

# Attachment - Item 7.2(b)

Christine Rodda

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**From:** [REDACTED]  
**Sent:** Tuesday, 19 July 2016 8:31 PM  
**To:** Damien Drew  
**Subject:** Re: Moorabool Shire Draft Small Towns and Settlements Strategy  
**Categories:** BluePoint Captured

Great report I think that is a good summary.

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**From:** Damien Drew <Ddrew@moorabool.vic.gov.au>  
**Sent:** Tuesday, 19 July 2016 11:40:35 AM  
**To:** [REDACTED]  
**Cc:** SSD Admin  
**Subject:** Moorabool Shire Draft Small Towns and Settlements Strategy

Dear Sir/Madam,

**DRAFT SMALL TOWNS AND SETTLEMENTS STRATEGY – COMMUNITY CONSULTATION**

Thank you for attending the Small Towns and Settlements Strategy consultation sessions, which were held in 2015. We appreciate your time and input into the planning for your town or local community.

Council has completed a Draft Small Towns and Settlements Strategy, which is available for comment until **Tuesday 23 August 2016**.

The Draft Strategy contains recommendations for Balliang, Balliang East, Barkstead, Blackwood, Bungaree, Clarendon, Dales Creek, Dunnstown, Elaine, Greendale, Korweinguboorra / Spargo Creek, Lal Lal, Mount Egerton, Myrniong, Wallace and Yendon. It should be noted that Ballan and Gordon have already been considered in adopted Structure Plans.

Council is keen to gain your feedback on the Draft Strategy and associated background information. The Draft Strategy and background information is available in the **Talking 2041** section on Council's website [www.moorabool.vic.gov.au](http://www.moorabool.vic.gov.au) and can be viewed at the following locations during office hours, free of charge:

- Moorabool Shire Council, Principal Office, 15 Stead Street, Ballan, Victoria 3342
- Moorabool Shire Council, Darley Civic and Community Hub, 182 Halletts Way, Darley, Victoria 3340
- Lerderderg Library, 215 Main Street, Bacchus Marsh, Victoria 3340

I have attached a copy of the section of the Draft Strategy, which relates to your town, for your assistance.

Who can make a submission?

Any person may make a submission on the Draft Strategy prior to it being formally considered by Council. Submissions must be made in writing, giving the submitter's name and postal address.



Moorabool Shire Council  
Planning Department  
[info@moorabool.vic.gov.au](mailto:info@moorabool.vic.gov.au)

20 July 2016

Dear Sir and/or Madam,

**Planning Scheme Amendment Small Town & Settlement Strategy**

Thank you for your letter and information received 19 Jul 2016 giving Goulburn-Murray Water the opportunity to consider this Planning Scheme Amendment for pre amendment advice. GMW's areas of interest are surface water and groundwater quality, use and disposal. GMW requires that development proposals do not impact detrimentally on GMW's infrastructure and the flow and quality of surface water and groundwater. Applicants must ensure that any required water supplies are available from an approved source.

As you are aware GMW's boundary only includes a small part of Moorabool and in particular the area in the north which drains towards the Dean Reservoir.

The boundary is approximately the Powells, Madderns Rd area with the western boundary at Clarkes Rd and does not include the White Swan Reservoir.

Moorabool has an approved Domestic Wastewater Management Plan and has an inspection program which is superior to most local government areas.

The Small Town and Settlement Strategy notes the reliance on the provision of reticulated sewerage for towns and settlements within the Declared Catchment areas (e.g. Wallace, Bungaree) however this is not a consideration for GMW.

Section 6 of the strategy is relevant as it guides population and development to those settlements where the capacity to accommodate growth can be most effectively met, which optimise the use of existing water, energy and utility infrastructure.

Given the high quality soils used for agriculture in the Bungaree and Wallace areas and the economic importance of Agriculture in the Moorabool economy firm controls should be maintained over the development of dwellings in the Farming Zone.

The concept of a Small Town and Settlement Strategy is supported by GMW as it provides a strategic plan to assist development applications.

Based on the information provided, G-MW has no objection to Planning Scheme Amendment Small Town & Settlement Strategy.

If you require further information please e-mail [planning.referrals@gmwater.com.au](mailto:planning.referrals@gmwater.com.au) or contact 1800 013 357.

Yours sincerely

*ORIGINAL SIGNED BY NEIL REPACHOLI*

Neil Repacholi

SECTION LEADER STATUTORY PLANNING





APA Ref: 436290.2

Mr. Andrew Goodsell  
Manager, Strategic and Sustainable Development  
Moorabool Shire Council  
PO Box 18  
**BALLAN VIC 3342**

**MOORABOOL SHIRE COUNCIL  
CENTRAL RECORDS**

25 JUL 2016

File No. 13/01/013

Email to: [agoodsell@moorabool.vic.gov.au](mailto:agoodsell@moorabool.vic.gov.au)

**BY EMAIL**

Dear Mr. Goodsell,

**RE: MOORABOOL SHIRE'S DRAFT SMALL TOWNS & SETTLEMENT STRATEGY- APA COMMENT**

Thank you for your letter received 22 April 2016 regarding the Moorabool Shire Draft Small Towns and Settlements Strategy (*herein the Strategy*). The Strategy was referred to APA VTS Australia (*herein APA*) for advice on the proposed development around the known APA pipeline assets and under the *Victorian Pipelines Act, 2005* and the *Australian Standards 2885 (AS2885) for Pipelines – Gas and Liquid Petroleum (Part 1)*. APA has the following comments and recommendations in relation to the proposed amendment.

APA has three pipelines within Moorabool Shire municipality, as shown in the following table:

**Table 1. Transmission gas pipelines in the area of consideration.**

Pipeline	Pipeline Licence	Easement Width (m)	Diameter (mm)	Measurement Length (m)
Brooklyn to Ballan	PL78 (T56)	20	200	160
Ballan to Ballarat (2 pipelines)	PL78 & 134 (T57)	20 & 10	150 & 300	260
Ballan to Bendigo	PL78 (T70)	20	150	115

**Note:** measurement length is applied to either side of the pipeline.

In APA's previous response dated 29 April 2015, APA had included attachments indicating the legislative requirements of development within the vicinity of high pressure gas transmission pipelines. These documents are still relevant and include:

- APA VTS Australia Guidelines
- AS2885, Part 1, Clause 4.3.4 - Primary Location Classification ; and
- AS2885, Part 1, Clause 4.7.4 – Change of Location Class

For your information this piece of correspondence is attached as an appendix to this letter communication.



It is recommended that Moorabool Council and individual future developers have ongoing correspondence with APA in the future to discuss the scope of issues relating to the development of the study area adjacent to and/or across APA infrastructure to ensure its assets are thoroughly protected.

It is APA's intent to ensure that transmission pressure gas pipelines are safely protected with minimum impact on and mitigating any potential risks and proposed encroachment to ensure the integrity of its pipeline assets.

For any further enquiries relating to this submission please feel free to contact the Infrastructure, Planning & Protection Team on (03) 9797 5118 or (03) 9797 5265 or by email [apaprotection@apa.com.au](mailto:apaprotection@apa.com.au).

Yours faithfully,

A handwritten signature in black ink, appearing to read 'Lachlan Marshall', is written over a faint, illegible printed name.

**LACHLAN MARSHALL**  
**LAND AGENT- VICTORIA**

Encl: email: Daniel Tucci, Energy Safe Victoria,

### **Appendices**

Appendix 1- APA436290.1- Moorabool Small Towns Strategy- APA GasNet Response



29 April 2015

APA GasNet Australia  
(Operations) Pty Limited  
ACN 083 009 278

APA Ref: 283057

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PO Box 18  
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Email to: [agoodsell@moorabool.vic.gov.au](mailto:agoodsell@moorabool.vic.gov.au)

**BY EMAIL**

Dear Andrew,

**RE: MOORABOOL SMALL TOWNS STRATEGY**

The Moorabool Small Towns Strategy was referred to APA GasNet (APA) for advice on the proposed development around known APA pipeline assets (see Figure 1). APA has the following comments and recommendations in relation to the proposal.

APA has three pipelines traversing the study area, as shown in the following table:

**Table 1. Transmission gas pipelines in the area of consideration.**

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**Note:** measurement length is applied to either side of the pipeline.

APA would like to respond by expressing direct interests in the design and development of the proposal set out in the Moorabool Small Towns Strategy. It is APA's objective to protect human life and infrastructure whilst ensuring future land use, subdivision and development will not inhibit the potential of an existing high pressure transmission pipeline to be able to provide capacity required to meet the needs for natural gas in Victoria.

From the information supplied the proposed Strategy will impact on APA assets numerous times in various locations within the study area, which increases the risk of our pipelines being detrimentally impacted upon. APA recognises the need for changes in land use and APA monitors its assets and operations accordingly, to ensure that urban encroachment, development and third party crossings are managed appropriately.

APA has developed general guidelines on development within close proximity to its assets to reduce the risk to life and property (see Appendix 1). It is essential for your safety and the safety of others that they are stringently complied with.

For new residential development within close proximity to the gas transmission pipelines, APA must be notified to enable the development to be considered from a safety perspective. We wish to emphasise that our intent is to ensure that transmission pressure gas pipelines and local communities are safely protected with minimum impact; in accordance with Australian Standards 2885 (AS2885) for Pipelines – Gas and Liquid Petroleum (Part 1), explicitly addressed in Clause 4.7.4 & 4.7.3 (Appendix 2 & 3) and subject to required Safety Management Studies (SMS). Our technical regulator, Energy Safe Victoria (ESV) and the AS2885 impose obligations on pipeline licensees to maintain appropriate safety risk levels of pipelines despite changes in the surrounding environment and population.

APA has completed the review for the location of the proposed development around the high pressure pipelines (see Figure 2) and in this instance your attention is particularly drawn to the following comments:

- That 'Sensitive' and 'T2' (high density) land uses, such as core activity and employment centres, educational facilities and high density residential areas, preferably be separated by the relevant measurement length (see Table 1) from the easements edge for public safety.
- In accordance with Australian Standard AS2885 for Pipelines – Gas and Liquid Petroleum (AS2885.1), explicitly addressed in Clause 4.7.4 specific land use changes are subject to a Safety Management Study in order to minimise risk (see Appendix 1).
- APA would like to draw attention to Appendix 1: Guideline 4 Developments within the “measurement length” – urban encroachment issues.
- APA would also like to draw attention to Appendix 1: Guideline 5 “Local gas utility infrastructure needs to be planned” – gas supply issues.

It is recommended that Moorabool Shire Council Officers and/or design engineers have ongoing correspondence with APA in the future to discuss the scope of issues relating to the Strategy adjacent to and/or across APA infrastructure to ensure its assets are thoroughly protected.

For any further enquiries relating to this submission please feel free to contact the Heritage, Environment and Lands Team on (03) 9797 5118 or (03) 9797 5265 or by email [helm@apa.com.au](mailto:helm@apa.com.au).

Yours faithfully,



**LACHLAN MARSHALL**  
**LAND AGENT- VICTORIA**

- Appendix 1: APA GasNet’s Guidelines
- Appendix 2: AS2885, Part 1, Clause 4.3.4 - Primary Location Classification
- Appendix 3: AS2885, Part 1, Clause 4.7.4 – Change of Location Class
- Figure 1: APA pipelines in the study area



**Appendix 1: APA GasNet's Guidelines**

**1. Planning Controls**

Operations of gas transmission pipelines carry a level of risk, which must be assessed when considering development proposals in the vicinity of high pressure transmission pipelines, to ensure that risk to people, property and the environment is within acceptable levels.

Whilst Australian gas pipelines industry has an excellent safety record, in case of a pipeline an area of several hundred metres can be significantly impacted. The most frequent cause of pipeline failure worldwide is damage caused by external interference resulting from multiple activities such as construction or maintenance activities on or near gas pipelines.

Whilst the land that is required to control access to the pipeline itself is set aside in an easement in most situations, a much larger buffer should be considered when planning or developing land in the vicinity of any high pressure gas infrastructure.

The "measurement length" clearly defines the region that could be affected by the worst case scenario pipeline failure and identifies the distance where development proposals should be referred to the pipeline owners by the planning authority.

If there is any change in land use/zoning, in pipeline location classification or a construction activity is proposed within the measurement length, AS2885 requires a detailed Safety Management Study to be undertaken, which incorporates performing a risk assessment. For example, as a location classification changes from rural to residential (Appendix 2 and 3), the level of pipeline protection required normally increases to ensure protection of the pipeline and to manage the risk to the community and the environment.

**2. All proposed development needs to be restricted in the pipeline's easements and/or within close proximity to the pipeline**

APA GasNet owns and operates multiple natural gas transmission pipelines of various wall thickness and pressures throughout Victoria as per the attached map (Figure 1).

APA GasNet would oppose road construction (including water courses or structures) within or on the transmission pipeline easements parallel to or over the pipeline as it seeks to minimise construction works in the easements to reduce the likelihood of excavations potentially causing damage to the pipelines.

We advise that APA GasNet's position is supported by Government legislation and Australian Safety Standards:

- Pipelines Act (2005) - there are restrictions on works within close proximity to APA's pipelines.
- APA has restrictive covenants that control development within its easements, for example, restrictions on structures and excavation.
- AS2885.1 - APA has a duty to review and comment on changes in land uses in close proximity to the pipeline.

Each easement could be incorporated into a proposed development subject to early consultation with APA GasNet as periodic access is required to our pipelines.

Most transmission pipelines are protected by a registered easement which varies in width from 6.5 to 35m; however there are high pressure transmission pipelines located in various road reserves or Government land without a

registered easement. In such cases, a "Permit to Work", issued by APA GasNet, is required for any proving and/or construction activity deeper than 300mm within 3m of a transmission pipeline.

**3. Crossing of an APA GasNet high pressure transmission pipeline or easement**

Crossing high pressure transmission pipelines and/or any related easements by roads, rails and other services, would be permitted in principle with prior approval of APA GasNet (at a 90 degree angle) as the pipelines might need to be re-engineered for the proposed crossing.

Further assessments of road crossings, other services and potential impact on the pipeline will need to be assessed and conditions issued on a case by case basis upon consideration of a number of factors such as: the depth of pipeline cover, pipeline recoating, relocation of the pipeline and future pipeline accessibility, to the applicant's cost.

Each pipeline easement could be incorporated into a reserve or open space, that is, in other Structure Plans the easements have served as cycle links or linear paths connecting areas of open space.

Due to periodic access required to our pipelines, no native vegetation offset planting, roads, structures or other utilities or trees will be permitted within the easements. APA GasNet prefers shrubs in the vicinity of the pipeline.

**4. Developments within the "measurement length" – urban encroachment issues**

High pressure gas transmission pipelines have the potential to cause major damage if the gas ignites in case of a rupture. APA GasNet constantly monitors and maintains these pipelines to ensure their integrity; therefore the likelihood of a major incident is highly unlikely, however, under the safety obligations of AS2885, APA GasNet is required to ensure that adequate measures are taken to minimise the risk to public safety in close proximity of its pipelines.

The 'measurement length' relevant to APA GasNet pipelines in the area vary and proximity is determined by the diameter of the pipeline and its operating pressures.

For proposals within the 'measurement length' a pipeline risk management plan will be required to demonstrate that the risk from the pipeline is within acceptable levels. The risk management plan may require a safety assessment and must be undertaken in consultation with the pipeline owner/operator.

The safety assessment is conducted in the form of a Safety Management Study (SMS). The SMS is defined as the process that identifies threats to the pipeline system and applies controls to them, and (if necessary) undertakes assessment and treatment of any risks to ensure that residual risk is reduced to an acceptable level.

