic directions from the UDF and Masterplan are retained. PEGZ Project 2 should consider whether the strategy remains current.

BAW BAW 2050 COMMUNITY VISION (2010)

The Baw Baw 2050 Community Vision was prepared in collaboration with the community to set strategic directions for contributing to a healthy and content community, with a strong rural identity, thriving villages and productive and inspiring landscapes.

The Community Vision establishes six future directions, being:

- > Managing growth
- > Lifelong learning, education, skills development and knowledge
- > Vibrant community living
- > Valuing the environment
- > Building responsible leadership
- > Building prosperity

The Community Vision has been formulated in response to key challenges and their potential impact on the future of Baw Baw, such as the changing climate, population growth, the ageing population, the cost of clean energy and the increasing trend of globalisation. The Vision directly responds to the community's needs, and will be implemented through a series of action plans prepared at least every four years.

Project Implications:

The community vision and associated directions were incorporated into the Baw Baw Planning Scheme by **Amendment C95** in January 2015. No further action is required to give effect to the vision as part of the PEGZ projects.

LATROBE

Live, Work Latrobe

Live, Work Latrobe is a major initiative by Latrobe City to guide land use planning and development within the municipality. The project re-frames land use policy to make the most of Council's built and natural assets to create jobs, ensure housing meets the needs of community and enables new investment opportunities. The project is comprised of a Housing Strategy, Employment and Industrial Strategy, and Rural Strategy.

Amendment C105 (currently on exhibition) seeks to implement the three strategies by making several changes to the Latrobe Planning Scheme. Specifically, the Amendment proposes the following changes:

- > Clause 21 (MSS) – Makes extensive changes to content; introduces the three Live, Work Latrobe strategies as reference documents.
- > Clause 22 (LPPs) – Introduces 3 new policies, dealing with intensive agriculture proposals, rural tourism, and dwellings and subdivision in the Farming Zone (FZ).
- > Rezones land:
 - From FZ to FZ1 and FZ2 (2 new schedules based on the Rural Strategy)
 - From FZ to PCRZ (where land is located in a State forest or State conservation area)
 - From RLZ1-6 to RLZ1-3 (implementing 3 new schedules, which are consolidated and refined)
 - From FZ to RLZ (based on the Rural Strategy)
 - From RLZ4 and RLZ6 to FZ2 (in Yinnar South)
 - From FZ to IN1Z (based on Industrial and Employment Strategy)
- > DPO5 + DPO6 – Implements the DPOs as per the housing strategy
- > DPO8 – Applies an existing schedule to newly zoned RLZ land
- > Anomalies – Fixes zoning and overlay mapping anomalies

Project implications:

- > The changes made by Amendment C105 will undergo consideration by a Planning Panel and are taken to be sound as it is not within the scope of this project to assess the changes.
- > Content which is not altered by the Amendment will be the focus of changes proposed by this project.
- > Amendment C105 does not make changes to the structure of the Local Planning Policy Framework. Structural changes to align the Local Planning Policy Framework with the State Planning Policy Framework will be pursued as part of this project.
- > Changes proposed by Smart Planning will be taken into account in distributing content, so as to envisage further changes (to the extent practicable) when the Smart planning program is implemented.

Latrobe City's Submission to Latrobe Valley Task Force

Latrobe City has lodged a submission with the Latrobe Valley Taskforce in connection with land constraints that are preventing the establishment of large format / heavy industry. Similar submissions have also been lodged with other authorities / stakeholders.

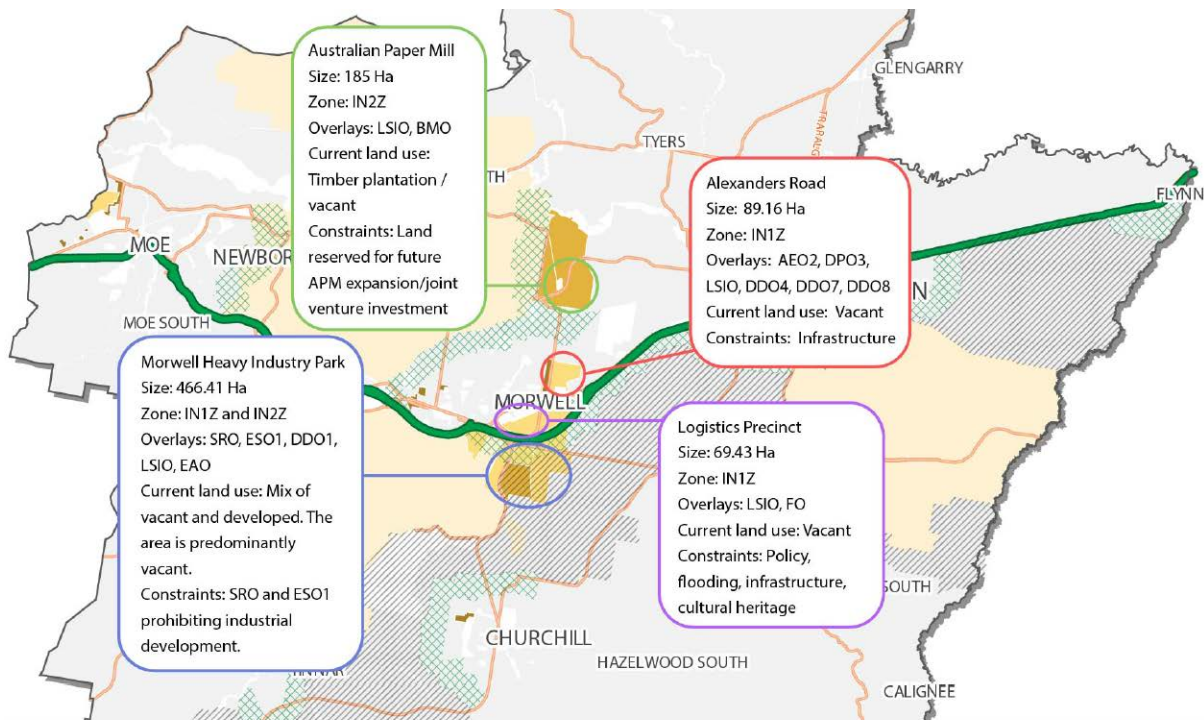
Latrobe City has approximately 915 hectares of vacant, zoned industrial land. However, only approximately 245 hectares are estimated to be practically developable. Moreover, the majority of this land is suited to lighter and smaller scale industry due to site buffer constraints and smaller land parcels. The land which would ordinarily be suitable for large or heavy industry is significantly impaired by requirements associated with the types of use and development

which can be located within the State's coal buffer areas. Further impediments exist due to a lack of trunk infrastructure in key locations.

Morwell is the key area where large / heavy industry is planned. 810 hectares of vacant industrial zoned land exist in the township, but Latrobe City has submitted that none of this land is presently available for large scale / heavy industry to establish.