AS 2885.1 explicitly addresses the urban encroachment problem in **Clause 4.7.4** (Attachment 2); Change of Location Class. It addresses situations where higher population densities occur in areas where they were previously not permitted. In that situation the standard requires that:

"...a safety assessment shall be undertaken and additional control measures implemented until it is demonstrated that the risk from *a loss of containment involving rupture* is As Low As Reasonably Possible (ALARP)."AND

"...the assessment shall demonstrate that the cost of the risk reduction measures provided by alternative solutions is grossly disproportionate to the benefit gained from the reduced risk that could result from implementing any of the alternatives"

The assessment must include consideration of alternative risk reduction measures including Maximum Allowable Operating Pressure (MAOP) reduction, pipe replacement, pipeline relocation, modification of land use and

additional physical and procedural protection. All measures to be further discussed and considered on specific developments upon early consultation with APA GasNet.

The additional physical and procedural external interference protection measures are:

- Physical controls: separation (burial, exclusion & barrier) and resistance to penetration (wall thickness and barrier to penetration).
- Procedural controls: pipeline awareness (landowner, third party liaison, community awareness program, one call service, marking, activity agreements with other entities) and external interference detection (planning notification zones, patrolling & remote intrusion monitoring).

AS2885 requires a metre by metre qualitative analysis to identify each threat to pipeline integrity followed by a defined process to manage each threat either by eliminating it through external interference or design processes, or by development of management procedures to reduce the risk from hazardous events to negligible, low or in unresolved cases, to ALARP.

APA GasNet will also conduct preliminary calculations and assessments of existing pipeline's credible threats to either rupture or create a hole. In addition APA would seek assistance from local Council in preventing the use of rippers and horizontal directional drills (HDDs) working in the vicinity of the pipeline.

Based on the above, APA GasNet recommends that "T2" high density and "Sensitive" land uses are preferably located the appropriate measurement length (see Table 1) from the pipeline away from either edge of the pipeline's easements.

"T2" high density and "Sensitive" land uses are defined in AS2885 as:

**"T2" High density** - *Applies where multi-storey development predominates or where large numbers of people congregate in the normal use of the area. High density includes areas of public infrastructure serving the high density use; roads, railways, major sporting and cultural facilities and land use areas of major commercial developments; cities, town centres, shopping malls, hotels and motels.* (Section 4.3.4[d] of AS2885).

**"Sensitive"** - *The sensitive use location class identifies land where the consequences of a failure may be increased because it is developed for use by sectors of the community who may be unable to protect themselves from the consequences of a pipeline failure. Sensitive uses are defined in some jurisdictions but include schools, hospitals, aged care facilities and prisons. Sensitive use location class shall be assigned to any portion of pipeline where there is a sensitive development within a measurement length. It shall also include locations of high environmental sensitivity to pipeline failure. The design requirement for high density shall apply.* (Section 4.3.5[a] of AS2885).

We understand that the predominant land use within the measurement length of the gas pipeline in the Planning Scheme amendments as currently presented is residential land. Residential is defined in AS2885 as:

**"Residential"** *applies where multiple dwellings exist in proximity to each other and dwellings are served by common public utilities. Residential includes areas of land with public infrastructure serving the residential use; roads, railways, recreational areas, camping grounds/caravan parks, suburban parks, small strip shopping centres. Residential land use may include isolated higher density areas provided they are not more than 10% of the land use. Land used for other purposes but with similar population density shall be assigned Residential location class.* (Section 4.3.4[c] of Australian Standard AS2885).



However, there could be possible conflicts if the location or isolated high density area land uses within the measurement length were to change and therefore APA would in that case request that "T2" high density and "Sensitive" is relocated preferably to a position located at least the measurement length from the pipelines away from either edge of the pipeline's easements.

**5. Local gas utility infrastructure needs to be planned**

Residential development areas may need to consider gas serviced by low pressure gas network extensions. Typically this would be via the extension of an existing network if capacity exists. Further discussions with the local gas network area distributor should be initiated as there may be requirements for new utility infrastructures (called City Gate) or upgrades to existing infrastructures might be required to service the demands of future developed areas. City Gates would allow the pressure to drop from high transmission pressure to a lower pressure gas distribution network.

For practical infrastructure reasons the desired location of a City Gate is to be in close proximity of the transmission pipeline. A City Gate will require a dedicated land parcel typically 50m x 50m in size and any associated buffers. To ensure this is covered early in the project phase, please consult with local gas suppliers.

Should there be a requirement to locate the new City Gate away from the APA GasNet high pressure gas transmission pipelines, a further 7m wide (minimum) dedicated easement would be necessary together with a temporary construction easement of up to 25m width. APA will not construct high pressure transmission lines in existing road reserves.

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**Appendix 2: AS2885, Part 1, Clause 4.7.4 – Change of Location Class****4.7.4 Change of location class**

Where there are changes in land use planning (or land use) along the route of existing pipelines to permit Residential, High Density, Industrial, or Sensitive development or Heavy Industrial development in areas where these uses were previously prohibited, a safety assessment shall be undertaken and additional control measures implemented until it is demonstrated that the risk from a loss of containment involving rupture is ALARP.

A location class change to Heavy Industrial requires compliance with this Clause only when pipeline failure in this location would create potential for consequence escalation.

This assessment shall include analysis of at least the alternatives of the following:

- (a) MAOP reduction (to a level where rupture is non-credible).
- (b) Pipe replacement (with no rupture pipe).
- (c) Pipeline relocation (to a location where the consequence is eliminated).
- (d) Modification of land use (to separate the people from the pipeline).
- (e) Implementing physical and procedural protection measures that are effective in controlling threats capable of causing rupture of the pipeline.

For the selected solution, the assessment shall demonstrate that the cost of the risk reduction measures provided by alternative solutions is grossly disproportionate to the benefit gained from the reduced risk that could result from implementing any of the alternatives.

**Appendix 3: AS2885, Part 1, Clause 4.3.4 - Primary Location Classification**

Land through which the pipeline passes shall be classified as follows:

- (a) **Rural (R1)** Land that is unused, undeveloped or is used for rural activities such as grazing, agriculture and horticulture. Rural applies where the population is distributed in isolated dwellings. Rural includes areas of land with public infrastructure serving the rural use; roads, railways, canals, utility easements.
- (b) **Rural Residential (R2)** Land that is occupied by single residence blocks typically in the range 1 ha to 5 ha or is defined in a local land planning instrument as rural residential or its equivalent. Land used for other purposes but with similar population density shall be assigned rural residential location class. Rural residential includes areas of land with public infrastructure serving the rural residential use; roads, railways, canals, utility easements.

**NOTE:** In rural residential societal risk (the risk of multiple fatalities associated with a loss of containment) is not a dominant design consideration.

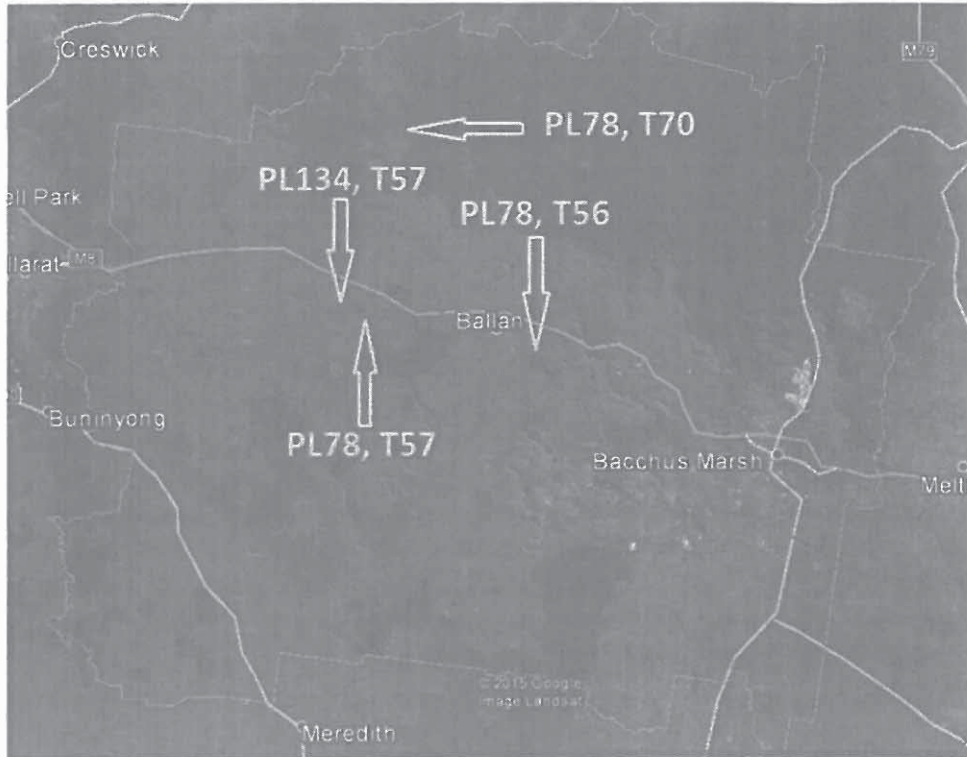
- (c) **Residential (T1)** Land that is developed for community living. Residential applies where multiple dwellings exist in proximity to each other and dwellings are served by common public utilities. Residential includes areas of land with public infrastructure serving the residential use; roads, railways, recreational areas, camping grounds/caravan parks, suburban parks, small strip shopping centres. Residential land use may include isolated higher density areas provided they are not more than 10% of the land use. Land used for other purposes but with similar population density shall be assigned Residential location class.
- (d) **High Density (T2)** Land that is developed for high density community use. High Density applies where multi storey development predominates or where large numbers of people congregate in the normal use of the area. High density includes areas of public infrastructure serving the high density use; roads, railways, major sporting and cultural facilities and land use areas of major commercial developments; cities, town centres, shopping malls, hotels and motels.

**NOTE:** In residential and high density areas the societal risk associated with loss of containment is a dominant consideration.

In rural and rural residential areas, consideration shall be given to whether a higher location class may be necessary at any location where a large number of people may be present for a limited period.

**NOTE:** Examples include roads subject to heavy traffic congestion and sports fields.

Figure 1: APA pipelines in the study area



29 April 2015

APA Ref: 283057

Andrew Goodsell  
Senior Strategic Planner  
Moorabool Shire Council  
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BY EMAIL

Dear Andrew,

**RE: MOORABOOL SMALL TOWNS STRATEGY**

The Moorabool Small Towns Strategy was referred to APA GasNet (APA) for advice on the proposed development around known APA pipeline assets (see Figure 1). APA has the following comments and recommendations in relation to the proposal.

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For any further enquiries relating to this submission please feel free to contact the Heritage, Environment and Lands Team on (03) 9797 5118 or (03) 9797 5265 or by email [helm@apa.com.au](mailto:helm@apa.com.au).

Yours faithfully,

**LACHLAN MARSHALL**  
**LAND AGENT- VICTORIA**

- Appendix 1: APA GasNet’s Guidelines
- Appendix 2: AS2885, Part 1, Clause 4.3.4 - Primary Location Classification
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- Figure 1: APA pipelines in the study area

## Appendix 1: APA GasNet's Guidelines

### 1. Planning Controls

Operations of gas transmission pipelines carry a level of risk, which must be assessed when considering development proposals in the vicinity of high pressure transmission pipelines, to ensure that risk to people, property and the environment is within acceptable levels.

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The "measurement length" clearly defines the region that could be affected by the worst case scenario pipeline failure and identifies the distance where development proposals should be referred to the pipeline owners by the planning authority.

If there is any change in land use/zoning, in pipeline location classification or a construction activity is proposed within the measurement length, AS2885 requires a detailed Safety Management Study to be undertaken, which incorporates performing a risk assessment. For example, as a location classification changes from rural to residential (Appendix 2 and 3), the level of pipeline protection required normally increases to ensure protection of the pipeline and to manage the risk to the community and the environment.

### 2. All proposed development needs to be restricted in the pipeline's easements and/or within close proximity to the pipeline

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APA GasNet would oppose road construction (including water courses or structures) within or on the transmission pipeline easements parallel to or over the pipeline as it seeks to minimise construction works in the easements to reduce the likelihood of excavations potentially causing damage to the pipelines.

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- Pipelines Act (2005) - there are restrictions on works within close proximity to APA's pipelines.
- APA has restrictive covenants that control development within its easements, for example, restrictions on structures and excavation.
- AS2885.1 - APA has a duty to review and comment on changes in land uses in close proximity to the pipeline.

Each easement could be incorporated into a proposed development subject to early consultation with APA GasNet as periodic access is required to our pipelines.

Most transmission pipelines are protected by a registered easement which varies in width from 6.5 to 35m; however there are high pressure transmission pipelines located in various road reserves or Government land without a

registered easement. In such cases, a "Permit to Work", issued by APA GasNet, is required for any proving and/or construction activity deeper than 300mm within 3m of a transmission pipeline.

**3. Crossing of an APA GasNet high pressure transmission pipeline or easement**

Crossing high pressure transmission pipelines and/or any related easements by roads, rails and other services, would be permitted in principle with prior approval of APA GasNet (at a 90 degree angle) as the pipelines might need to be re-engineered for the proposed crossing.

Further assessments of road crossings, other services and potential impact on the pipeline will need to be assessed and conditions issued on a case by case basis upon consideration of a number of factors such as: the depth of pipeline cover, pipeline recoating, relocation of the pipeline and future pipeline accessibility, to the applicant's cost.

Each pipeline easement could be incorporated into a reserve or open space, that is, in other Structure Plans the easements have served as cycle links or linear paths connecting areas of open space.

Due to periodic access required to our pipelines, no native vegetation offset planting, roads, structures or other utilities or trees will be permitted within the easements. APA GasNet prefers shrubs in the vicinity of the pipeline.

**4. Developments within the "measurement length" – urban encroachment issues**

High pressure gas transmission pipelines have the potential to cause major damage if the gas ignites in case of a rupture. APA GasNet constantly monitors and maintains these pipelines to ensure their integrity; therefore the likelihood of a major incident is highly unlikely, however, under the safety obligations of AS2885, APA GasNet is required to ensure that adequate measures are taken to minimise the risk to public safety in close proximity of its pipelines.

The 'measurement length' relevant to APA GasNet pipelines in the area vary and proximity is determined by the diameter of the pipeline and its operating pressures.

For proposals within the 'measurement length' a pipeline risk management plan will be required to demonstrate that the risk from the pipeline is within acceptable levels. The risk management plan may require a safety assessment and must be undertaken in consultation with the pipeline owner/operator.

The safety assessment is conducted in the form of a Safety Management Study (SMS). The SMS is defined as the process that identifies threats to the pipeline system and applies controls to them, and (if necessary) undertakes assessment and treatment of any risks to ensure that residual risk is reduced to an acceptable level.

AS 2885.1 explicitly addresses the urban encroachment problem in **Clause 4.7.4** (Attachment 2); Change of Location Class. It addresses situations where higher population densities occur in areas where they were previously not permitted. In that situation the standard requires that:

"...a safety assessment shall be undertaken and additional control measures implemented until it is demonstrated that the risk from a *loss of containment involving rupture* is As Low As Reasonably Possible (ALARP)." **AND**

"...the assessment shall demonstrate that the cost of the risk reduction measures provided by alternative solutions is grossly disproportionate to the benefit gained from the reduced risk that could result from implementing any of the alternatives"

The assessment must include consideration of alternative risk reduction measures including Maximum Allowable Operating Pressure (MAOP) reduction, pipe replacement, pipeline relocation, modification of land use and



additional physical and procedural protection. All measures to be further discussed and considered on specific developments upon early consultation with APA GasNet.

The additional physical and procedural external interference protection measures are:

- Physical controls: separation (burial, exclusion & barrier) and resistance to penetration (wall thickness and barrier to penetration).
- Procedural controls: pipeline awareness (landowner, third party liaison, community awareness program, one call service, marking, activity agreements with other entities) and external interference detection (planning notification zones, patrolling & remote intrusion monitoring).

AS2885 requires a metre by metre qualitative analysis to identify each threat to pipeline integrity followed by a defined process to manage each threat either by eliminating it through external interference or design processes, or by development of management procedures to reduce the risk from hazardous events to negligible, low or in unresolved cases, to ALARP.

APA GasNet will also conduct preliminary calculations and assessments of existing pipeline's credible threats to either rupture or create a hole. In addition APA would seek assistance from local Council in preventing the use of rippers and horizontal directional drills (HDDs) working in the vicinity of the pipeline.

Based on the above, APA GasNet recommends that "T2" high density and "Sensitive" land uses are preferably located the appropriate measurement length (see Table 1) from the pipeline away from either edge of the pipeline's easements.

**"T2" high density and "Sensitive" land uses are defined in AS2885 as:**

**"T2" High density** - *Applies where multi-storey development predominates or where large numbers of people congregate in the normal use of the area. High density includes areas of public infrastructure serving the high density use; roads, railways, major sporting and cultural facilities and land use areas of major commercial developments; cities, town centres, shopping malls, hotels and motels.* (Section 4.3.4[d] of AS2885).

**"Sensitive"** – *The sensitive use location class identifies land where the consequences of a failure may be increased because it is developed for use by sectors of the community who may be unable to protect themselves from the consequences of a pipeline failure. Sensitive uses are defined in some jurisdictions but include schools, hospitals, aged care facilities and prisons. Sensitive use location class shall be assigned to any portion of pipeline where there is a sensitive development within a measurement length. It shall also include locations of high environmental sensitivity to pipeline failure. The design requirement for high density shall apply.* (Section 4.3.5[a] of AS2885).

We understand that the predominant land use within the measurement length of the gas pipeline in the Planning Scheme amendments as currently presented is residential land. Residential is defined in AS2885 as:

**"Residential"** *applies where multiple dwellings exist in proximity to each other and dwellings are served by common public utilities. Residential includes areas of land with public infrastructure serving the residential use; roads, railways, recreational areas, camping grounds/caravan parks, suburban parks, small strip shopping centres. Residential land use may include isolated higher density areas provided they are not more than 10% of the land use. Land used for other purposes but with similar population density shall be assigned Residential location class.* (Section 4.3.4[c] of Australian Standard AS2885).

However, there could be possible conflicts if the location or isolated high density area land uses within the measurement length were to change and therefore APA would in that case request that "T2" high density and "Sensitive" is relocated preferably to a position located at least the measurement length from the pipelines away from either edge of the pipeline's easements.

**5. Local gas utility infrastructure needs to be planned**

Residential development areas may need to consider gas serviced by low pressure gas network extensions. Typically this would be via the extension of an existing network if capacity exists. Further discussions with the local gas network area distributor should be initiated as there may be requirements for new utility infrastructures (called City Gate) or upgrades to existing infrastructures might be required to service the demands of future developed areas. City Gates would allow the pressure to drop from high transmission pressure to a lower pressure gas distribution network.

For practical infrastructure reasons the desired location of a City Gate is to be in close proximity of the transmission pipeline. A City Gate will require a dedicated land parcel typically 50m x 50m in size and any associated buffers. To ensure this is covered early in the project phase, please consult with local gas suppliers.

Should there be a requirement to locate the new City Gate away from the APA GasNet high pressure gas transmission pipelines, a further 7m wide (minimum) dedicated easement would be necessary together with a temporary construction easement of up to 25m width. APA will not construct high pressure transmission lines in existing road reserves.

#### 4.7.4 Change of location class

Where there are changes in land use planning (or land use) along the route of existing pipelines to permit Residential, High Density, Industrial, or Sensitive development or Heavy Industrial development in areas where these uses were previously prohibited, a safety assessment shall be undertaken and additional control measures implemented until it is demonstrated that the risk from a loss of containment involving rupture is ALARP.

A location class change to Heavy Industrial requires compliance with this Clause only when pipeline failure in this location would create potential for consequence escalation.

This assessment shall include analysis of at least the alternatives of the following:

- (a) MAOP reduction (to a level where rupture is non-credible).
- (b) Pipe replacement (with no rupture pipe).
- (c) Pipeline relocation (to a location where the consequence is eliminated).
- (d) Modification of land use (to separate the people from the pipeline).
- (e) Implementing physical and procedural protection measures that are effective in controlling threats capable of causing rupture of the pipeline.

For the selected solution, the assessment shall demonstrate that the cost of the risk reduction measures provided by alternative solutions is grossly disproportionate to the benefit gained from the reduced risk that could result from implementing any of the alternatives.

**Appendix 3: AS2885, Part 1, Clause 4.3.4 - Primary Location Classification**

Land through which the pipeline passes shall be classified as follows:

- (a) **Rural (R1)** Land that is unused, undeveloped or is used for rural activities such as grazing, agriculture and horticulture. Rural applies where the population is distributed in isolated dwellings. Rural includes areas of land with public infrastructure serving the rural use; roads, railways, canals, utility easements.
- (b) **Rural Residential (R2)** Land that is occupied by single residence blocks typically in the range 1 ha to 5 ha or is defined in a local land planning instrument as rural residential or its equivalent. Land used for other purposes but with similar population density shall be assigned rural residential location class. Rural residential includes areas of land with public infrastructure serving the rural residential use; roads, railways, canals, utility easements.

**NOTE:** In rural residential societal risk (the risk of multiple fatalities associated with a loss of containment) is not a dominant design consideration.

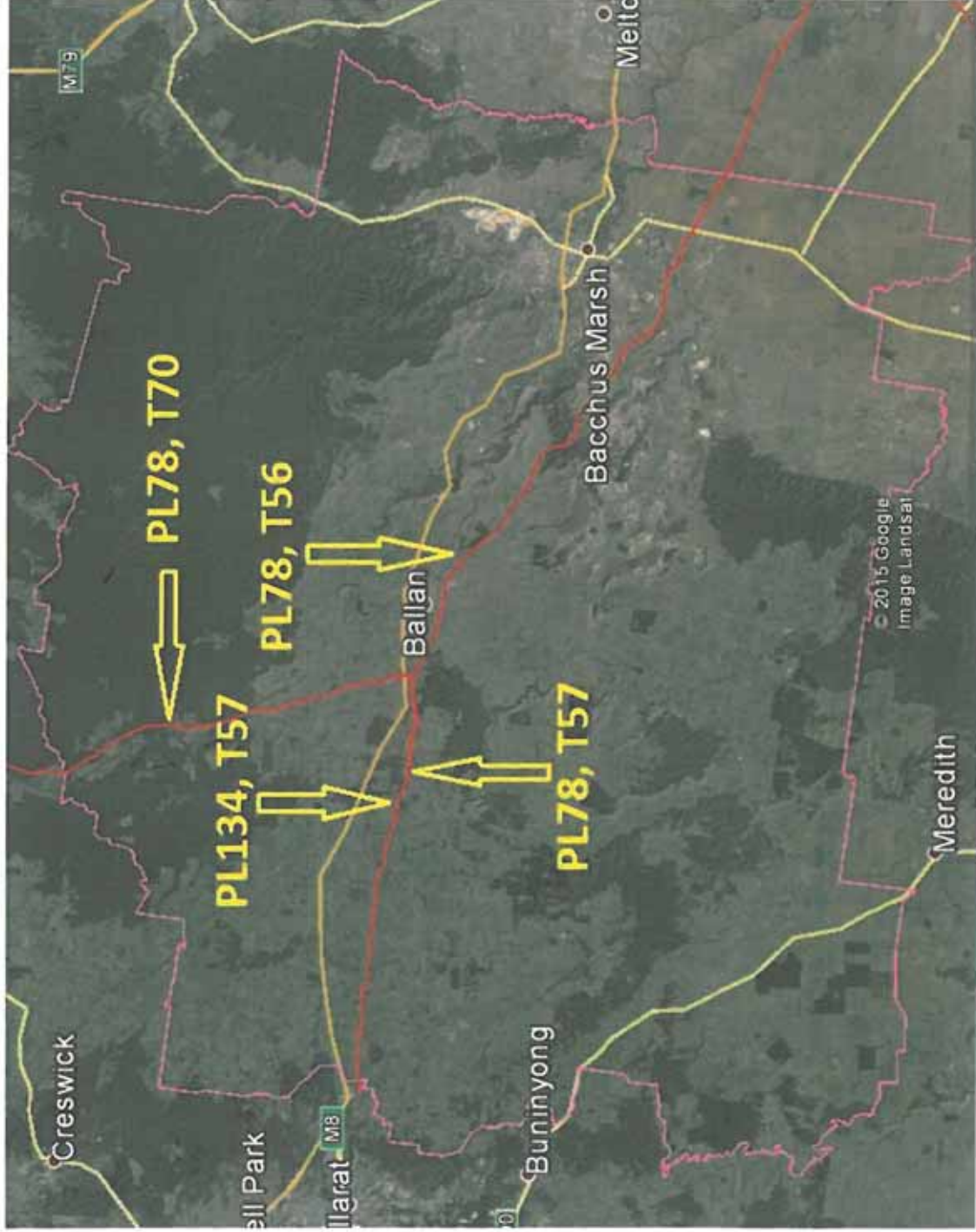
- (c) **Residential (T1)** Land that is developed for community living. Residential applies where multiple dwellings exist in proximity to each other and dwellings are served by common public utilities. Residential includes areas of land with public infrastructure serving the residential use; roads, railways, recreational areas, camping grounds/caravan parks, suburban parks, small strip shopping centres. Residential land use may include isolated higher density areas provided they are not more than 10% of the land use. Land used for other purposes but with similar population density shall be assigned Residential location class.
- (d) **High Density (T2)** Land that is developed for high density community use. High Density applies where multi storey development predominates or where large numbers of people congregate in the normal use of the area. High density includes areas of public infrastructure serving the high density use; roads, railways, major sporting and cultural facilities and land use areas of major commercial developments; cities, town centres, shopping malls, hotels and motels.

**NOTE:** In residential and high density areas the societal risk associated with loss of containment is a dominant consideration.

In rural and rural residential areas, consideration shall be given to whether a higher location class may be necessary at any location where a large number of people may be present for a limited period.

**NOTE:** Examples include roads subject to heavy traffic congestion and sports fields.

Figure 1: APA pipelines in the study area





4.

**Christine Rodda**

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**From:** Ian Morgans <ian.morgans@ppwcma.vic.gov.au>  
**Sent:** Tuesday, 26 July 2016 1:51 PM  
**To:** Damien Drew  
**Cc:** Rebecca Koss  
**Subject:** DRAFT SMALL TOWNS AND SETTLEMENTS STRATEGY – COMMUNITY CONSULTATION

**Categories:** BluePoint Captured

Dear Damien

Thank you for inviting us to participate in this consultation. However, we will decline at this stage.

We contribute to many environment plans for local councils especially in nature conservation and for nature in open-space/social amenity. These kinds of planning are most closely related to our statutory responsibilities and expertise.

We recognise that town planning has major implications for land, water and nature conservation and we strongly recommend that all planning set measurable goals for the future of relevant environmental assets. Explicit, measurable goals for future condition will make it easier to see the connections between different plans across Council responsibilities.

Measurable goals define success. They are then the basis for actions that are easier to evaluate and adapt to change and experience. Adaptation is a critically important planning and strategy response to climate change.

Thank you for inviting us to be involved.

Regards

Ian Morgans

Ian Morgans  
Environmental Strategy Manager



Phone: 03 8781 7940 | Mobile: 0400 872 193 | Email: [ian.morgans@ppwcma.vic.gov.au](mailto:ian.morgans@ppwcma.vic.gov.au)  
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National Trust of Australia (Victoria)  
ABN 61 004 356 192



**NATIONAL TRUST**

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Email: [info@natrust.com.au](mailto:info@natrust.com.au)  
Web: [www.nationaltrust.org.au](http://www.nationaltrust.org.au)

T 03 9656 9800  
F 03 9656 5397

10 August 2016

Andrew Goodsell  
Manager, Strategic and Sustainable Development  
Moorabool Shire Council  
PO BOX 18  
BALLAN VIC 3342

Dear Mr Goodsell,

**Re: Draft Small Towns and Settlements Strategy – Community Consultation**

Thank you for the opportunity to provide comment on the Draft Small Towns and Settlements Strategy prepared by Council.

The National Trust of Australia (Victoria) is a community-based organisation seeking to inform the public of the heritage values present in their local communities, and is pleased to observe that the Strategy's vision is in alignment with this.

The National Trust supports the Moorabool Shire Council's endeavours to highlight the importance of safeguarding the Shire's environmental, heritage and cultural assets within the comprehensive strategic document. The National Trust also commends Council's considerations for the heritage values and constraints that are present within the Shire, and welcomes their recommendations on managing, supporting and encouraging sustainable growth and development in this vein.

In order to cover the scope of heritage issues throughout the Shire, the National Trust would support Council's allocation of funding to further investigate settlements and small towns which are missing from the West Moorabool Heritage Study. In this way the Strategy could be strengthened.

The National Trust would like to thank you for the opportunity to comment. Should you have any questions regarding the above, please do not hesitate to contact Anna Foley or myself on 9656 9823.

Yours faithfully,

Rosalind Mearns  
Community Advocate

26 July 2016



Dear Andrew,

Thank you for the Draft Strategy of Korweinguboorra, Small Towns and Settlement. The history of Koweinguboorra and Spargo Creek is spot on.

My Great Grand Parents and Grand Parents were amongst the first pioneers who settled there. I grew up in Korweinguboorra and many of my family are still living there. I have a residence up there today which my family and I all enjoy.

Korweinguboorra was a very busy place in years gone by, with the local store and the Hotel at Spargo Creek, still active then. I remember going to the Spargo Creek Reserve, where they had a picnic and Sports Day every News Years Day. Korweinguboorra had a football and cricket team.

#### **Transport**

There was a bus service which ran from Daylesford to Ballan, 3 times a day, and 5 days a week. Morning, noon and evening. There was also a bus service which ran from Daylesford to Ballarat via Spargo Creek twice a week which gave people the opportunity to shop in Ballarat.

Now there is only a V Line Bus, which runs morning and late evening from Daylesford, then Ballan, mainly for commuters who work in Melbourne (not suitable for local people).

We need to have a bus service from Daylesford to Ballan and back for the local people to go shopping or to Doctors or visiting. Also a day service would be great for people who travel up by train to go up there, instead of travelling at night. Not everyone drives a car in Korweinguboorra and I know of people there who are getting too old to drive, so a local bus service is essential.

#### **Speed Limit**

Reduce the speed limit right through Korweinguboorra, not only in certain places. The Daylesford-Ballan Road at Korweinguboorra is a very busy road. We are on a steep hill, where the speed limit is 100km an hour. Far too dangerous trying to drive in and out of our four properties far too many misses. There are 5 entrances off that strip of road. There have been many kangaroos and wallabies killed crossing the road.

We needs a roadside stop trading store and café, for the local people, and also for tourists at Korweinguboorra while passing through.

#### **Fire**

I was living in Korweinguboorra when the big bush fire went through in February 1951. I remember it well. We survived by sheltering in our paddocks of green potatoes, but our sheds and fences all burnt down.

That's why I agree the expansion of Korweinguboorra is to be discourages and also it being a water catchment as well.

**Mobile Phones**

We need to have a better service for Korweinguboorra.

**Fauna & Bird Life**

We have echidnas, wombats, koalas, kangaroos and wallabies on our property at Korweinguboorra.

**Birds**

Two wedge tailed eagles, Blue Wrens, Robin Red Breasts, Wrens, Black Cockatoos many species of Honey Eaters Parrots, Wattlebirds, Owls, and Kookaburras.

We have many different species of wild flowers and shrubs. Korweinguboorra is a place of nature and beauty and I hope it will stay this way in the years to come.

Yours sincerely



26-7-2016

DEAR ANDREW,

THANK YOU FOR THE DRAFT  
STRATEGY OF KORWEINGUBOORA, SMALL  
TOWNS AND SETTLEMENT.

THE HISTORY OF KORWEINGUBOORA. SPARGO  
CREEK IS SPOT ON.