Latrobe City has undertaken economic modelling (using REMPLAN™ software) and estimates that the hindrances have resulted in a loss of approximately \$121 million of private investment, 967 ongoing jobs, and opportunities to increase output by circa \$450m per annum.

Industrial land and development impediments have been mapped as follows:



In terms of outcomes, Latrobe City is presently seeking Ministerial guidance for large scale industry opportunities within the State Resource Overlay (SRO) in order to provide clear direction and confidence for non-coal or energy related industries. It is also seeking revisions to the SRO provisions applicable to key areas, as well as the removal of the SRO from selected areas.

Project implications:

Other than being a review of the three Planning Schemes, the PEGZ Project 1 has an added focus on removing regulatory/administrative barriers that are impeding economic development. While it is beyond the scope of the project to resolve the coal and infrastructure matters raised in Latrobe City's submission, the importance of advancing these matters is noted. Further work should be undertaken as a priority to clarify the negotiables and non-negotiables for the State. Further work should also be prioritised in connection with infrastructure funding and construction.

TRARALGON ACTIVITY CENTRE PLAN (2017)

The Traralgon Activity Centre Plan (TACP) has been prepared to guide future growth and development in the Traralgon CBD over the next 20 years.

The Plan builds on Traralgon's status as the largest town in Latrobe City, as well as the primary commercial centre for the wider Gippsland area. It also notes that Traralgon is identified as a Regional City in the State Planning Policy Framework, which has implications for the type of development that can and should occur within this Activity Centre.

Key directions have been arranged into four themes, which seek to ensure that Traralgon Activity Centre maximises on its strengths as a major regional commercial centre and city. These main themes are:

- > The public realm;

- > Land use and activity;
- > Built form; and
- > Access and movement.

The Plan builds on previous work undertaken within the broad Traralgon area and the activity centre itself, including the *Latrobe Transit Centre Precincts: Traralgon* (2008) and the *Traralgon Structure Plan* (2017).

Project Implications:

The TACP is currently being implemented via **Amendment C106** which, inter alia, makes changes to the MSS. The Amendment's exhibition process has concluded, and the Amendment is now undergoing the Panel hearing process to resolve concerns raised in submissions. For the purpose of this project, it is noted that the edits being made by Council will be subject to Panel consideration and should not be changed through this project. Changes will be limited to relocating content in accordance with the new structure, and potentially amending components of the MSS which are not edited by Amendment C106.

LATROBE VALLEY REGIONAL REHABILITATION STRATEGY (2017)

The Latrobe Valley Regional Rehabilitation Strategy (LVRRS) responds to a fire at the Hazelwood Coal Mine that burnt for 45 days in 2014. The fire had a significant impact on the nearby community, and raised serious questions about health effects, emergency responses and the long-term safety of the Latrobe Valley's brown coal mines.

The Rehabilitation Strategy was developed to investigate the cause and effects of the Hazelwood mine fire, consider improvements to the health of the Latrobe Valley community and examine the options for the rehabilitation of the coal mines. Essentially, the Strategy intends to address key knowledge gaps related to mine rehabilitation.

The Strategy forms part of the Victorian Government's Implementation Plan as a response to the findings of the Hazelwood Mine Fire Inquiry. In terms of community outcomes, the Strategy will seek to "set a safe, stable and sustainable landform for the Latrobe Valley coal mine voids and surrounding areas, providing assurance to the community. It will achieve this by exploring the effects and implications of a range of regional rehabilitation scenarios, providing government and the community with the information needed to make an informed decision regarding the future direction of mine rehabilitation and supported land uses."

Among other things, the LVRRS will include the preparation of land use planning studies over the course of four stages. These studies are envisaged as inputs into the feasibility assessment and final Strategy, but are not expected to have direct links to Implementation Plan actions.

The final LVRRS will be prepared by June 2020 and will be a document comparing possible strategies for rehabilitation to inform discussion and decision-making around a preferred approach to rehabilitation.

Project Implications:

The implications arising from the Strategy for the Latrobe Planning Scheme will need to be evaluated at the time the project is completed. Any changes are likely to be 'stand-alone' updates by Latrobe City, outside the scope of the PEGZ Projects 1 and 2.

LATROBE AERODROME MASTER PLAN (2016)

The Latrobe Aerodrome Master Plan seeks to facilitate appropriate and sustainable development of the Latrobe Regional Airport and surrounds over the next 20 years. The Plan recognises Latrobe City as being one of Victoria's major regional centres. In response, the Plan seeks to develop and expand the airport to enhance economic and social benefit in the region.

In establishing Latrobe Regional Airport as one of Latrobe Valley's key employment hubs, the Plan recommends dividing the airport's land use into the following four zones:

- > Terminal Zone;
- > Business and Employment Zones;
- > Recreational and Events Zone; and
- > Future Development Zone.

These zones ultimately aim to maximise the potential for a wide variety of commercial aviation-related business operations at the airport in response to existing and likely future opportunities.

Project Implications:

The Plan was adopted by Council in May 2016 by Amendment C92, which is currently in the post exhibition stage and expected to proceed to a Council Meeting for adoption in 2018. The amendment proposes to protect current and future operations of the airport by fostering the capability of the airport to grow and expand within the current site. There are no direct implications from the Master Plan in relation to PEGZ Project 1. However, new matters may come under discussion during Project 2, when stakeholders are consulted more widely.

LATROBE ECONOMIC DEVELOPMENT STRATEGY (2016)

The Latrobe Economic Development Strategy has the objective of supporting businesses and industries to start up, grow and prosper with the best possible facilities and services. The focus of the Strategy is to position Latrobe City as the Engineering Capital of Australia.

The Strategy identifies Latrobe City as one of the most economically diverse municipalities in Victoria, with a history of innovation and a strong work ethic. In particular, Latrobe Valley's high-quality engineering knowledge and skills are a key focus throughout the Strategy.

The Strategy establishes 5 main themes to guide the objectives and strategic directions. These themes are:

- > Job creation and economic sustainability;
- > Appropriate, affordable and sustainable facilities, services and recreation;
- > Efficient, effective and accountable governance;
- > Advocacy for and consultation with our community; and
- > Planning for the future.

Project Implications

The Strategy was introduced into the Planning Scheme by **Amendment C97** in October 2017. The Strategy, as well as other information, will be considered through the PEGZ project entitled 'Economic Strengths within the EGZ Planning Schemes.' The findings of the project will be utilised to inform PEGZ Projects 1 and 2. It is accordingly unnecessary for this project to delve into the Economic Development Strategy to identify matters which could be further developed.