MY GREAT GRAND PARENTS, AND GRAND PARENTS,  
WERE AMONGST THE 1ST PIONEERS WHO SETTLED  
THERE. I GREW UP IN KORWEINGUBOORA,  
AND MANY OF MY FAMILIES ARE STILL LIVING  
THERE. I HAVE A RESIDENCE UP THERE TODAY,  
WHICH MY FAMILY AND I ALL ENJOY.

KORWEINGUBOORA WAS A VERY BUSY PLACE  
IN YEARS GONE BY, WITH THE LOCAL STORE, &  
THE HOTEL AT SPARGO CREEK, STILL ACTIVE THEN.

I REMEMBER GOING TO THE SPARGO CREEK  
RESERVE, WHERE THEY HAD A PICNIC AND SPORTS DAY

EVERY NEW YEARS DAY. KORWINGUBORA  
HAD A FOOTBALL & CRICKET TEAM.

### TRANSPORT.

THERE WAS A BUS SERVICE WHICH RAN  
FROM DAYLESFORD TO BALLAN, 3 TIMES A  
DAY, 5 DAYS A WEEK. MORNING, NOON & EVENING

THERE WAS ALSO A BUS SERVICE WHICH RAN  
FROM DAYLESFORD TO BALLARAT VIA SPARGO  
CREEK TWICE A WEEK, WHICH GAVE PEOPLE THE  
OPPORTUNITY TO SHOP IN BALLARAT.

NOW THERE IS ONLY A V LINE BUS, WHICH  
RUNS MORNING AND LATE EVENING FROM  
DAYLESFORD, THEN BALLAN, MAINLY FOR COMUTERS  
WHO WORK IN MELBOURNE. (NOT SUITABLE FOR  
THE LOCAL PEOPLE.)

WE NEED TO HAVE A BUS SERVICE FROM  
DAYLESFORD TO BALLAN <sup>+ BACK</sup> FOR THE LOCAL PEOPLE  
TO GO SHOPPING, OR TO DOCTORS, OR VISITING.  
ALSO A DAY SERVICE WOULD BE GREAT FOR

PEOPLE WHO TRAVEL UP BY TRAIN, TO GO UP THERE, INSTEAD OF TRAVELING AT NIGHT, NOT EVERYONE DRIVES A CAR IN KORWEINGUBORRA, AND I KNOW OF PEOPLE THERE, WHO ARE GETTING TO OLD TO DRIVE, SO A LOCAL BUS SERVICE IS ESSENTIAL.

### SPEED LIMIT.

REDUCE THE SPEED LIMIT RIGHT THROUGH KORWEINGUBORRA, NOT ONLY IN CERTAIN PLACES. THE DAYLESFORD BALLAN RD AT KORWEINGUBORRA IS A VERY BUSY ROAD. WE ARE ON A STEEP HILL, WHERE THE SPEED LIMIT IS 100 KM AN HOUR. FAR TO DANGEROUS, TRYING TO DRIVE IN AND OUT OF FOUR PROPERTIES. FAR TO MANY MISSES. THERE ARE 5 ENTRANCES OFF THAT STRIP OF ROAD. THERE HAVE BEEN MANY KANGAROS AND WALLABIES KILLED WHILE CROSSING THE ROAD.

4.

WE NEED A ROADSIDE STOP TRADING STORE AND CAFE, FOR THE LOCAL PEOPLE, AND ALSO FOR TOURISTS AT KORWEINGUBOORA WHILE PASSING THROUGH.

#### FIRE.

I WAS LIVING IN KORWEINGUBOORA WHEN THE BIG BUSH FIRE WENT THROUGH IN FEBRUARY 1951. I REMEMBER IT WELL. WE SURVIVED BY SHELTERING IN OUR PADDOCK OF GREEN POTATOES, BUT OUR SHEDS AND FENCES ALL BURNT DOWN.

THATS WHY I ARGUE THE EXPANSION OF KORWEINGUBOORA IS TO BE DISCOURAGED, AND ALSO IT BEING A WATER CATCHMENT AS WELL.

#### MOBILE PHONES.

WE NEED TO HAVE A BETTER SERVICE FOR KORWEINGUBOORA.



5

## FAUNA & BIRD LIFE.

WE HAVE ECHIDNAS, WOMBATS, KOALAS  
KANGAROOS, AND WALLABIES ON OUR  
PROPERTY AT KORWEINGUBORRA,  
BIRDS. 2 WEDGE TAILED EAGLES, BLUE WRENS,  
ROBIN RED BREASTS, WRENS, BLACK COCKATOOS,  
MANY SPECIES OF HONEY EATERS, PARROTS,  
WATTLE BIRDS, OWLS, KOOKABURRAS.

WE HAVE MANY DIFFERENT SPECIES OF  
WILD FLOWERS AND SHRUBS.

KORWEINGUBORRA IS A PLACE OF NATURE  
AND BEAUTY, AND I HOPE IT WILL STAY THIS  
WAY IN THE YEARS TO COME.

YOURS SINCERELY



7.

Christine Rodda

---

**From:** [REDACTED]  
**Sent:** Monday, 1 August 2016 8:41 AM  
**To:** Andrew Goodsell  
**Subject:** Draft small towns and settlements strategy - communtiy consultation  
**Categories:** BluePoint Captured

Hi Andrew

I hope that this email finds you well, just a brief comment in relation to the above . I have read the document and just want to say well done and congratulations to those that put this together. Long term subdivision or growth for land to be made available for the constructions of homes is what I perceive needs to be on hand for the area to grow. Of the 89 residences we have in Dunnstown due to an aging population 19 of these homes are lived in by one occupant. I understand the restrictions we have with water catchment and favourable soil for agriculture. Long term due to cost to extend the town sewer main from the Western Highway to Dunnstown, I find this won't happen and we need to look at other alternatives such as allowing people to invest in the high tech septic system that enables homes to be built. Dunnstown has always be well known for its potato production but over my 40 years locally the numbers of families has significantly decreased due to the cost of this industry and theory that the suppliers believe that big is best and small is no more.

Thanks for your time, please sing out if you need anything in our neck of the woods.  
Regards

[REDACTED]



Department of Economic Development,  
Jobs, Transport and Resources

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Ballarat Victoria 3350  
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Ref: DOC/16/305817

Mr Andrew Goodsell  
Manager, Strategic and Sustainable Development  
Moorabool Shire Council  
PO Box 18  
BALLAN VIC 3342

Dear Mr Goodsell

**DRAFT SMALL TOWNS AND SETTLEMENTS STRATEGY**

Thank you for the opportunity to provide comment on Moorabool Shire Council's draft Small Towns and Settlements Strategy.

The Small Towns and Settlement Strategy provides a long-term strategic plan to guide decision-making and future planning for the small towns and settlements to achieve the goal of supporting vibrant and resilient communities in Moorabool Shire.

The Department of Economic Development, Jobs, Transport and Resources is supportive of the approach taken by Moorabool Shire with the Strategy outlining recommendations for the future role of each small town, settlement or village, the intended vision for each, strategic planning work to be undertaken and general recommendations to support liveability, employment, economic activity and the environment. The Strategy does not encourage substantial further growth in the smaller settlements, as they do not meet many of the requirements of a sustainable community. This is consistent with State government policy whereby it is preferable to consolidate growth around existing settlements which have capacity to accommodate and service additional population growth in a sustainable manner.

If you have any questions regarding this submission, please do not hesitate to contact Angela Daraxoglou, Senior Transport Planner at [angela@ecodev.vic.gov.au](mailto:angela@ecodev.vic.gov.au)

Yours sincerely

**Maree McNeilly**  
Transport Coordination Manager, Grampians Region

8/08/2016

Andrew Goodsell  
Manager  
Strategic and Sustainable Development  
Moorabool Shire Council  
PO Box 18  
Ballan Victoria 3342

8 August 2016  
Geoff Hewitt  
Secretary  
Lal Lal Soldier's Memorial Hall Committee  
394 Lal Lal Falls Rd  
Lal Lal Victoria 3352

MOORABOOL SHIRE COUNCIL  
CENTRAL RECORDS

Dear Sir

- 9 AUG 2016

DRAFT SMALL TOWNS AND SETTLEMENTS STRATEGY: LAL LAL FEEDBACK

File No. 13/01/013

The Lal Lal section of this document was reviewed by the Hall Committee at its August meeting. In general, the Committee supports the presentation and broad thrust of the document, however, a range of basic expression and informational issues were identified that need addressing before the draft is finalised. Consequently, I was directed to review the document in detail and forward that feedback to you as the Committee's contribution to the community consultation process.

An edited version of the document is attached detailing punctuation, grammatical and related issues identified. The following points summarise the main concerns.

1. The intent to link key elements of the settlement's setting and history to current issues, policies and constraints is evident. However, references to landscape descriptors are often unnecessarily repetitious and tend to either confuse or reduce the impact of the links being sought. To compound this, the choice of language is not always helpful. The fifth and sixth paragraphs in the introduction are a case in point.

Paragraph five describes Lal Lal being surrounded by agricultural land and adjacent to the Reservoir, State Forest and a quarry. This relationship between settlement, farmland and forest is then repeated in the sixth paragraph which reads as follows:

*The settlement sits within a fragmented landscape, containing mostly large areas of agricultural grassland and patches of remnant forest. Although the settlement sits within a largely agricultural setting, the settlement retains a considerable coverage of forest vegetation.*

Grammatically, the repeated references to agricultural land and forest are clumsy and unnecessary. A more explicit linking of key points would overcome this and make the relationships identified more coherent. For example, the alternative below uses three sentences for the same information instead of two paragraphs:

*Lal Lal is situated in a fragmented landscape of mainly pastoral grass lands and patches of remnant forest, with the Lal Lal Reservoir to the east and State Forest to the south-east. A quarry is located north east of the village, north of the Lal Lal Falls Rd. Much of the settlement retains a considerable coverage of forest vegetation.*

There is also a word usage problem with a settlement 'sitting' in a landscape rather than being 'set' or 'situated' in it. Additionally, the description of farmlands in the area as agricultural is inaccurate because most holding are pastoral, which also helps explain and justify the repeated references to grassland.

2. Throughout the text there is an inconsistent use of wording to describe the nature of settlement at Lal Lal. Hamlet, district, settlement, township and village are all used, some interchangeably and that leads to several confusions and some inaccuracy. For instance, in the paragraphs critiqued above, the reference to the quarry being to the east of the settlement only makes sense if 'settlement' refers to the township zone around the railway station. Similarly, the State forest is listed as south-east of the settlement, which is only accurate if 'settlement' means the township. However, the draft usually refers to the settlement as the broader area of habitation beyond the township zone. If the more general use of the term settlement is applied in these instances, then the quarry is north of the eastern section and the State Forest is south of it.

Consistency of application is therefore important. Because the term district usually has a more formal and larger administrative application, it would be easier to follow if the Township Zone was always referred to as the village (alternatively the hamlet) and the broader area as the settlement.

3. The draft delineation of the settlement into an eastern section and western section is generally reasonable but limited. The description of the eastern zone (p. 152) focuses entirely on the Township Zone and provides no description of the varied farming, lifestyle and town blocks east of the railway line and south of the Lal Lal Falls Rd.

4. In addition to those already mentioned, two factual errors were also noted. In the third paragraph of the Introduction, it is recorded that Lal Lal Falls has been a popular tourist destination since the early 1900s (p.152), which is wrong and contradicts later statements in the History section (p.154) noting its popularity, in conjunction with the races, from at least the early 1870s. On p. 153 reference is made to accommodation available in the town. The hotel does not provide accommodation and there is only one bed and breakfast now available.

5. Issues, Opportunities & Constraints (p156-7) identifies issues and opportunities under specific sub-headings but there is no reference to constraints until the next section. This is misleading. There also seems to be some confusion within the 'Issues' sub-section as what is an issue and what could be seen as a constraint.

6. Style variations also impact on the coherence of the text. This is most evident in the section on Issues, Opportunities & Constraints. The dot points for 'Issues' are completed in full sentences whereas most of those under "Opportunities" are only phrases or note points.

Hopefully this feedback is of some use in the final drafting and editing of this text. The Committee thanks the Shire for the opportunity to contribute. I can be contacted at the above address or by phone (53 417 671) if further explanation or assistance is required.

Geoff Hewitt



Secretary



#### **VISION STATEMENT FOR LAL LAL**

*Lal Lal is rich with Aboriginal and pioneer heritage and featuring the Lal Lal Falls, will remain one of western Victoria's "must-do" tourism and recreation destinations within the Shire.*

DRAFT SMALL TOWNS AND SETTLEMENTS STRATEGY – MOORABOOL SHIRE COUNCIL

# LAL LAL

ROLE: HAMLET

## INTRODUCTION

Use letters for numbers to top and be consistent

Lal Lal is a village in the western part of the Moorabool Shire, approximately 85 kilometres to the north-west of Melbourne and 20 kilometres to the south-east of Ballarat. It is situated on the Geelong-Ballarat railway line, inland from the Midland Highway.

east of

The settlement is served by the Clarendon - Lal Lal Road connecting westwards to the Midland Highway, the Yendon/-/Lal Lal Road extending to the north-west parallel to the railway line, and Lal Lal Falls Road to the north-east.

less #

The/ check fact with later info on p. 154

Lal Lal Falls <sup>and</sup> which has been a popular recreation destination since the early 1900s is situated approximately three kilometres to the east of the settlement. *note point above re usage*

ten (10) if required

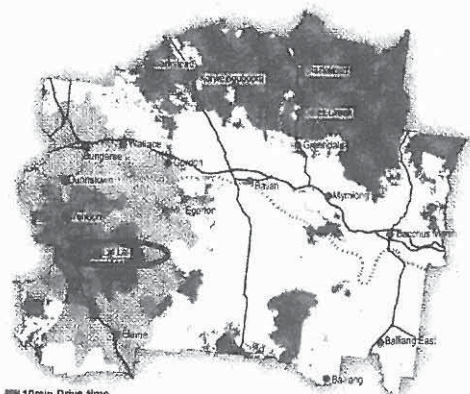
There are less than ~~ten~~ 10 dwellings within the original Crown Township of Lal Lal, <sup>with</sup> and the resident population ~~within this area~~ is likely to be less than 30 inhabitants. A wider functional settlement boundary suggests a population of closer to 444 persons (2015 estimate) within 202 dwellings.

Coloured linkage here?

Lal Lal is surrounded by agricultural land, with the Lal Lal Reservoir located ~~beyond farming land~~ <sup>mainly pastoral</sup> to the east and the State Forest to the south-east. An existing quarry is located to the east of the settlement, to the north of Lal Lal Falls Road.

redundant

~~The settlement sits within a fragmented landscape, containing large areas of agricultural grassland and patches of remnant forest. Although the settlement sits within a largely agricultural setting, the settlement retains a considerable coverage of forest vegetation.~~



10min Drive time  
20min Drive time  
LAL LAL  
MAP 7-44 Lal Lal

There are two distinct parts to the settlement. The eastern section <sup>includes</sup> incorporates the Township Zone (TZ) and contains the main community facilities, such as, the memorial hall, hotel, primary school, and former railway station. The western section is zoned Rural Living (RLZ), and generally comprises larger 'lifestyle' lots. Much of this section is developed, although some infill development may be possible.

## forested setting of the

The settlement is clustered in a forested area, which gives it a particular character and setting. Lal Lal, like some other rural settlements, <sup>such as</sup> including Yendon, <sup>Lal Lal</sup> has more houses surrounding the settlement than within its core. The layout of the settlement is irregularly shaped, influenced by the water race reserve, railway corridor, and local road network, <sup>giving the settlement an unusual form.</sup> ~~Because of~~ <sup>due to</sup> the dispersed nature of development, Lal Lal could be described as a district, rather than a settlement.

redundant

Lal Lal is located within a Special Water Supply Catchment, ~~the~~ <sup>for</sup> immediate catchment of the Lal Lal Reservoir. Lal Lal Reservoir is the largest storage in the Ballarat and District water supply system. Water from the reservoir is shared between Ballarat, Geelong, and the environment.

Residents have access to a limited, ~~nonetheless~~ <sup>nevertheless</sup> vital range of community facilities, including a community hall, CFA shed, hotel, motor repair workshop (Lal Lal Automotive) and a State primary school.

incorrect

Accommodation is provided at <sup>a</sup> bed and breakfasts, and the Lal Lal Falls Hotel.

## TOWNSHIP CHARACTER

The

<sup>village of</sup> Lal Lal is located at the intersection of the Geelong-Ballarat railway line and the Clarendon-Lal Lal Road. ~~From this vantage point~~ <sup>historical</sup> prominent buildings include the Lal Lal Falls Hotel and the historic bluestone train station and water tower. ~~Each gives some indication of the settlement's historic past.~~

<sup>The village</sup> Lal Lal is situated within a landscape <sup>includes</sup> consisting of many mature trees, which hide the true scale of the settlement from the centre, with only a handful of weatherboard buildings visible from the

DRAFT SMALL TOWNS AND SETTLEMENTS STRATEGY – MOORABOOL SHIRE COUNCIL

Station and Hotel. Most of the surrounding residential settlement is located on large blocks with many mature trees.

l. c.

Further to the west, more recently constructed residential housing is located on large, densely forested lifestyle blocks, <sup>with housing</sup> ~~comprising~~ <sup>development</sup> of a mix of materials and styles. Most of these residences are well-hidden from the adjoining access roads. As a result, <sup>the</sup> roadside character is more akin to a native forest than a suburb or township.

redundant  
developed  
linked to  
following para

<sup>East</sup> To the eastern side of the railway line, the <sup>forested</sup> ~~wood~~ landscape opens up into cleared grazing land, which reveals <sup>some</sup> ~~some~~ remnants of the <sup>area's</sup> ~~varied~~ mining history <sup>the area has experienced.</sup> On this side of the settlement, <sup>some</sup> ~~some~~ historic structures in various states of ruin, old quarries and their associated mullock heaps, and remnants of the railway line to the blast furnace, ~~can be made out against the grassed pastures.~~ <sup>and old race tracks.</sup>

Lal Lal's character is defined by the following elements:

- Relatively flat topography. l. c.
- The settlement is centred on the railway and road crossing.
- There is evidence of the areas ~~varied~~ <sup>history</sup> visible in the surrounding landscape.
- Low-density development set amidst established bush on large lots.
- The hotel holds a prominent position <sup>of the hotel</sup> in the centre of the ~~settlement~~ <sup>hamlet/village?</sup>
- Centrally located historic structures, such as, the railway station and water tower ~~add to the settlement's identity and story.~~ <sup>redundant given introductory sentence.</sup>



- Wide road reserves containing predominantly native tree species, leading in and out of the settlement



- KEY
- Town Zone
  - Rural Living Zone
  - Public Conservation and Recreation Zone
  - Public Park and Recreation Zone
  - Service Use Zone
  - Public Use Zone
  - Farm Zone
  - Road Zone (Council)

MAP 7-45 Land Use Zones for Lal Lal

no reference here to its construction

## HISTORY

Lal Lal was originally part of an extensive sheep run established in 1845 and the township later ~~formed~~ <sup>grew developed,</sup> around the discovery and mining of iron ore, lignite, kaolin (clay) and <sup>to a lesser degree, gold.</sup>

Lal Lal is the location of the famous Lal Lal Falls – a significant recreational area, and spiritual place for the Aboriginal community.

In 1862, the opening of the Geelong - Ballarat railway line, <sup>increased</sup> ~~which was~~ built to service the gold fields, ~~heightened~~ the importance of Lal Lal as a mining area and centre for transportation of minerals. A town

## DRAFT SMALL TOWNS AND SETTLEMENTS STRATEGY – MOORABOOL SHIRE COUNCIL

survey was undertaken in 1863, a year after the substantial bluestone railway station had been completed. (Rowe, 2010)

Industry ~~has~~ played a key role ~~within~~ the settlement. The Lal Lal Blast Furnace, ~~which is~~ adjacent to the Lal Lal Reservoir, was Victoria's only venture into ~~the~~ mining of iron ore and <sup>the</sup> production of pig iron.

At the peak of iron ore mining in 1881, Lal Lal had a population of 281 ~~people~~, and <sup>in</sup> 1890, the Victorian Municipal Directory listed 'a post office, State school, also several hotels and stores' ~~as existing~~ in the township.

Lal Lal became a popular tourist destination because of the Falls, and its country racing program. The Lal Lal Turf Club was established in 1873 and race meetings were held regularly until 1939. <sup>popular with spectators</sup> During that time, the Lal Lal Races <sup>attracted</sup> drew locals and visitors from far afield, and the estimated 32,000 <sup>people</sup> at the Lal Lal races in 1937, <sup>was then</sup> the record for the highest attendance at a country race meeting.

<sup>Parts of this historic infrastructure remains</sup> Some of the most significant infrastructure near Lal Lal, including the Lal Lal Reservoir <sup>including</sup> and the Lal Lal blast furnace, <sup>remains</sup>. The Lal Lal railway station is the only early station on the Geelong to Ballarat line remaining in the Shire, although the line is no longer ~~in~~ use for passenger services.

Context for above

## EXISTING INFRASTRUCTURE

### UTILITIES

- Lal Lal has limited utility services with reticulated water supply only available in the area around the Primary School. No sewerage, recycled water or natural gas is available. Lal Lal receives a fortnightly garbage and recycling collection

service. National Broadband Network satellite is now available.

Usually the residents are reliant on other settlements for higher order services.

## COMMUNITY INFRASTRUCTURE & FACILITIES

### OPEN SPACE & RECREATION

- Lal Lal Falls Reserve - picnic shelter and public toilets.

### COMMUNITY

- Soldiers Memorial Hall
- Lal Lal Falls Hotel
- Lal Lal Moorabool Photography Club

### EDUCATION

- Primary School

### HEALTH

- No services.

### TRANSPORT:

- VLine coach service to Ballarat and Geelong – one service each way – seven days a week.

### EMERGENCY SERVICES

- No services.

## SETTLEMENT ROLE

Lal Lal has been identified as a ~~Hamlet~~.

Hamlets generally have small population numbers, and contain a small cluster of housing usually within the Township Zone. Very few services or facilities are provided within the settlement, possibly a community space and/or CFA service. There may<sup>be</sup> access to reticulated water, however, reticulated sewerage is not provided.

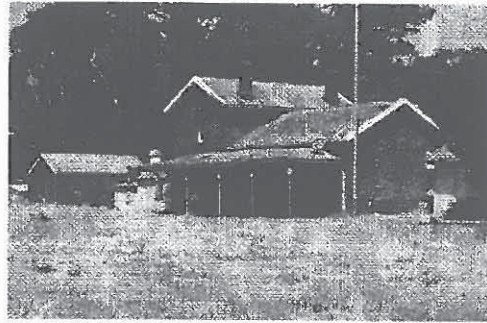


IMAGE 7-12 Former Train Station building at Lal Lal

## CURRENT STRATEGIC DIRECTION

The Moorabool Planning Scheme Municipal Strategic Statement (MSS) recognises that small towns in the Municipality, such as Lal Lal, provide a limited level of services and facilities to their residents and the surrounding rural areas, and are characterised by the visual dominance of the rural landscape. <sup>the</sup> In addition, ~~small towns~~ are acknowledged as ~~being~~ integral to the cultural heritage of the Shire.

Clause 21.09-4 - Other Small Towns seeks to provide for the sustainable development of small towns.

Relevant strategies include:

- Support limited development in small towns as an additional residential choice.

less #/  
They

- Provide a clearly defined and compact urban form and character for the small towns with rearrangement of lot boundaries that demonstrate beneficial and sustainable use.
- Protect prominent view-lines in small towns particularly to and from the Western Freeway.
- Advocate for sewerage in the small towns.

#### CENTRAL HIGHLANDS REGIONAL GROWTH PLAN

Moorabool is one of six municipalities included in the Central Highlands Regional Growth Plan, which provides a regional framework to accommodate growth and manage change in the region over the next 30 years. The Growth Plan does not provide any specific directions for development or growth in Lal Lal. However, it seeks to avoid directing settlement growth to areas of natural hazard risk, i.e., bushfire and flooding, and areas of possessing high value environmental assets, including special water supply catchment areas.

#### REGIONAL BUSHFIRE PLANNING ASSESSMENT GRAMPPIANS REGION

The Regional Bushfire Planning Assessment for the Grampians Region identifies a number of issues regarding the settlement of Lal Lal as follows: *with implications for*

These issues are:

- "Residential and rural-residential lots at Lal Lal and in clusters to the south-west and south-east are in bushfire hazard areas associated with patches of remnant vegetation, including in the properties.
- Existing vegetation includes areas of high and very high conservation significance".

#### DRAFT SMALL TOWNS AND SETTLEMENTS STRATEGY – MOORABOOL SHIRE COUNCIL

#### WEST MOORABOOL HERITAGE STUDY STAGE 2A

The West Moorabool Heritage Study Stage 2A has recommended that the central area of Lal Lal should be included as a heritage precinct in the Moorabool Planning Scheme. It ~~states~~ *identifies* <sup>seven</sup> *places of local heritage significance:*  
 "The original centre of the small 19th century rural settlement of Lal Lal forms a precinct identified by the railway station, hotel, dwellings, hall, ruins, avenue of honour and settings."

~~Seven places of local heritage significance have been identified within the proposed heritage precinct.~~

#### \* ISSUES, OPPORTUNITIES & CONSTRAINTS

The following issues, opportunities, and constraints have been identified through consultation with the community and key stakeholders, and supplemented by additional research, analysis, and site visits.

*not specified like issues and opps. Values & Constraints a separate area?*

#### ISSUES

- The settlement is not supplied with reticulated natural gas, sewerage, or water (except for the area immediately adjacent to the school).
- Lack of gateway signage, settlement theme, and/or sense of arrival. There is not a clear sense from within the settlement of the local attractions.
- While most public facilities occur within a five minute walkable catchment of each other, the western settlement area is well beyond this catchment. Lal Lal, like Yendon and Greendale, occupies an expansive area making it difficult to efficiently service.
- Public transport is limited and does not enable day trips to Geelong.

*less #*

*\* Confusion here re differences between 'issues' and 'constraints'*

i.e. There is a lack of footpaths, walking tracks or pedestrian infrastructure, ~~except for~~ the trail along the Clarendon - Lal Lal Road.

Opportunity?

Constraint?

Why is this an issue? explain

Contradicts dot point 7 below.

redundant

- There has been a strong community interest in the Lal Lal Falls Reserve.
- It is difficult to justify significant infrastructure investment in a settlement with a limited population catchment and limited growth potential.
- There is ~~strong~~ <sup>substantial</sup> remnant vegetation existing in and around the settlement. <sup>? not on a</sup> Lal Lal is distant from the major road network.

OPPORTUNITIES

- A rich and interesting history with several ~~remnant~~ <sup>significant</sup> structures remaining in good condition including ~~water tanks and railway stations~~ <sup>with the</sup> along with popular local attractions of Lal Lal Falls and the historic iron furnaces.
- The historic water tank could be adapted for use as a contemporary un-manned tourist information centre for the town and area at large.
- Possible re-use of the railway station building as a business premises, e.g., gallery, local produce store, etc.
- ~~There is~~ <sup>has potential</sup> potential to establish a history walk in the township, highlighting places of local heritage significance.
- ~~There is~~ <sup>highlight</sup> potential to provide 'Gateway' signage.
- There may be some opportunity <sup>for some trees</sup> to use planting to <sup>create a link</sup> signify the centre of the settlement, ~~better~~ and ~~connect it better~~ to the Falls and ~~to frame key views.~~
- Retention and protection of large remnant trees.
- ~~There is~~ <sup>for</sup> potential to capture <sup>for</sup> passing trade from the surrounding main routes (Midland Highway, etc.), and travellers using the 'back route' to Ballarat and/or the Western Freeway.

There is

- Potential to be a stop on vehicle, cycling, and/or rail-cycling touring routes.
- Improvement of pedestrian infrastructure between residential areas and key destinations. <sup>would encourage provide what? Specify</sup>
- Encourage active transport of both residents and visitors to the settlement.
- Due to the proximity of local attractions, a local cycling route could be established in Lal Lal <sup>potential return of passenger rail services on the Geelong - Ballarat line in the longer term.</sup>

not a grammatical link  
different point.

VALUES & CONSTRAINTS

There are a number of environmental and heritage values and constraints which need to be considered when planning for the future of Lal Lal.

These are illustrated on the maps on the following pages and include:

- The settlement is located within a special water supply catchment. (ESO1)
- The Environmental Significance Overlay (Schedule 1) affects the majority of Lal Lal and the surrounding areas to the north, and the Design and Development Overlay (Schedule 2) applies to all land within Lal Lal. The purpose of ESO1 is to protect the quality and quantity of water produced within catchments, provide for appropriate development of land, and it includes restrictions on vegetation removal. DDO2 seeks to ensure that the visual amenity of rural areas and townships is maintained by the use of appropriate building materials.

Flows?  
alt. discharges  
and flows  
into the L.L.  
Reservoir

- The Bushfire Management Overlay (BMO) affects most of the western portion of the settlement. This overlay is applied to areas identified as having high bushfire hazard. Together with the planning requirements for bushfire protection in Clause 52.47, this overlay controls development in order to mitigate risk to life, property and community infrastructure. The suitability of new development in these areas must be fully considered before it proceeds, and appropriate bushfire protection measures will be required.
- The kaolin mines lie on the edge of a circular low-lying area to the north of the settlement. This area is subject to flooding, and together with other tributaries outfalls into the Lal Lal Creek, which discharges into the Lal Lal Reservoir.
- Moderately large fragmented patches of native vegetation were recorded within Lal Lal and surrounds. One patch meets the condition thresholds of the nationally significant ecological community, *Seasonal Herbaceous Wetlands (Freshwater) of the Temperate Lowland Plains*.
- There is potential habitat within the settlement and surrounds for several nationally significant flora, and state significant flora and fauna.
- Two areas of Cultural Heritage Sensitivity are located within two kilometres of Lal Lal: a wetland located 500 metres north-east of the settlement and surrounds, and a south draining tributary of Williamson Creek, located 700 metres south-east of the settlement and surrounds.
- There is one listed heritage site located within the settlement and surrounds (Lal Lal Railway Station and Water Tank) and



KEY  
 Bushfire Management Overlay (BMO)  
 Environmental Significance Overlay (ESO)  
 Heritage Overlay (HO)

MAP 7-46 Overlay for Lal Lal

- one site listed on the Victorian Heritage Inventory (Knights Brickworks).
- There is one approved wind farm, the proposed Lal Lal Wind Farm, less than two kilometres to the north.
- The bushfire risk for Lal Lal is Extreme.
- Land may be subject to overland flows and areas adjacent to creeks and waterbodies may be subject to localised flooding. Low-lying land may be subject to waterlogging (subject to further investigation).
- Low capacity in the electricity supply system to service any major development.

How is this  
an environmental  
or heritage  
constraint?