TRARALGON GROWTH AREAS REVIEW (2013)

The Traralgon Growth Areas Review (TGAR) seeks to identify future urban development growth options in and around Traralgon to ensure sufficient land is set aside for long term residential, commercial and industrial requirements. The Framework Plan identifies Traralgon as having the highest growth and development rate across the municipality over the past 20 years, and the largest urban area in the Gippsland region. The TGAR was commissioned in recognition of long-term growth constraints, principally the nomination of land to the south of the urban area for the Traralgon Bypass – an area previously identified as a major urban growth corridor.

The TGAR incorporates updated Structure Plans to guide the future land use and development of the growth areas in a broad sense and a more detailed Structure Plan for the Traralgon West area.

In identifying future development growth options, several relevant existing conditions were considered, including regional and municipal context, transport, infrastructure, biodiversity and economic conditions. These existing conditions informed the key principals for long term growth, which have been categorised into three groups, being:

- > Broad settlement patterns;
- > Residential development; and
- > Industrial and Commercial development.

Project Implications

The project has been implemented via **Amendment C87**, which was split into 3 parts that were incorporated into the Scheme at differing times.

Given the more recent Live Work Latrobe Project, it is understood that there are no further matters that are required to be implemented within the Latrobe Planning Scheme.

MORWELL NORTH WEST DEVELOPMENT PLAN (2010)

The Morwell North West Development Plan was prepared by Council to provide certainty about the development direction of future urban expansion. It was prepared in response to the rezoning and introduction of the Development Plan Overlay to the growth area through Amendment C48 to the Latrobe Planning Scheme.

The Development Plan seeks to deliver an integrated and sustainable neighbourhood, where residents can choose from a range of housing types in high amenity settings. Six core objectives were established, which are based on best practice design that is responsive to topography, drainage, vegetation and the location of key land uses. These core objectives are:

- > To establish a sense of place and community;
- > To create greater housing choice, diversity and affordable places to live;
- > To provide better transport choices and options;
- > To create well connected streets;
- > To provide easily accessible open space for passive recreation; and
- > To increase environmental sustainability and urban water management.

TRARALGON NORTH DEVELOPMENT PLAN (2015)

The Traralgon North Development Plan identifies Traralgon as the main commercial centre as well as the largest and fastest growing urban area in the Gippsland region. An expanding population has resulted in a heightened demand on local housing, public infrastructure and urban amenity, though long-term future urban expansion is restricted due to environmental constraints. Four priority objectives have been established to address this issue, being:

- > Create an environmentally sustainable and resilient place;
- > Create a sense of place and community;
- > Provide greater housing choice, density and affordability; and
- > Support local employment and business activity.

These objectives seek to establish a high standard of residential development in Traralgon North, with a distinctive sense of identity and a healthy and connected lifestyle.

LAKE NARRACAN PSP (2015)

The Lake Narracan PSP was prepared in partnership with the Victorian Planning Authority. It is a long-term plan seeking to guide development of quality urban environments, and enable a transition from non-urban land to urban land. The PSP focusses on seven areas for development, specifically:

- > Township Character and Housing;
- > Village Centres and Employment;
- > Open Space and Community Facilities;
- > Biodiversity and Bushfire Management;
- > Transport and Movement;
- > Whole of Water Cycle Management and Utilities; and
- > Infrastructure Delivery and Staging.

The PSP proposes an introduction of approximately 1,077 new housing lots to an area of approximately 610 hectares. An associated Development Contributions Plan applies to the precinct, which sets out requirements for infrastructure funding across the Lake Narracan area.

Project Implications:

These development plans and PSPs are implemented in the Planning Scheme in various ways.

WELLINGTON

WEST SALE AND WURRUK INDUSTRIAL LAND SUPPLY STRATEGY (DRAFT) (2017)

The West Sale and Wurruk Industrial Land Supply Strategy (2017) seeks to facilitate future development of new industrial land within the next 5-10 years in West Sale and/or Wurruk. The plan is centred on seven core strategies - specifically:

- > Increase the supply of industrial land suitable for medium and large lots in Sale and Wurruk;
- > Develop a planning framework to guide and control future development;
- > Require consideration of specific infrastructure issues;
- > Establish formal mechanisms for sharing infrastructure funding;
- > Ensure that urban design is optimised both for industrial areas and interface areas; and
- > Establish and promote strategic economic clusters.

The Strategy takes into account issues such as fragmented industrial land, a lack of larger lots available and expectations of businesses. The Strategy's recommendations respond to the key findings from the project, as well as the Sale, Wurruk and Longford Structure Plan (2010) and the Gippsland Regional Growth Plan (2014).

As a key measure, the strategy identifies three Candidate Areas that are currently within Farming Zones to be rezoned to industrial land. These areas have been identified having regard for biodiversity, cultural heritage, infrastructure, traffic and infrastructure costs.

Project implications:

The findings of the Strategy were partially introduced into the Wellington Planning Scheme by **Amendment C098** in November 2017, which substantially reduced the extent of land within the Candidate Areas impacted by the Airport Environs Overlay (AEO). The broader strategy and its recommendation to rezone additional industrial land is yet to be introduced into the Planning Scheme.

For the PEGZ projects, it is noted that the project largely addresses the issue of employment land in Wellington Shire's primary settlement. It is also noted that a stand-alone Amendment dealing with the Industrial Strategy should be prioritised by Council.

WEST SALE AIRPORT MASTER PLAN UPDATE (2017)

The West Sale Airport (WSA) Masterplan Update (2017) is the key document underpinning all activities and decisions of Council in relation to the airport. The original master plan was prepared in 1987 and has been reviewed a number of times by Council.

The updated Masterplan has been prepared with the intention of providing:

- > A short-term guide for development of the airport;
- > A strategic framework underpinning sustainable and structured development;
- > A model to ensure minimal burden is placed on governance, finances and resources; and
- > A strong link between future airport plans and future development, and planning controls in the region.

Notable influences on the Masterplan include:

- > The AIR5428⁴ Pilot System West Sale Airfield Concept of Operations.

⁴ On 6 September 2015, the Federal Government announced that RAAF Base East Sale will host the Basic Flying Training School (BFTS) for the Airforce, Army and Navy from 2019 for 25 years. Air52428 is a Department of Defense project involving the delivery of facilities, infrastructure, and airfield works to support pilot training in Victoria, New South Wales, South Australia, and Western Australia.

- > A new strategic vision for the Eastern Recreational Aviation Precinct (ERAP).

The seven core objectives of the Masterplan are to:

- > Facilitate opportunities within aviation-related industries;
- > Support development which generates employment;
- > Increase aviation activity at the airport;
- > Provide for further growth in aircraft movements;
- > Ensure appropriate resources undertake essential planning, budgeting and management of the airport;
- > Develop well maintained, appealing and self-sustainable infrastructure; and
- > Support the continued presence and future growth of the Defence sector in Gippsland.

These objectives seek to promote the development and expansion of the West Sale Airport as a regionally significant airport, providing a hub for aviation services and employment.

Project Implications:

The Master Plan Update has been introduced into the Wellington Planning Scheme by Amendment C98 (implemented in November 2017). There are no direct implications from the Master Plan in relation to PEGZ Project 1. However, new matters may come under discussion during Project 2, when stakeholders are consulted more widely.

WELLINGTON ECONOMIC DEVELOPMENT STRATEGY (2016)

The Wellington Economic Development Strategy provides a broad framework for the Shire to guide economic development over the next 6 years. The Strategy has also been informed by *Wellington 2030 Strategic Vision* and the *Gippsland Regional Plan (GRP)*, which outline economic visions, objectives and, in the case of the GRP, a set of actions.

The Economic Development Strategy recognises the importance of Wellington's well-established major industries, and aims to ensure a diverse and sustainable economy into the future. It explores the themes of connectivity, industry diversity, the digital economy, liveability, the workforce skills profile, infrastructure investment and marketing Wellington's attractions. These challenges and opportunities form the foundation for the strategic objectives, which capture the priority issues and concerns about Wellington's economy. Objectives focus on:

- > Economic Diversity;
- > Amenity and Infrastructure;
- > Leadership and Governance;
- > Skills and Education; and
- > Branding.

The document is supported by the *Economic Development Strategy Action Plan*, which outlines a set of implementation directions for each strategic direction.

Project Implications:

The strategy is yet to be introduced into the Wellington Planning Scheme. It will be considered through the PEGZ project entitled 'Economic Strengths within the EGZ Planning Schemes.' The findings of that project will be utilised to inform PEGZ Projects 1 and 2. It is accordingly un-necessary for this review to delve into the Economic Development Strategy to identify matters which could be further developed.

YARRAM, MAFFRA AND STRATFORD INDUSTRIAL LAND SUPPLY STRATEGY (2011)

The Yarram, Maffra and Stratford Industrial Land Supply Strategy was established to assess the supply and demand for industrial land in the towns of Yarram, Maffra and Stratford. The Plan focusses on these three towns due to their low vacancy rates of industrial zoned land, as well as their lack of strategic direction for industrial growth.

The Industrial Strategy supports the objectives of the State and local Planning Policy Frameworks, which encourage an adequate supply of industrial land in appropriate locations. It also aligns with the findings of two strategic documents: the *Gippsland Regional Plan* (2010), which focusses on the region's economic, social and environmental challenges and trends; and the *Wellington Economic Development Strategy* (2010), which examines key sectors driving economic development.

The Strategy found that Yarram has vacant industrial land to the south, which is constrained by poor access and drainage, along with minimal services and infrastructure. This impairs the ability for larger businesses to locate in Yarram. The Strategy recommends rezoning land to allow for a diversity of choice for new businesses and to facilitate economic development.

The Strategy found a shortage of large industrial lots available for major investment in Maffra, and recommended rezoning land to allow for the provision of larger lots of between 2ha – 4ha for strategic investment. It also recommends that Council actively promotes and facilitates growth of the vegetable industry due to the proximity of fertile agricultural land with a stable water supply and the existence of gas supply. However, it also notes that the potential for vegetable processing may remain untapped due to the lack of potable water supply, which is needed for washing and processing activities.

Stratford was found to currently have 8ha of land over 16 lots zoned for industrial purposes, with 3 of these lots currently vacant. The town was also found to have an absence of natural gas, poor drainage and high service costs. The Strategy recommends rezoning an additional 4ha of land for industrial use, which should include sufficient drainage, adequate services and a range of lot sizes.

Project Implications:

The Strategy was introduced into the Wellington Planning Scheme by **Amendment C74** in April 2014. However, aspects associated with vegetable processing north of Maffra may be able to be further considered. Should it be practicable to extend water infrastructure in the long term, this may introduce new economic opportunities for the area. Note, this comment is preliminary in nature, and further consideration will be required as part of Project 2 and other strategic work beyond that project. Further consideration may also altogether eliminate this possibility for the foreseeable future.

SALE, WURRUK AND LONGFORD STRUCTURE PLAN (2010)

The Sale, Wurruk and Longford Structure Plan provides a long-term vision for the future growth and development of the district. It seeks to improve the physical settings within which people live, work and engage in recreation to ultimately enhance the quality of life for current and future generations. The Structure Plan has been prepared in collaboration with the three communities as they are closely linked by their proximity and share common amenities and services. It is therefore important that the communities work together to achieve common goals.

The Structure Plan recognises the region is undergoing a period of substantial change, with Sale being the primary population and service centre of the region. The following three core objectives were developed to respond to the escalating growth rates:

- > To outline a broad framework for the growth and development of Sale, Wurruk and Langford as a socially, economically and environmentally vibrant region;
- > To make recommendations for improving the urban, rural and natural environments; and
- > To identify potential future projects that will be required.

These objectives seek to ensure future growth and infrastructure are appropriately located and planned for in a coordinated and integrated way.

The Plan has been prepared within the context of Council's adopted Wellington 2030 Strategic Vision.

Project Implications:

The Structure Plan was introduced into the Planning scheme in November 2012 by **Amendment C67**.

SALE CBD PRECINCT PLAN (2010)

The Sale CBD Precinct Plan seeks to ensure growth is guided into the most appropriate areas within the CBD as well as maintain its socio-economic importance and character. The Plan recognises opportunities for retail and office growth in the Sale CBD, and seeks to improve the legibility of the town.

The Plan outlines four underlying principles that are used to guide strategic planning and decision making in the Sale CBD, specifically:

- > Land Use;
- > Access and Movement;
- > Public Realm; and
- > Built Form.

These principles ultimately aim to strengthen the Sale CBD as the regional focal point for shopping, entertainment, civic and commercial activity, as well as a major tourism hub.

The Plan works in tandem with the Sale, Wurruk and Langford Structure Plan (2010) to guide long-term growth and development of the CBD.

The Precinct Plan recommends improvement of overall amenity, safety and accessibility of the Sale CBD including the provision and management of car parking. It also recommends prioritising the growth of retail, commercial, office, housing, civic and education in the CBD.

Project Implications:

The Sale CBD Precinct Plan was introduced into the Planning scheme in November 2012 by Amendment C67.

NORTH SALE DEVELOPMENT PLAN (2018)

The North Sale Development Plan recognises Sale's role as an economic and commercial hub that supports established industries in the Wellington Shire and the wider Gippsland region. The Development Plan seeks to guide future land use and development opportunities of the North Sale Growth Area, and contribute towards a coordinated and positive extension to the existing area of Sale.

The Development Plan provides direction in relation to seven themes, specifically:

- > Residential neighbourhoods and homes;
- > Retail and commercial;
- > Industrial;
- > Community services and facilities;
- > The built environment and amenity;
- > Natural environment and agriculture; and
- > Access and movement.