## COMMUNITY EXPECTATION

### PRINCIPLES

#### Social and Settlement

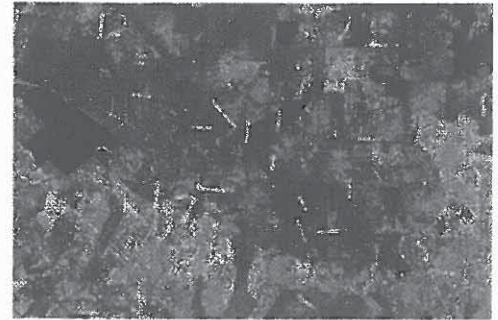
#### COMMUNITY EXPECTATION – LAL LAL

- Walking and cycling trails
- Keep the school as it is a community hub
- Improved public transport
- Management of trucks in the area – dangerous and destructive to the roads.
- A post box
- Support for the ageing population
- To share facilities and infrastructure with nearby towns.
- For the area to be characterised by rural living rather than suburban style residential outcomes.
- For Lal Lal to remain a destination for Ballarat residents and other visitors.
- For tourism to be encouraged through commercial use of the former station building and promotion of heritage sites including the blast furnace.
- Protection of the areas significant birdlife
- Protection from wind farms, pine plantations and fracking
- Better roads with increased population

#### Economic

#### Environment and Landscape

#### Sustainability



KEY  
■ Ecological Vegetation Class - Endangered  
■ Ecological Vegetation Class - Vulnerable  
■ Ecological Vegetation Class - Depleted  
■ Ecological Vegetation Class - Least Concern  
■ Area of Flooding Inundation

MAP 7-47 Constraints for Lal Lal

## RECOMMENDATIONS

This section provides recommendations for how to manage, support, and encourage sustainable development in Lal Lal. Some of these recommendations may be strategic, for example, the need for future investigations, others concern advocacy, for example lobbying for altered speed limits on State Roads, and others concern local actions (landscape, signage, tourism interpretation), which may be common themes across many or most settlements.

### VISION STATEMENT FOR LAL LAL

*Lal Lal is rich with Aboriginal and pioneer heritage and, featuring the Lal Lal Falls, will remain one of western Victoria's "must-do" tourism and recreation destinations within the Shire.*

### SETTLEMENT CENTRE

- Encourage any future commercial/retail development to establish in the central area, in proximity to the Hotel.

### SETTLEMENT GROWTH AND DEVELOPMENT

- Expansion of Lal Lal is to be discouraged due to a lack of services/infrastructure, its location within a water supply catchment, the agricultural and environmental value of surrounding land and the area's extreme bushfire risk.

### FARMING AND RURAL INDUSTRY

- Protect land from residential fragmentation, to preserve its use for farming purposes.

- Encourage and support diverse and sustainable agricultural enterprises, which maintain the viability of productive land in the area.
- Ensure that suitable buffer distances are maintained to protect rural activities from encroachment by sensitive uses.

### COMMUNITY INFRASTRUCTURE & FACILITIES

- Continue to support and enhance the existing community facilities, and various community associations and groups, as key assets of Lal Lal.
- Advocate to PTV for additional VLine coach services, to and from Lal Lal, particularly for improved frequency of accessible transport services to Ballarat for the elderly and youth of the community.
- Advocate to Australia Post for the provision of a post box in the settlement.
- Work closely with Government and other service providers to promote and develop opportunities for improvement, e.g., provision of a community transport service, shared partnership development around home and community care (HACC) services, and nursing infrastructure.

### INFRASTRUCTURE

- Maintain basic infrastructure, such as, roads, table drains, and pedestrian paths.
- Maintain access roads to the Lal Lal Falls Reserve for visitor use and management purposes.
- Provide for the progressive development of a designated pedestrian and cycle pathway system, in accordance with the recommendations of the Hike and Bike Strategy.
- Review directional signage to key tourism attractions.

#### RECREATION & LEISURE

- Provide facilities to enhance visitor enjoyment of the Lal Lal Falls Reserve while minimising the impact of activities on its values.

#### STREETSCAPE & ENVIRONMENT

- Retain the natural setting of the settlement by maintaining the remnant vegetation, and encouraging sensitive design and development.
- Continue to promote and improve the Lal Lal Falls Reserve as a key environmental and cultural heritage asset for the settlement and wider region.
- Consider the preparation and implementation of a re-vegetation plan for the Lal Lal Falls Reserve.
- Enhance and soften the visual appearance of Lal Lal through street tree planting initiatives, in particular, to better signify the centre of the settlement and connect it to the Falls.
- Encourage community involvement in the maintenance and enhancement of the settlement.

? Improve

#### BUILT FORM / URBAN DESIGN

- Retain older buildings, which contribute to the local character and heritage of the settlement.
- Ensure that new buildings and structures respond positively to the existing character of the settlement and avoid the development of visually dominant buildings.
- Ensure that development is located and designed to complement the scenic qualities and vegetated landscape character of the settlement.
- Minimise the removal of native vegetation and require replacement planting of indigenous trees.

- Ensure that development within Lal Lal responds to, and mitigates any, identified bushfire risks.

#### TOURISM/ECONOMIC DEVELOPMENT

- The settlement will remain reliant on other communities for access to employment opportunities and retail services.
- Encourage the development of the local tourism sector, promoting Lal Lal's mining heritage and environmental assets.
- Liaise with VicRoads to ensure provision of adequate directional signs to the Lal Lal Falls Reserve from Ballarat and appropriate main roads.
- Investigate strategies to encourage the capturing of passing trade from the surrounding main routes.
- Foster community participation and 'ownership' in enhancing the social, environmental, and economic opportunities in the settlement.
- Investigate the establishment of a regional touring route and/or heritage trail, which will include Lal Lal as a key destination.
- Encourage the creation of home based micro business and creative industries employment, subject to performance-based measures.
- Investigate the potential for investment attraction in Lal Lal.
- Lal Lal should be developed into a "must visit" experience for visitors to Moorabool Shire.
- Encourage the distribution of tourism information by existing businesses in Lal Lal.



## HERITAGE

- The historic water tank could be adapted for use as a contemporary un-manned tourist information centre for the settlement and surrounding area.
- Possible re-use of railway station building as a business premises: gallery, local produce store, etc.
- Support the establishment of a heritage walk within Lal Lal to identify, interpret, and link locations of historical interest throughout the settlement.
- Encourage the ongoing protection and refurbishment of heritage buildings, as key assets of Lal Lal.
- A preliminary cultural heritage investigation or a voluntary Cultural Heritage Management Plan should be undertaken prior to any large-scale development or listed high-impact activity within the settlement and surrounds.
- Continue to protect sites of Aboriginal cultural heritage significance.
- Recognise and protect sites of local heritage significance by implementing recommendations of the West Moorabool Heritage Study Stage 2A via the planning scheme.

## FURTHER INVESTIGATION / ACTION

Consider the following further investigations or actions for Lal Lal:

- Preparing an Urban Design Framework to develop a vision for the settlement, enhance its sense of place and community, identify key actions and priorities for capital works, and implementation of any recommended design guidelines and

changes to the Municipal Strategic Statement and Local Planning Policies of the Moorabool Planning Scheme.

- Undertaking a Flood Study in partnership with the Corangamite Catchment Management Authority, as funding allows.
- Completing a tourism/branding strategy for Lal Lal which includes consideration of potential events and the promotion of Lal Lal as a getaway day trip or overnight stay.

## SUMMARY

Lal Lal is a picturesque heritage settlement that may be best managed by preserving what is within the settlement and enabling orderly development where it is feasible and in keeping with the surrounding area.

The settlement has potential for active and passive tourism by vehicle and cycling. Engagement with the local community is suggested in relation to tourism marketing, signage and fostering annual community activities. Community engagement will enable better prioritising of key projects in Lal Lal.

The Lal Lal Falls provide a regionally significant recreational focus and has scope to attract more visitors to the settlement. Lal Lal Reservoir and the industrial mining heritage are assets, which attract visitors, and could be further interpreted for visitors and marketed accordingly.

## Christine Rodda

---

**From:** Andrew Goodsell  
**Sent:** Friday, 19 August 2016 4:07 PM  
**To:** djutrisa@powercor.com.au  
**Cc:** Christine Rodda  
**Subject:** FW: Moorabool Shire - Small Towns SStrategy

**Categories:** BluePoint Captured

Thanks Danny

Will review and address in our updates of the Small Towns Strategy.

Regards

**Andrew Goodsell** | Manager Strategic & Sustainable Development  
Moorabool Shire Council | PO Box 18 Ballan VIC 3342  
P: +61 3 5366 7100 | M: | F: +61 3 5368 1757 | E: [agoodsell@moorabool.vic.gov.au](mailto:agoodsell@moorabool.vic.gov.au)

---

**From:** Jutrisa, Danny [mailto:[DJutrisa@powercor.com.au](mailto:DJutrisa@powercor.com.au)]  
**Sent:** Friday, 19 August 2016 4:01 PM  
**To:** Andrew Goodsell <[Agoodsell@moorabool.vic.gov.au](mailto:Agoodsell@moorabool.vic.gov.au)>  
**Cc:** Info <[Info@moorabool.vic.gov.au](mailto:Info@moorabool.vic.gov.au)>; Lindorff, Mark <[MLindorff@powercor.com.au](mailto:MLindorff@powercor.com.au)>; McCallum, Chris <[CMccallum@powercor.com.au](mailto:CMccallum@powercor.com.au)>; Lightwala, Lovai <[LLightwala@powercor.com.au](mailto:LLightwala@powercor.com.au)>; Fenech, Chris <[CFenech@powercor.com.au](mailto:CFenech@powercor.com.au)>  
**Subject:** FW: Moorabool Shire

Hi Andrew,

The planners have collated a high level response below.

If you have any further requests/questions, please don't hesitate to contact me via email or phone.

Regards,

**Danny Jutrisa**

Customer Augmentation Planning  
Team Leader - Regional  
Citipower / Powercor  
740 Ballarat Road, Ardeer  
P: (03) 9297 6656  
M: 0418 306 924  
E: [djutrisa@powercor.com.au](mailto:djutrisa@powercor.com.au)

---

**From:** Lindorff, Mark  
**Sent:** Wednesday, 17 August 2016 16:38

**To:** Jutrisa, Danny  
**Subject:** RE: Moorabool Shire

Attached GIS plan shows Moorabool Shire within blue boundary.

Moorabool Shire is mainly supplied by three zone substations (shown as pink dots on attached GIS plan), being Bacchus Marsh zone substation, Ballarat North zone substation and Ballarat South zone substation. There is one zone substation within the Moorabool Shire at Bacchus Marsh supplying most of the eastern half of Moorabool Shire. Ballarat North and Ballarat South zone substations supply the western half of Moorabool Shire.

Corio zone substation supplies into Balliang in the south of the Moorabool Shire. Woodend zone substation supplies into Blackwood in the north of Moorabool Shire. There is a small area in the north east of Moorabool Shire supplied from Gisborne and Melton zone substations. Also there is a small area in the north east of Moorabool Shire supplied by Jemena's Sunbury zone substation.

The area supplied from Bacchus Marsh zone substation is shown as brown, the area supplied by Ballarat North zone substation is shown as lavender, the area supplied by Ballarat South zone substation is shown as blue, the small area at Balliang supplied from Corio zone substation is shown as gold and the small area at Blackwood supplied from Woodend zone substation is shown as green. In the north east of the Moorabool Shire the small area supplied by Gisborne zone substation is shown as magenta and the small area supplied by Melton zone substation is shown as lavender. The white area in the north east of the Moorabool shire is supplied by Jemena's Sunbury zone substation.

Recently the Elaine Terminal Station was established within the Moorabool Shire to supply the Mount Mercer wind farm.

The electricity supply in parts of the Moorabool Shire does not provide capacity for large scale load increases. This is due to the distances from the zone substations, the conductor type and also that parts of the Moorabool Shire are supplied by single phase and SWER high voltage.

Upcoming projects are planned at Ballarat North, Ballarat South and Bacchus Marsh zone substations to provide additional capacity to high voltage feeders supplying into the Moorabool Shire.

Around the east of Ballarat there are planned projects for feeder upgrades around Creswick, Daylesford and the upgrade of the feeder tie at Gordon/ Ballan which strengthens the tie between Ballarat North and Bacchus Marsh zone substations.

There are also projects planned to upgrade the existing single phase high voltage between Buninyong and Clarendon to three phase with further stages to Elaine.

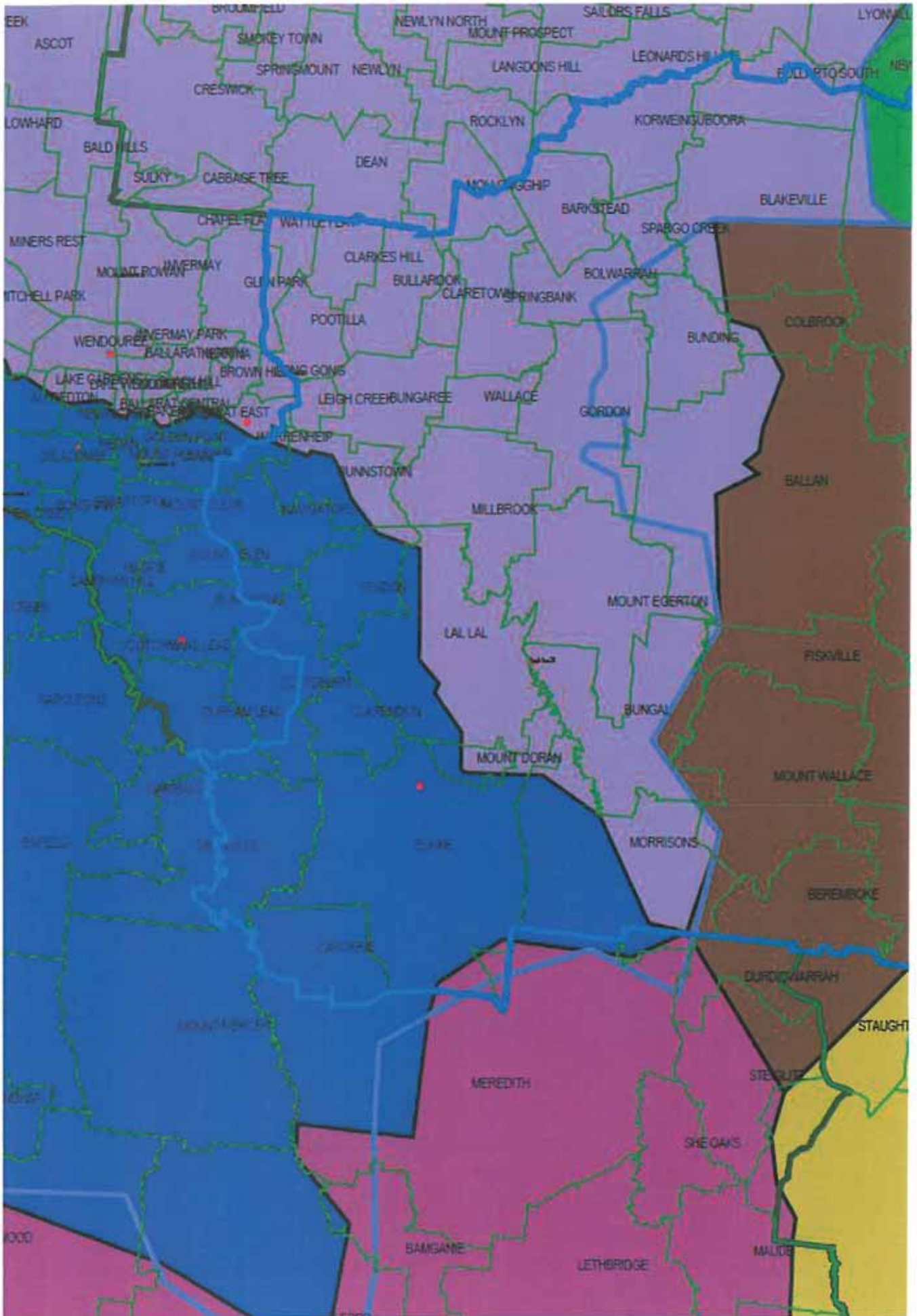
At Bacchus Marsh zone substation there are planned projects to install a third transformer and also to install an additional voltage regulating relay as well as upgrading the feeder from Bacchus Marsh to Ballan.

There is also a planned project to reduce load on the Corio feeder supplying to Balliang.

Significant load increases within the Moorabool Shire could require extensive system upgrade works depending upon the specific location within the Moorabool Shire.

Regards,

Mark.