The Plan recommends the introduction of approximately 2,200 standard density dwellings and 15 low-density dwellings over an area of 294 hectares.

The Development Plan is yet to be introduced into the Planning Scheme.

HEYFIELD STRUCTURE PLAN (2011)

The Heyfield Structure Plan seeks to guide future use and development of Heyfield over the next 20 years, and will provide the basis for a planning scheme amendment and update to Heyfield's Settlement Strategy. The Strategy has been informed by Heyfield Structure Plan: Background and Emerging Directions Report (2011) and Heyfield Structure Plan: Economic Analysis (2011).

The Structure Plan has been guided by the principles of sustainability, diversity, liveability and integration, and is structured into six key themes, which are:

- > Settlement and Housing;
- > Natural environment, Open Space and Recreation;
- > Economic Development and employment;

- > Community Services and Facilities;
- > Access and movement; and
- > Infrastructure.

These themes essentially seek to guide development in Heyfield in a manner that will improve conditions in the community, ensure the sustainability of the town and enhance the quality of life for both current and future generations.

Project Implications:

The Plan was adopted by Council in December 2011 and was introduced into the Planning Scheme through Amendment C72. It has statutory effect through Clause 21.08 of the Wellington Planning Scheme: Heyfield Strategic Framework.

HEYFIELD LOW DENSITY RESIDENTIAL LAND SUPPLY STUDY (2017)

The Heyfield Low Density Residential Land Supply Study ('Heyfield Study') identified a demand for rural residential lots of approximately 3 lots per annum. It was also identified that a lack of available lots between 2,000sqm and 8,000sqm is creating a fragmentation of land supply, where supply is potentially failing to meet the needs of those seeking smaller low density lots. The Heyfield Study seeks to provide independent recommendations to Council in relation to the availability of suitable, viable, low density residential land (1-acre lots) that can be developed in the short term (0-5 years).

A series of site selection criteria were applied to identify four candidate areas for consideration and further investigation. The candidate areas were assessed on their suitability and feasibility for low density residential development in Heyfield, and propose the introduction of between 191 and 206 LDRZ lots.

Project Implications:

The Heyfield Study was introduced into the Planning Scheme by Amendment C96 in December 2017.

PORT ALBERT RURAL RESIDENTIAL LIFESTYLE LOTS REVIEW (2014)

The Port Albert Rural Residential Lifestyle Lots Review investigates and addresses community concerns regarding the perceived mismatch of zoning to rural properties and other anomalies. In doing so, the Review seeks to determine the current supply of, and likely future demand for rural lifestyle lots. It also seeks to identify any physical opportunities and constraints on the provision of additional lots, and identify any specific sites for potential rezoning.

The Review found that there is some scope to provide further rural living opportunities within and around Port Albert, and recommended a series of nine precincts that could be rezoned to accommodate additional rural living opportunities.

Project Implications:

The Review was introduced into the Planning Scheme by Amendment C95 in June 2016

ROSEDALE STRUCTURE PLAN (2012)

The Rosedale Structure Plan was prepared to establish the Strategic Framework for future land use and development in Rosedale, and to manage and facilitate future growth to the year 2030. It seeks to guide future land use and development in a coordinated manner and provide the strategic basis for determining the application of local planning policy, zones and overlays, and other non-statutory implementation measures. The Structure Plan has been informed by the Rosedale Structure Plan Background Report (2011) and the Rosedale Strategic Directions Report.

The Structure Plan establishes 5 key objectives, being:

- > Capitalise and celebrate on Rosedale's location on the Princess Highway;
- > Celebrate Rosedale as the western gateway to the Wellington Shire and Central Gippsland;
- > Create a vibrant town centre with a unique sense of place;
- > Improve housing choice and diversity; and
- > Create a walkable community that connects with the landscape character of the area.

These objectives seek to address some of the challenges facing future development and growth of Rosedale and provide a robust and adaptable land use framework for the town. They have been addressed under the following themes, which provide an underlying framework for the Structure Plan:

- > A strong local identity;
- > A small rural town;
- > The town centre and the local economy;
- > Improved housing choice and diversity; and
- > Accessibility and movement.

Project Implications:

The Structure Plan was introduced into the Wellington Planning Scheme by Amendment C86 in October 2015.

APPENDIX 2 | COMPARISON OF LOCAL PLANNING POLICY FRAMEWORKS ACROSS THE EGZ

Table 18 Local Planning Policy Framework - current structure

BAW BAW MSS	LATROBE MSS	WELLINGTON MSS
21.01 Municipal Profile	21.01 Introduction	21.00 Municipal Strategic Statement
21.02 Municipal Vision	21.02 Housing and settlement	21.01 Municipal Profile
21.03 Settlement	21.03 Natural Environment Sustainability	21.02 Key Issues and Influences
21.04 Main Towns	21.04 Environmental risks	21.03 Vision - Strategic Framework
21.05 Small Towns and Rural Settlements	21.05 Natural resource management	21.04 Settlement & Housing
21.06 Natural Environment and Resource Management	21.06 Built environment and heritage	21.05 Sale, Wurruk and Longford
21.07 Economic Activity	21.07 Economic development	21.06 Maffra Strategic Framework
21.08 Transport and Infrastructure	21.08 Transport and infrastructure	21.07 Yarram and Buckley's Island Road
21.09 Heritage	21.09 Local Areas	21.08 Heyfield Strategic Framework
	21.10 Implementation	21.09 Stratford Strategic Framework
		21.10 Rosedale Strategic Framework
		21.11 Small Settlements Strategic Framework
		21.12 Coastal Areas Strategic Framework
		21.13 Environment and Landscape Values
		21.14 Environmental Risk
		21.15 Natural Resource Management
		21.16 Built Environment and Heritage
		21.17 Economic Development
		21.18 Transport
		21.19 Infrastructure
		21.20 Reference Documents

BAW BAW LPPs	LATROBE LPPs	WELLINGTON LPPs
22.01 Rural Zone Policy	Nil	22.01 Special Water Supply Catchment Areas Policy
		22.02 Rural Policy
		22.03 Heritage Policy
		22.04 Car Parking Policy
		22.05 Aerodrome and Environs Policy
		22.06 Coal Resources Policy
		22.07 Coal Buffers Policy
		22.08 Ninety Mile Beach Policy