Department of Economic Development,  
Jobs, Transport & Resources

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16 August 2016

Andrew Goodsell  
Manager, Strategic and Sustainable Development  
Strategic and Sustainable Development  
Moorabool Shire Council  
PO Box 18  
Ballan, Vic 3342

Dear Mr Goodsell

**DRAFT SMALL TOWNS AND SETTLEMENTS STRATEGY – COMMUNITY  
CONSULTATION**

Thank you for your referral dated 18 July 2016.

Earth Resources Regulation of the Department of Economic Development, Jobs,  
Transport and Resources (DEDJTR) has evaluated the above application and has no  
objection to the certification of the above.

Should you require any further information on the above matter please contact  
DEDJTR on (03) 8392 6040.

Yours sincerely

Yoga Yogaparan  
Senior Advisor Planning  
Earth Resources Regulation

MOORABOOL SHIRE COUNCIL  
CENTRAL RECORDS

19 AUG 2016

File No. B/01/203

16th August 2016

Coordinator Strategic Planning  
Moorabool Shire Council  
PO Box 18  
Ballan  
Vic 3342

Dear Sir/Madam,

**RE: Submission – Draft Small Towns and Settlements Strategy**

Melton City Council has reviewed the draft strategy document which has been prepared to guide future growth for small towns in Moorabool Shire.

We would like to commend you on the direction of the draft strategy and the approach it has taken. By nominating townships that have the potential to accommodate additional growth and putting in place a settlement boundary, this will provide certainty for developers, Council and the community.

We believe that the strategy will provide important justification to secure the necessary funding for reticulated sewerage and for additional structure planning these towns will need in to the future.

The strategy should also anticipate possible impacts on neighborhood character and heritage from infill development and expansion adjacent to town entrances. The strategy appropriately discusses the role of Urban Design Framework Plans in providing opportunities for communities to shape the future of their townships prior to infrastructure being completed.

The City of Melton looks forward to the final version of the strategy and Moorabool Shire Councils consideration of the document.

If you would like to discuss the content of this letter further, please do not hesitate to contact Don Lewis on 9747 5256 or [donaldl@melton.vic.gov.au](mailto:donaldl@melton.vic.gov.au) by email.

Regards,



**Laura-Jo Mellan**  
Manager City Design, Strategy and Environment

Strategic and Sustainable Development



MOORABOOL SHIRE COUNCIL  
CENTRAL RECORDS

Lal Lal 3352

Moorabool Shire Council

August 7<sup>th</sup> 2016

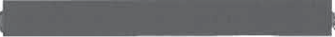
16 AUG 2016

Re Part of CA 3B Section 2

File No. 13/01/013

Many thanks for sending the report from the 2015 small towns gatherings. In our case the meeting report was for LalLal

During the meeting, I again raised the issue of the many attempts that we have made over the past 18 years to either sub-divide our 36 acre allotment, or to re-zone it and the few surrounding blocks that would therefore clear the main barrier to sub-division of this area.

I am sure that there is a very thick file named . We are in an area that was forgotten. We are surrounded on 3 sides by Rural Living and we 7 blocks, with ours possibly being the largest are still zoned as Rural. None of the blocks is big enough to farm and there are only 2 permanent residents.

For us, it reached the stage in 2009 where we were told that there were no issues with the proposed re-zoning of our land, just a couple of queries within the consultant's report to be investigated before it was passed and our application along with it. Subsequent to that, the Moorabool Rural Strategy Plan was not adopted by Council and we were back to square one.

In the report just released by you, it is stated that the community expectation is for Lal Lal to be characterised by rural living rather than suburban style residential outcomes.

The purpose of this letter is to ask Council where we are placed in this issue. If re-zoning is not on the agenda, would we be better to apply for a planning permit to sub-divide? It was certainly stated in a Council letter dated May 15<sup>th</sup> 1998 and I quote

"it was noted that the Rural zone allowed for an application to be made for further small lot subdivision if a house existed on the land. However, catchment and environmental considerations would need to be considered."

Our land is 95% free of the water catchment so that should not be a barrier.

We are now at a stage where managing 36 acres is not an option and we would value Council's consideration in this matter.

Yours faithfully



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Water  
Catchment  
Shaded

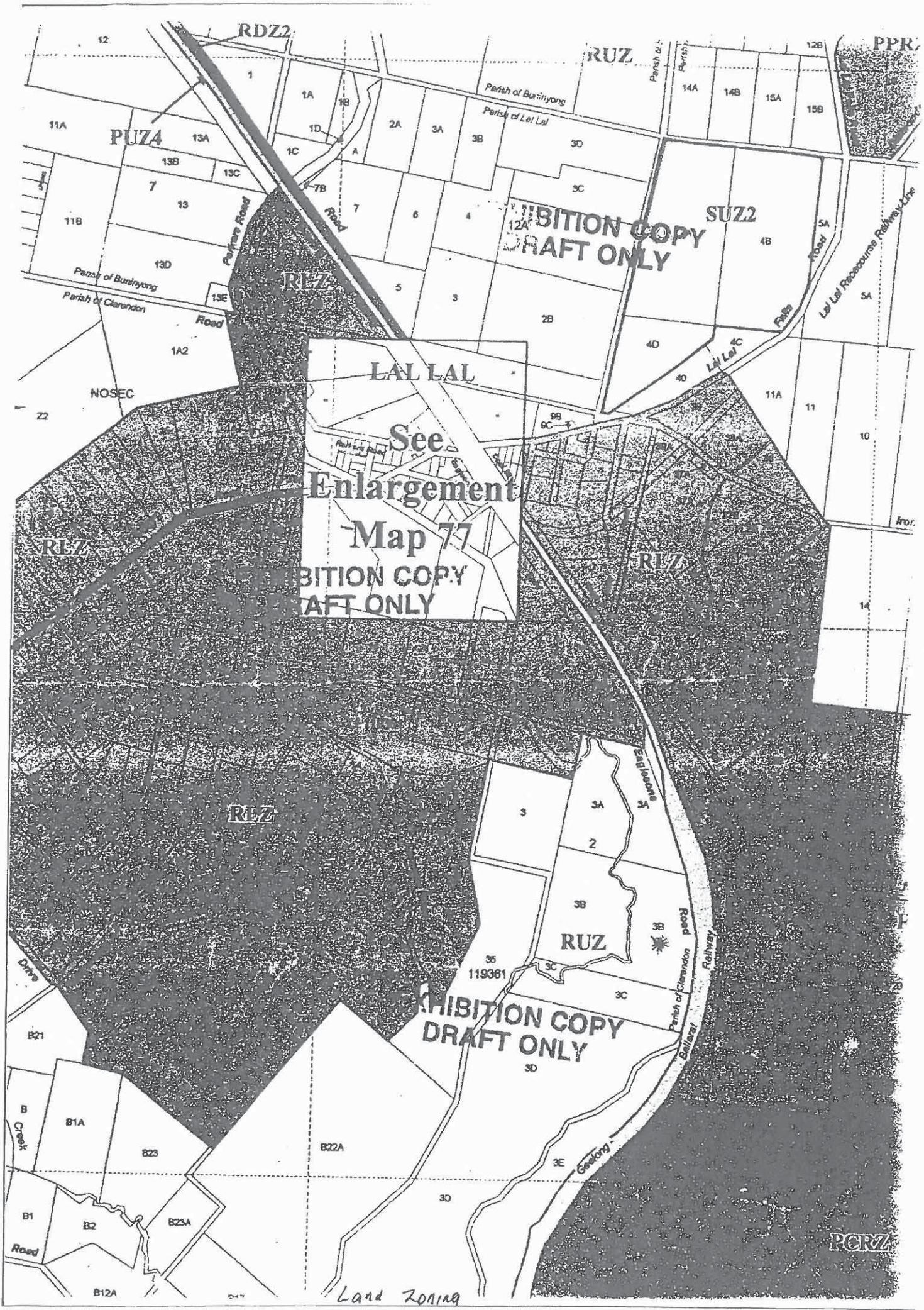
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WATER CATCHMENT

EXHIBITION COPY  
DRAFT ONLY







Civic Centre | 45 Princes Highway, Werribee, Victoria 3030, Australia  
Postal | PO Box 197, Werribee, Victoria 3030, Australia  
Telephone | (03) 9742 0777  
Facsimile | (03) 9741 6237  
Email | mail@wyndham.vic.gov.au  
www.wyndham.vic.gov.au

DX 30258 Werribee Vic

Your Ref:

MOORABOOL SHIRE COUNCIL  
CENTRAL RECORDS

Our Ref: A1422814

22 AUG 2016

File No. 13|01|013

17/08/16

Mr Andrew Goodsell  
Manager, Strategic and Sustainable Development  
Moorabool Shire Council  
PO Box 18  
BALLAN VIC 3342

Dear Mr Goodsell,

**RE: DRAFT SMALL TOWNS AND SETTLEMENTS STRATEGY – COMMUNITY CONSULTATION**

Thank you for seeking comment from Wyndham City Council on the Draft Small Towns and Settlements Strategy (the Strategy). Wyndham City Council makes the following submission to the Strategy.

The intention to advocate to PTV for the establishment of a wider network of VLine coach routes, on page 50 of the Strategy, is supported by Wyndham. Wyndham requests that the Strategy includes in the potential route options a route travelling from Moorabool to Wyndham (Werribee) via the Eynesbury Township. Wyndham City Council would appreciate being kept informed of any advocacy that Moorabool Shire Council may carry out in relation to establishing a wider network of VLine coach routes.

Please let us know if you have any questions regarding the above comment, or wish to discuss any other interface issues between our two Councils.

Yours faithfully,

Aaron Chiles  
Manager, Urban Futures





**Fire Safety Referrals**

**Fire & Emergency Management**

Email: [firesafetyreferrals@cfa.vic.gov.au](mailto:firesafetyreferrals@cfa.vic.gov.au)

Telephone: 03 9262 8578

Our Ref: 15000-688412-65218

Telephone: 0419 489 491

Council Ref: DRAFT SMALL TOWNS & SETTLEMENTS STRATEGY

22 August 2016

Andrew Goodsell  
Manager, Strategic and Sustainable Development  
Moorabool Shire Council  
PO Box 18  
**BALLAN VIC 3342**

Dear Andrew

**SUBMISSION TO PROPOSED STRATEGY**

**Proposal:** Draft Small Towns & Settlements Strategy  
**Location:** Moorabool Shire

Thank you for providing the CFA with the opportunity to comment on Moorabool Shire Draft Small Towns & Settlements Strategy.

**Bushfire Hazard**

- The bushfire hazard for each of the townships / localities is quite well articulated (based mostly from words from the Regional Bushfire Planning Assessment for Grampians Region) and reflects the inherent difficulty in balancing desired growth with environmental constraints.
- Identified potential to manage future growth in places like Blackwood (with the possible improvement to wastewater treatment) will need to be tempered in consideration of bushfire risk.
- The Draft Strategy indicates (Chapter 4, page 20) the need to "*temper growth and tourism opportunities with provisions in the SPSF requiring the protection of natural assets and managing the identified and significant risks associated with bushfire.*" CFA believe it would be appropriate to articulate in this section the overarching strategy from SPSF 13.05 to "*Prioritise the protection of human life over other policy considerations in planning and decision-making in areas at risk from bushfire.*"



**Fire Safety Referrals**

**Fire & Emergency Management**

Email: [firesafetyreferrals@cfa.vic.gov.au](mailto:firesafetyreferrals@cfa.vic.gov.au)

Telephone: 03 9262 8578

**Other considerations**

- There is inconsistent use of terminology in relation to emergency services facilities in the Small Town Assessments. Words used include *CFA Station* and *CFA shed*, with some localities indicating "No Services" where no fire station exists in the township while others indicate the location of the fire brigade servicing the locality. CFA recommends that a consistent approach be used. The presence of a local fire station at Wallace should also be added at page 190.

In conclusion CFA has some concern with the draft strategy and recommends that minor modifications be made.

If you wish to discuss this matter in more detail, please do not hesitate to contact Michael Boatman, Manager Community Safety on 0419 489 491.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'M Boatman', written in a cursive style.

**Michael Boatman**

Manager Community Safety  
CFA West Region



## Department of Environment, Land, Water & Planning

402-406 Mair Street,  
Ballarat, Victoria, 3350

Ref:15/24439

Mr Andrew Goodsell  
Manager, Strategic and Sustainable Development  
Moorabool Shire Council  
PO Box 18  
BALLAN VIC 3342

Email: [info@moorabool.vic.gov.au](mailto:info@moorabool.vic.gov.au)

Dear Mr Goodsell

### **DRAFT SMALL TOWNS AND SETTLEMENTS STRATEGY**

Thank you for the opportunity to comment on council's draft *Small Towns and Settlement Strategy* (STS Strategy). I congratulate council on undertaking a range of strategic projects under *Moorabool 2041* to guide the development of the shire to 2041.

I understand that the *Moorabool 2041* project has two main components, an Urban Growth Strategy (based on Bacchus Marsh) and a Rural Growth Strategy, of which the STS Strategy is a key component for determining the role and development of the shire's small towns and rural settlements. I note the STS Strategy recommends growth in the four small towns and rural settlements of Bungaree, Dunstons, Myrning and Wallace and that, when adopted, council intends to use the document as the strategic justification for a future planning scheme amendment.

To ensure a future planning scheme amendment is strategically justified the STS Strategy must clearly demonstrate how it implements the Moorabool Planning Scheme state, regional and local planning policy. Specifically, the STS Strategy must clearly show how it compliments and builds on the Regional Victoria Settlement Plan (Clause 11.05-1), the Central Highlands Regional Growth Plan (CHRG) (Clause 11.06), the Ballan Structure Plan and the forthcoming Bacchus Marsh Urban Growth Framework.

There are some key inconsistencies with state and regional planning policy and/or information gaps that I suggest need to be addressed prior to council adopting the final STS Strategy.

I note that a planning scheme amendment cannot be authorised or approved if it creates inconsistencies with state or regional planning policies in the Moorabool Planning Scheme. In this context, and further to the department's 4 May 2015 letter concerning the *Small towns and Settlements Cluster Strategy* context report, I am pleased to provide the following comments:

#### **State population projections**

The Moorabool Planning Scheme requires planning to consider state population projections and land supply. (Clause 11.01 Supply of urban land). I advise that the 2016 *Victoria in the Future* (VIF) population projections are now available on the department's website (<http://www.delwp.vic.gov.au/planning/forward-policy-and-research/victoria-in-future-population-and-household-projections/data-tables>) and should be referenced where relevant throughout the

#### **Privacy Statement**

Any personal information about you or a third party in your correspondence will be protected under the provisions of the Privacy and Data Protection Act 2014. It will only be used or disclosed to appropriate Ministerial, Statutory Authority, or departmental staff in regard to the purpose for which it was provided, unless required or authorised by law. Enquiries about access to information about you held by the Department should be directed to the Privacy Coordinator, Department of Environment, Land, Water and Planning, PO Box 500, East Melbourne, Victoria 8002



document. State population projections anticipate that the shire's population will grow from 28,664 in 2011 to 46,124 in 2031 (VIF 2016).

The STS Strategy should include clear statements as to the population numbers/percentage growth that is being directed to small towns and rural settlements.

#### **Central Highlands Regional Growth Plan and Plan Melbourne**

The STS Strategy would benefit from including statements outlining how the strategy not only aligns with, but implements, both the CHRGP and Plan Melbourne (in particular Melbourne Peri urban areas). At a minimum the STS Strategy should identify the state and regional planning objectives and strategies that are implemented and the CHRGP principles so the strategic justification for a future amendment is clear.

State planning policy promotes the sustainable growth and development of regional Victoria through a network of settlements identified in the Regional Victoria Settlement Framework plan. The eight regional growth plans, together with the metropolitan planning strategy, Plan Melbourne, provide strategic land use plans for Victoria. The CHRGP provides broad direction for land use and development in the Central Highlands region, including a settlement framework plan that identifies the roles and expected growth potential of settlements in the shire, within this regional context.

To be consistent with regional planning policy the STS Strategy should plan to achieve incremental development and sustainable growth of the shire's small towns and rural settlements.