Table 19 Local Planning Policy Framework – arranged by commonalities

BAW BAW MSS	LATROBE MSS	WELLINGTON MSS
21.01 Municipal Profile	21.01 Introduction	21.00 Municipal Strategic Statement
		21.01 Municipal Profile
		21.02 Key Issues and Influences
21.02 Municipal Vision		21.03 Vision - Strategic Framework
21.03 Settlement	21.02 Housing and settlement	21.04 Settlement & Housing
21.04 Main Towns	21.09 Local Areas	21.05 Sale, Wurruk and Longford
		21.06 Maffra Strategic Framework
		21.07 Yarram and Buckley's Island Road
		21.08 Heyfield Strategic Framework
		21.09 Stratford Strategic Framework
		21.10 Rosedale Strategic Framework
21.05 Small Towns and Rural Settlements		21.11 Small Settlements Strategic Framework
		21.12 Coastal Areas Strategic Framework
21.06 Natural Environment and Resource Management	21.03 Natural Environment Sustainability	21.13 Environment and Landscape Values
	21.05 Natural resource management	21.15 Natural Resource Management
	21.04 Environmental risks	21.14 Environmental Risk
21.07 Economic Activity	21.07 Economic development	21.17 Economic Development
21.09 Heritage	21.06 Built environment and heritage	21.16 Built Environment and Heritage
21.08 Transport and Infrastructure	21.08 Transport and infrastructure	21.18 Transport
		21.19 Infrastructure
		21.20 Reference Documents
	21.10 Implementation	

BAW BAW LPPs	LATROBE LPPs	WELLINGTON LPPs
22.01 Rural Zone Policy	22.00 22 Local Planning Policies	22.01 Special Water Supply Catchment Areas Policy
	NIL	22.02 Rural Policy
		22.03 Heritage Policy
		22.04 Car Parking Policy
		22.05 Aerodrome and Environs Policy
		22.06 Coal Resources Policy
		22.07 Coal Buffers Policy
		22.08 Ninety Mile Beach Policy

APPENDIX 3 | CURRENT ZONES AND OVERLAYS IN USE IN THE EGZ

Table 20 Baw Baw Zones

Clause	Name	Schedule Reqs.
Zones		
30 Zones		
31 [No Content]		
32 Residential Zones		
32.03	Low Density Residential Zone	
	Schedule to LDRZ	None specified
32.04	Mixed Use Zone	
	Schedule to MUZ	None specified
32.05	Township Zone	
	Schedule to TZ	None specified
32.08	General Residential Zone	
	Schedule 1 to GRZ1	General Residential Areas - None specified
33 Industrial Zones		
33.01	Industrial 1 Zone	
	Schedule to IN1Z	None specified
33.03	Industrial 3 Zone	
	Schedule to IN3Z	None specified
34 Commercial Zones		
34.01	Commercial 1 Zone	
	Schedule to C1Z	Max. leasable floor area for shop specified
34.02	Commercial 2 Zone	
34.03	Commercial 3 Zone	
35 Rural Zones		
35.03	Rural Living Zones	
	Schedule 1 to RLZ1	Min. subdivision + dwelling area specified
	Schedule 2 to RLZ2	Min. subdivision + dwelling area specified
	Schedule 3 to RLZ3	Min. subdivision + dwelling area + earthworks specified
	Schedule 4 to RLZ4	Min. subdivision + dwelling area specified
	Schedule 5 to RLZ5	Min. subdivision + dwelling area specified
35.07	Farming Zone	
	Schedule to FZ	Min. subdivision + dwelling area + max. floor area + min. setbacks + earthworks specified
35.08	Rural Activity Zone	
	Schedule to RAZ	Min. subdivision + max. floor area + min. setbacks specified
36 Public Land Zones		
36.01	Public Use Zone	
	Schedule to PUZ	None specified
36.02	Public Park and Recreation Zone	
	Schedule to PPRZ	None specified
36.03	Public Conservation and Resource Zone	
	Schedule to PCRZ	None specified
36.04	Road Zone	
37 Special Purpose Zones		
37.01	Special Use Zone	
	Schedule 1 to SUZ1	Walhalla
	Schedule 2 to SUZ2	Tanjil Bren
	Schedule 3 to SUZ3	Earth and Energy Resources Industry
	Schedule 5 to SUZ5	Warragul East Bulky Goods Precinct
37.03	Urban Floodway Zone	
	Schedule to UFZ	None specified
37.07	Urban Growth Zone	
	Schedule 1 to UGZ1	Warragul Precinct Structure Plan
	Schedule 2 to UGZ2	Drouin Precinct Structure Plan

Table 21 Baw Baw Overlays

Clause Overlays	Name	Schedule Reqs.
40	Overlays	
41	[No content]	
42	Environmental and Landscape Overlays	
42.01	Environmental Significance Overlay	
	Schedule 2 to ESO	Special Water Supply Catchment Areas
	Schedule 3 to ESO	Trafalgar Sand Resource
	Schedule 4 to ESO	Protection of Giant Gippsland Earthworm and Habitat Areas
42.02	Vegetation Protection Overlay	
	Schedule 1 to VPO	Rokeby
42.03	Significant Landscape Overlay	
	Schedule 1 to SLO	Strzelecki Ranges
	Schedule 3 to SLO	Toorong Valley
43	Heritage and Built Form Overlays	
43.01	Heritage Overlay	
	Schedule to HO	
43.02	Design and Development Overlay	
	Schedule 1 to DDO	Warragul Town Centre
	Schedule 2 to DDO	Drouin Town Centre
	Schedule 4 to DDO	Residential Development Neerim South
	Schedule 5 to DDO	Yarragon Township Character
	Schedule 6 to DDO	Residential Development - Blue Rock
	Schedule 7 to DDO	Low Density Residential Zone
	Schedule 8 to DDO	Warragul Hospital Emergency Medical Services Helicopter Flight Path Protection (Inner Area)
	Schedule 9 to DDO	Warragul Hospital Emergency Medical Services Helicopter Flight Path Protection (Outer Area)
43.04	Development Plan Overlay	
	Schedule 3 to DPO	Low Density Residential Zone
	Schedule 4 to DPO	Industrial 1 Zone
	Schedule 7 to DPO	Mcglone Road Drouin
44	Land Management Overlays	
44.01	Erosion Management Overlay	
	Schedule to EMO	Permit not required requirements specified
44.03	Floodway Overlay	
	Schedule to FO	None specified
44.04	Land Subject to Inundation Overlay	
	Schedule to LSIO	None specified
44.06	Bushfire Management Overlays	
	Schedule 1 to BMO	Walhalla
	Schedule 2 to BMO	Drouin Bal-12.5 Areas
45	Other Overlays	
45.01	Public Acquisition Overlay	
	Schedule 1 to PAO	Gippsland Water - tank facility
	Schedule 3 to PAO	Baw Baw Shire Council - road
45.03	Environmental Audit Overlay	
45.05	Restructure Overlay	
	Restructure Overlay	RO1-RO4
45.06	Development Contribution Plan Overlay	
	Schedule 1 to DCPO	Baw Baw Shire
	Schedule 2 to DCPO	Warragul
	Schedule 3 to DCPO	Drouin

Table 22 Latrobe Zones

Clause	Name	Schedule Reqs.
Zones		
30	Zones	
31	[No Content]	
32	Residential Zones	
32.03	Low Density Residential Zone	
	Schedule to LDRZ	None specified
32.04	Mixed Use Zone	
	Schedule to MUZ	None specified
32.05	Township Zone	
	Schedule to TZ	None specified
32.07	Residential Growth Zone	
	Schedule 1 to RGZ1	None specified
	Schedule 2 to RGZ2	Max building height requirements specified
32.08	General Residential Zone	
	Schedule 1 to GRZ1	General Residential Areas - None specified
32.09	Neighbourhood Residential Zone	
	Schedule to NRZ1	None specified
33	Industrial Zones	
33.01	Industrial 1 Zone	
	Schedule to IN1Z	None specified
33.02	Industrial 2 Zone	
	Schedule to IN2Z	None specified
33.03	Industrial 3 Zone	
	Schedule to IN3Z	None specified
34	Commercial Zones	
34.01	Commercial 1 Zone	
	Schedule to C1Z	Max leasable floor area for office and shop specified
34.02	Commercial 2 Zone	
34.03	Commercial 3 Zone	
35	Rural Zones	
35.03	Rural Living Zones	
	Schedule 1 to RLZ1	Min. subdivision + dwelling area specified
	Schedule 2 to RLZ2	Min. subdivision + dwelling area specified
	Schedule 3 to RLZ3	Min. subdivision + dwelling area specified
	Schedule 4 to RLZ4	Min. subdivision + dwelling area specified
	Schedule 5 to RLZ5	Min. subdivision + dwelling area specified
	Schedule 6 to RLZ6	Min. subdivision + dwelling area specified
35.06	Rural Conservation Zone	
	Schedule to RCZ	Min. subdivision area specified
35.07	Farming Zone	
	Schedule to FZ	Min. subdivision + dwelling area + min. setbacks specified
36	Public Land Zones	
36.01	Public Use Zone	
	Schedule to PUZ	None specified
36.02	Public Park and Recreation Zone	
	Schedule to PPRZ	None specified
36.03	Public Conservation and Resource Zone	
	Schedule to PCRZ	None specified
36.04	Road Zone	
37	Special Purpose Zones	
37.01	Special Use Zone	
	Schedule 1 to SUZ1	Brown Coal
	Schedule 2 to SUZ2	Urban Gateway
	Schedule 3 to SUZ3	Gippsland Heritage Park
	Schedule 4 to SUZ4	Victoria Street Exchange
	Schedule 6 to SUZ6	Earth and Energy Resource Industry
	Schedule 7 to SUZ7	Latrobe Regional Airport
37.03	Urban Floodway Zone	
	Schedule to UFZ	None specified
37.07	Urban Growth Zone	
	Schedule to UGZ1	Lake Narracan Precinct Structure Plan

Table 23 Latrobe Overlays

Clause	Name	Schedule Reqs.
40	Overlays	
41	[No content]	
42	Environmental and Landscape Overlays	
42.01	Environmental Significance Overlay	
	Schedule 1 to ESO	Urban Buffer
	Schedule 2 to ESO	Water Catchment
43	Heritage and Built Form Overlays	
43.01	Heritage Overlay	
	Schedule to HO	
43.02	Design and Development Overlay	
	Schedule 1 to DDO	Major Pipeline Infrastructure
	Schedule 2 to DDO	Morwell Cad Western Gateway
	Schedule 3 to DDO	Princes Freeway - Traralgon Bypass
	Schedule 4 to DDO	Morwell East Industrial Precinct
	Schedule 5 to DDO	Aviation Obstacle Referral Height Area No H1
	Schedule 6 to DDO	Aviation Obstacle Referral Height Area No H2
	Schedule 7 to DDO	Latrobe Regional Airport - Obstacle Height Area No. 1
	Schedule 8 to DDO	Latrobe Regional Airport - Obstacle Height Area No. 2
	Schedule 9 to DDO	Morwell East Bulky Goods Precinct and Traralgon East Bulky Goods Precinct
43.04	Development Plan Overlay	
	Schedule 1 to DPO	Morwell North-West
	Schedule 2 to DPO	Flinders Christian Community College, Craigburn Place, Traralgon
	Schedule 3 to DPO	Morwell East Industrial Precinct
	Schedule 4 to DPO	Morwell East Bulky Goods Precinct and Traralgon East Bulky Goods Precinct
	Schedule 5 to DPO	Residential Growth Areas
	Schedule 6 to DPO	Residential Growth Areas
	Schedule 7 to DPO	Traralgon North Residential Growth Area
	Schedule 8 to DPO	Latrobe Regional Airport - Obstacle Height Area No. 2
	Schedule 9 to DPO	Low Density Residential Growth Area - Glendonald Road, Churchill
44	Land Management Overlays	
44.03	Floodway Overlay	
	Schedule to FO	Permit not required requirements
44.04	Land Subject to Inundation Overlay	
	Schedule to LSIO	Permit not required requirements
44.06	Bushfire Management Overlays	
	Schedule to BMO	Boolarra, Moe, Morwell, Newborough, Yallorn, Yallorn North, Traralgon South Bal-12.5 Areas
44.07	State Resource Overlay	
	Schedule to SRO	Gippsland Brown Coalfields
45	Other Overlays	
45.01	Public Acquisition Overlay	
	Schedule 1 to PAO	VicRoads - road
	Schedule 2 to PAO	Gippsland Water - water and sewerage infrastrucutre
45.02	Airport Environs Overlay	
	Schedule 2 to AEO	Requirements specified
45.03	Environmental Audit Overlay	
45.04	Road Closure Overlay	
45.06	Development Contribution Plan Overlay	
	Schedule to DCPO	Lake Narracan
45.09	Parking Overlay	
	Schedule 1 to PO	Traralgon Activity Centre
	Schedule 2 to PO	Morwell Activity Centre

Table 24 Wellington Zones

Clause	Name	Schedule Reqs.
Zones		
30	Zones	
31	[No Content]	
32	Residential Zones	
32.03	Low Density Residential Zone	
	Schedule to LDRZ	None specified
32.04	Mixed Use Zone	
	Schedule to MUZ	None specified
32.05	Township Zone	
	Schedule to TZ	None specified
32.07	Residential Growth Zone	
	Schedule to RGZ1	Lake Guthridge Precinct - McIntosh Drive - Min. street setbacks + side and rear setbacks + front fence height + max. building height requirement specified
32.08	General Residential Zone	
	Schedule to GRZ1	General Residential Areas - None specified
32.09	Neighbourhood Residential Zone	
	Schedule to NRZ1	Residential Development South of Stevens Street, Sale - Min. subdivision area + min. street setback + site coverage + side and rear setbacks + front fence height + no. of dwellings on lot + dependent person's unit + max. building height requirement specified
33	Industrial Zones	
33.01	Industrial 1 Zone	
	Schedule to IN1Z	None specified
33.03	Industrial 3 Zone	
	Schedule to IN3Z	None specified
34	Commercial Zones	
34.01	Commercial 1 Zone	
	Schedule to C1Z	None specified
34.02	Commercial 2 Zone	
34.03	Commercial 3 Zone	
35	Rural Zones	
35.03	Rural Living Zones	
	Schedule 1 to RLZ1	Min. subdivision + dwelling area specified
	Schedule 2 to RLZ2	Min. subdivision + dwelling area specified
	Schedule 3 to RLZ3	Min. dwelling area specified
	Schedule 4 to RLZ4	Min. subdivision + dwelling area specified
	Schedule 5 to RLZ5	Min. subdivision + dwelling area specified
35.06	Rural Conservation Zone	
	Schedule 1 to RCZ1	Min. subdivision area + earthworks specified
	Schedule 2 to RCZ2	Min. subdivision area + earthworks specified
35.07	Farming Zone	
	Schedule to FZ	Min. subdivision + dwelling area + min. setbacks + earthworks specified
35.08	Rural Activity Zone	
	Schedule to RAZ	Min. subdivision + setbacks specified
36	Public Land Zones	
36.01	Public Use Zone	
	Schedule to PUZ	None specified
36.02	Public Park and Recreation Zone	
	Schedule to PPRZ	None specified
36.03	Public Conservation and Resource Zone	
	Schedule to PCRZ	None specified
36.04	Road Zone	
37	Special Purpose Zones	
37.01	Special Use Zone	
	Schedule 1 to SUZ1	West Sale Airport
	Schedule 2 to SUZ2	Fulham Prison
	Schedule 3 to SUZ3	Lake Guthridge Precinct
	Schedule 4 to SUZ4	Firebrace Road Transition Zone
	Schedule 5 to SUZ5	Firebrace Road Group Accommodation Area
	Schedule 6 to SUZ6	Sale Greyhound Racing Facility
37.02	Comprehensive Development Zone	
	Schedule to CDZ1	Sale Golf Club Redevelopment Comprehensive Development Plan

Table 25 Wellington Overlays

Clause Overlays	Name	Schedule Reqs.
40	Overlays	
41	[No content]	
42	Environmental and Landscape Overlays	
42.01	Environmental Significance Overlay	
	Schedule 1 to ESO	Coastal and Gippsland Lakes Environs
	Schedule 2 to ESO	Wetlands
	Schedule 3 to ESO	Urban and Construction Buffer
	Schedule 4 to ESO	Lake Guthridge and Environs
	Schedule 5 to ESO	Raaf Base Safeguard Area
	Schedule 6 to ESO	Consolidation Areas
	Schedule 7 to ESO	Landfill Buffer
	Schedule 8 to ESO	Special Water Supply Catchment Areas
42.02	Vegetation Protection Overlay	
	Schedule to VPO	Native Vegetation Protection Areas
42.03	Significant Landscape Overlay	
	Schedule to SLO	Ninety Mile Beach
43	Heritage and Built Form Overlays	
43.01	Heritage Overlay	
	Schedule to HO	
43.02	Design and Development Overlay	
	Schedule 1 to DDO	Industrial Areas
	Schedule 2 to DDO	Business/Industry Display Area
	Schedule 3 to DDO	Coastal Towns
	Schedule 4 to DDO	Raaf - Building Height
	Schedule 5 to DDO	Raaf - Building Height Above 7.5 Metres
	Schedule 6 to DDO	Raaf - Building Height Above 15 Metres
	Schedule 7 to DDO	Ninety Mile Beach, Low Density Area
	Schedule 8 to DDO	Heyfield Restricted Residential and Sensitive Use Development Area
	Schedule 9 to DDO	Port Albert and Palmerston
	Schedule 10 to DDO	Emergency Service Flight Path Area DDO10
	Schedule 11 to DDO	Emergency Service Flight Path Area DDO11
	Schedule 12 to DDO	Cobains Road Homemakers Centre & Bulky Goods Retailing
	Schedule 13 to DDO	Golden Beach/Paradise Beach
	Schedule 14 to DDO	The Honeysuckles
	Schedule 15 to DDO	Seaspray
	Schedule 16 to DDO	Woodside Beach
	Schedule 17 to DDO	Mcloughlins Beach
	Schedule 18 to DDO	Manns Beach
	Schedule 19 to DDO	Robertsons Beach
	Schedule 20 to DDO	Loch Sport
	Schedule 21 to DDO	Alberton Township
	Schedule 22 to DDO	Residential Development South of Stevens Street, Sale
43.04	Development Plan Overlay	
	Schedule 1 to DPO	Permits requirements specified
	Schedule 2 to DPO	Vacant and Semi-developed Industrial Areas
	Schedule 3 to DPO	Cobains Road Homemakers Centre & Bulky Goods Retailing
	Schedule 4 to DPO	North Sale Development Area Stage 1
	Schedule 5 to DPO	Industrial Areas with Complex Infrastructure Requirements
	Schedule 6 to DPO	69 Andrews Road, Longford
	Schedule 7 to DPO	Sale Greyhound Racing Facility
	Schedule 8 to DPO	Rural Living Area Bound by Williams Road, Willung Road, Hoopers Road and Friends Road, Rosedale
	Schedule 9 to DPO	Sale Western Growth Area - Wurruk
	Schedule 10 to DPO	Longford Development Plan Area
	Schedule 11 to DPO	Low Density Residential Areas

44 Land Management Overlays		
44.03	Floodway Overlay	
	Schedule to FO	Permit not required requirements
44.04	Land Subject to Inundation Overlay	
	Schedule to LSIO	Permit not required requirements
44.06	Bushfire Management Overlays	
	Schedule 1 to BMO	Application requirements specified
	Schedule 2 to BMO	Landsborough, The Honeysuckles, Golden Beach, Paradise Beach, Loch Sport Bal-29 Areas
	Schedule 3 to BMO	Briagolong, Glenmaggie, Port Albert, Coongulla Bal-12.5 Areas
44.07	State Resource Overlay	
	Schedule to SRO	Gippsland Brown Coalfields
45 Other Overlays		
45.01	Public Acquisition Overlay	
	Schedule 1 to PAO	Roads Corporation - road
	Schedule 2 to PAO	Wellington Shire Council - road
	Schedule 3 to PAO	Wellington Shire Council - park
	Schedule 4 to PAO	Wellington Shire Council - car park/accessway
	Schedule 5 to PAO	Gippsland Water - water storage basin
45.02	Airport Environs Overlay	
	Schedule 1 to AEO	
	Schedule 2 to AEO	
45.03	Environmental Audit Overlay	
45.04	Road Closure Overlay	
45.05	Restructre Overlay	
	Schedule to RO	RO1-RO36

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