#### **Align with the CHRGP Settlement Framework Plan hierarchy**

It is not clear that the STS Strategy builds on the CHRGP settlement hierarchy. Using a seemingly different hierarchy creates confusion and uncertainty as to how the STS Strategy implements, supports and is planned in accordance with the CHRGP.

Prior to adoption, the STS Strategy would benefit from including statements that explain how CHRGP hierarchy has been extended and applied in the Moorabool context. Specifically how the role of 'small town' and 'rural settlement' has been modified into 'small town', 'village', 'hamlet' and 'rural settlement'. I also recommend that council review the designation of each settlement to ensure consistency with the CHRGP hierarchy.

#### **Servicing authorities**

It is not clear if views of servicing authorities have been sought and considered in the STS Strategy. Their input and views are important to understand if the infrastructure servicing requirements are realistic, can be met, and the potential timeframes for service delivery. This will impact on the growth potential of the small towns and rural settlements in the short, medium and long term.

#### **Municipal approach to growth**

The STS Strategy should justify why growth in the small towns is needed, both within a municipal and regional context. The STS Strategy would benefit from including statements (and a map) outlining the shire's settlement framework and population growth expectations.

#### **Key directions of the STS Strategy**

The STS Strategy would benefit from the inclusion of a key direction map, showing small towns with growth potential and small towns/rural settlements where growth is limited or directed within township zoned land.

#### **Key settlement relationships, cluster and/or networks**

The STS Strategy stated approach of considering small towns and rural settlements as a cluster or interrelated communities to improve access to key services is consistent with the CHRGP Settlement Framework Plan and supported by planning policy and the department.

However, the STS Strategy would benefit from statements and maps that more clearly identify these key networks and recommend actions to strengthen key linkages to higher order towns.

#### **Expected growth in the small towns**

The STS Strategy should identify the expected population growth in Bungaree, Dunstons, Myrning and Wallace.

The growth directed to these small towns/rural settlements should be consistent with the CHRGP, where growth in small towns is anticipated to be less than in towns, and rural settlements reliant on other settlements for a wider range of services. (The CHRGP promotes the growth of Bacchus Marsh as a regional centre, supports the growth of Ballan as a town and identifies Bungaree and Gordon as small towns that are not promoted for growth.)

The conclusion in the STS Strategy (page 2) that growth in Bungaree, Dunstons, Myrning and Wallace would consolidate their existing role as 'service towns' within the shire servicing larger districts and other smaller settlements appears to be inconsistent with the CHRGP settlement hierarchy and also their roles specified in the STS Strategy as villages.

The STS Strategy states that Bungaree is considered to have 'significant development potential.' It is unclear what level of growth this might be or why such growth is justified or how this is consistent with the shire's growth expectations and settlement hierarchy.

#### **Small town and rural settlement assessments**

Though the STS Strategy identifies the current population and number of houses in each settlement, the STS Strategy would benefit from statements about planned future population and the demand and supply of land within Bungaree, Dunstons, Myrning and Wallace. The expected growth potential of should be explicitly stated.

#### **Constraints, opportunities and value mapping**

The maps for each small towns and rural settlement are at a scale that is difficult to read, and do not consolidate all constraints, opportunities and values.

A single constraints and opportunity map for each small town or rural settlement is desirable. This map should be at a scale and on an aerial base where all the constraints and opportunities can be clearly shown and include key relationships to higher order settlements and/or a cluster of settlements.

For each small town and rural settlement (or at a minimum the four small towns and rural settlements identified for growth) a map showing the recommended future strategic directions is desirable. This includes showing the location of future growth investigation areas.

#### **Bungaree**

Bungaree is defined as a small town in the CHRGP and it is not clear why it is designated as a village under the STS Strategy. The vision statement for Bungaree to develop into a 'town' is inconsistent with both the CHRGP and STS Strategy. As a small town the CHRGP anticipates that growth will be planned as part of a cluster at sustainable levels. Identifying growth boundaries may be applicable to Bungaree to ensure growth is sustainable and contained.

#### **Dunstons, Myrning and Wallace**

Dunstons, Myrning and Wallace are identified as rural settlements in the CHRGP; they are not identified for growth. It is not clear why they are designated as a 'village' under the STS Strategy or what growth potential is expected.

### Structure and language of the document

The document would benefit from:

- Combining objectives and principles into the one section. This includes inserting relevant state, regional and the local planning policy objectives and strategies. This will remove duplication and clarify the purpose of the project as opposed to the purpose of the STS Strategy.
- Using consistent terms to describe a small town or rural settlement. Throughout the document the term 'town' and 'small town' is used interchangeably which is confusing to understanding the recommended roles of these settlements. Some places have their role defined as 'settlement' yet there is no such term in the settlement hierarchy.
- Inserting more graphics to illustrate the shire's settlement hierarchy, the STS Strategy key directions, clusters of small towns and rural settlement and the key relationships between towns in the shire.
- Inserting a map to show the designated role of each small town or rural settlement and their growth potential on a municipal basis.
- A single map for each small town or rural settlement, on an aerial base, illustrating the constraints and opportunities for each small town and rural settlement and protection of surrounding agricultural land.
- Reviewing the use of columns in the formatting of the document as on some pages the text flows to the wrong column. (E.g. Page 8)
- Simplifying the structure of the document to remove duplication between sections where possible.

I look forward to working with council to finalise the STS Strategy which recognises the important role that these small towns and rural settlements play in the municipality. I also look forward to working with council to develop an appropriate planning scheme implementation processes to deliver council's vision not only for the small towns, but for growth for the whole shire.

If you have any further questions about these comments, please contact Julie O'Callaghan, Regional Planner of this office on (03) 5226 4007.

Yours sincerely



**Somma Sourivong**  
Manager – Grampians, Planning Regional Services  
23/08/ 2016



August 23, 2016

Andrew Goodsell  
Manager Strategic Sustainable Development  
Moorabool Shire Council  
PO Box 18  
Ballan Victoria 3342

Dear Andrew,

Re: Draft Small Towns and Settlements Strategy

I write in response to your letter of 18 July 2016 regarding future planning for Moorabool's small towns. Barwon Water has reviewed the report and provides the following comments.

#### Barwon Water Service Area and Networks

Barwon Water's service area does not currently incorporate any towns identified in the Moorabool Small Towns Strategy. As such, Barwon Water has minimal servicing responsibilities within the Moorabool Shire Council area as such has no comment on the future servicing requirements for Moorabool's small towns.

The hamlet of Elaine is currently between Barwon Water and Central Highlands Water. It is noted that the strategy does not recommend reticulated water supply or sewerage for the town and therefore no further comment is required at this time.

#### Barwon Water Catchment Areas

Pg 146 - "Korweinguboora and Spargo Creek are within a Special Water Supply Catchment, however, the Environmental Significance Overlay (Schedule 1) has not been applied to land within the settlement." Barwon Water notes that applying an ESO1 is an action on p149. We support this action and can provide GIS file to support this.

#### Summary

Barwon Water's serviced are does not currently incorporate any of the towns identified in the strategy and therefore we don't have any specific comments relating to those towns. We do however, have catchment responsibilities in the area and as advised previously, Barwon Water would like to be listed as a referral authority.

If you have any further enquiries, please contact the Network Planning Co-ordinator on 52262328

Yours Faithfully,

Rhys Bennett  
Co-ordinator Network Planning

Barwon Region Water Corporation  
61 & 67 Ryrie Street  
P.O. Box 659, Geelong, Victoria, 3220  
[www.barwonwater.vic.gov.au](http://www.barwonwater.vic.gov.au)



CATHOLIC  
DIOCESE  
of  
BALLARAT

THE ROMAN CATHOLIC  
TRUSTS CORPORATION FOR  
THE DIOCESE OF BALLARAT

5 Lyons Street South, Ballarat, Vic. 3350  
PO Box 121, Ballarat, Vic. 3353  
Ph: 03 5337 7111 Fax: 03 5332 1122

23 August 2016

Strategic & Sustainable Development  
Moorabool Shire Council  
PO Box 18  
BALLAN VIC 3342

**RE: DRAFT SMALL TOWNS AND SETTLEMENTS STRATEGY – COMMUNITY CONSULTATION**

Dear Sir / Madam

I write with reference to the above mentioned draft strategy and make the following submission for your consideration.

On behalf of the Catholic Diocese of Ballarat and the parishes of Bungaree and Gordon I would like confirm a willingness to be a stakeholder in further discussion and preparation of strategy for the towns of Bungaree, Dunnstown and Wallace. Both parishes have existing churches, schools, community buildings and infrastructure which may present these communities with an opportunity into the future.

The Bungaree parish has three existing churches and two schools which remain active;

- St Brendan's, Dunnstown
- St Mary's, Clarkes Hill (St Peter's Church)
- St Michael's, Bungaree (school no longer active)

The Gordon Parish has three existing churches and three schools of which two will remain active with one closing at the end of 2016.

- St Brigid's, Ballan
- St Patrick's, Gordon
- St Michael's, Springbank (school closing at the end of 2016)

The parishes and schools play key roles in the social fabric of the small towns listed above. We feel these communities may have buildings and infrastructure which could be activated and better utilised through further precinct structure planning.

We would welcome any further opportunities to be involved in consultation and development of this strategy.

Yours sincerely

Mark Bromley  
Diocesan Business Manager

**CMA Reference No:** F-2016-0558  
**Document No:** 1  
**File No.:** STP-02-0008  
**Date:** 23 August 2016

Andrew Goodsell  
Manager, Strategic and Sustainable Development  
Moorabool Shire  
PO Box 18  
Ballan Vic 3342

[info@moorabool.vic.gov.au](mailto:info@moorabool.vic.gov.au)

Dear Mr Goodsell,

**CMA Reference Number:** F-2016-0558  
**Section:** S 52  
**Location Street:** Ballan, Victoria 3342  
**Cadastral:** Lot 2, TP332428, Parish of Moorabool West

I refer to your referral dated 19 July 2016, received at the Corangamite Catchment Management Authority on 19 July 2016 in accordance with the provisions of *Section 52 of the Planning and Environment Act 1987*.

Below is the Authority's understanding of the application:

**The applicant(s),** Moorabool Shire Council  
**Proposed Development Type:** Other Planning Scheme Amendment  
**Proposed Development Description:** Small Towns Settlement Strategy on the abovementioned proposed development location

The Authority's assessment indicates that the property is covered by the following Zones and Overlays in the Moorabool Planning Scheme;

**Zone(s):** Farming Zone (FZ)  
**Overlay(s):** Design and Development Overlay - Schedule 2 (DDO2)  
Environmental Significance Overlay - Schedule 1 (ESO1)  
Bushfire Management Overlay (Bmo Or Wmo) (WMO)



## **1% AEP<sup>3</sup> Flood Event**

The 1% AEP flood event means that a flood of that magnitude (or greater) has a 1% chance of occurring in any given year. It is also known as the 100 year Average Recurrence Interval (ARI<sup>5</sup>) flood; however a flood of this size or greater may occur more frequently than this, and can happen more than once in any year. The Victorian Government has determined that the 1% AEP flood is the appropriate standard to regulate and protect new developments through the planning and building systems. The impacts of floods rarer than the 1% AEP flood (i.e. less than 1% AEP) are not regulated through the planning and building systems.

## **Flood Hazard**

According to Attorney-General's Departments Australian Emergency Management handbook Series (EMA Handbook 7), in recent years, a high proportion of flood related deaths in Australia have occurred on flooded roads. Fatalities also result from people being swept away while crossing rivers, stormwater channels, overland flow paths or other flooded areas. In assessing access routes between a site and safe ground it has been shown that people trying to evacuate from flooded land will do so by vehicle in most circumstances, and therefore development decisions should assume this to be the default method. For those who do decide to seek a pedestrian route, walking through flood water is also not considered to be an acceptable means of evacuation. For some, walking is likely to be physically difficult or even impossible and can be the cause of significant mental or physical exhaustion.

Analysis of flood hazard is used to determine if it is safe for people and vehicles leaving a property during a flood event. Inappropriate development is likely to increase the burden on emergency services and personnel if an emergency evacuation is required due to illness, injury, inadequate preparation or loss of essential services. It should be noted that the relative evacuation time does not decrease the flood hazard.

Developments should not occur where the depth and flow of floodwater on a property and affecting the access to the property is hazardous.

Minimum floor levels provide protection for a property and its contents, but separate provisions are needed to protect people moving about or attempting to enter or leave a property so that they are not at risk from deep or fast-flowing water.

Safety is assessed against Australian Rainfall and Runoff Revision Project 10 Safety Criteria.

Safety is defined in terms of the depth and velocity of water over the area in question during a 1% AEP flood event as follows:

1. Depth must be no greater than or equal to 0.3 metres; **and**
2. Velocity must be no greater than or equal to 3.0 m/s; **and**
3. The product of depth multiplied by velocity must be no greater than or equal to 0.3 m<sup>2</sup> per second.

These safety criteria have been used for assessing land use and development on this site, however during flood events the state emergency service do not recommend entering flood waters of any depth or velocity. For further information please see <http://www.ses.vic.gov.au/>

## **Floor Levels and Freeboard**

Freeboard is the height above a defined flood level and is typically used to provide a factor of safety in the setting of floor levels. The minimum freeboard requirements compensate for effects such as wave action and water movement resulting from variations in topography. Freeboard also provides additional protection from flooding which is marginally above the defined flood level. The Corangamite CMA has adopted the 1% AEP flood level with a minimum 300 mm freeboard requirement.

A greater freeboard may be required on occasions, for instance where buildings contain valuable equipment or potentially hazardous substances.

*Freeboard requirements for areas impacted by Climate Change and sea level rise will be established in line with normal floodplain management best practice and consistent with direction on appropriate flood levels in such areas.*

## **Subdivisions**

***The requirements for subdivisions from a Floodplain Management perspective are as follows:***

- All new lots should be free from inundation during storm events up to and including the 1% AEP.
- The subdivision must include provision for safe evacuation and not allow the finished development to reduce the area of flow or flood storage.
- The stormwater drainage system must ensure a design philosophy of 'zero adverse impacts' to surrounding areas for up to and including the 1% AEP flood event.
- All streets, footpaths and cycle paths that are subject to flooding must meet the applicable flood hazard safety criteria.

## **Stormwater Management**

The Victorian Floodplain Management Strategy (2016) recognises that LGA's are accountable for applying the planning requirements of Clause 56 of the Victorian Planning Provisions' Practice Note 39 to ensure that new developments do not have significant third party impacts as a result of increased runoff from impervious surfaces. Please contact your Council for further information.

Any proposed discharge of stormwater requiring a direct and/or modifying an existing connection to a designated waterway (as defined by the Water Act 1989) will require approval by the Corangamite CMA.

## **Summary and Conditions**

The Authority understands that this referral relates to the preparation of Moorabool Shire's Draft Small Towns and Settlements Strategy. The Authority's interest in the discussion paper relates to the Authority's role as the relevant floodplain management authority for the purposes of the Moorabool Shire's Planning Scheme. The Authority also has waterway management responsibilities under the provision of the Water Act 1989.

The Authority understands that 17 towns have been included in the Strategy of which 10 of the towns fall within the Corangamite CMA's region. These towns are Barkstead, Bungaree, Clarendon, Dunnstown, Elaine, Korwinguboorra / Spargo Creek, Lal Lal, Mount Egerton, Wallace and Yendon. It is noted that many of these towns are within close proximity to waterways and floodplains and therefore that appropriate floodplain and waterway management will need to be considered in future planning for these towns. In light of this, the Authority offers the following general comments regarding floodplain and waterway management.

The Authority would also appreciate the opportunity to provide comment on more detailed development plans as they become available.

## **Waterways**

Clause 14.02-1 of the Victorian Planning Provisions requires natural drainage corridors with vegetated buffer zones to be retained along *each side of a waterway at least 30m wide*. The waterway is defined by the bed and banks (where the top of the bank is delineated as the break of slope from the river bank to the surrounding land). Any future development that is near a designated waterway will need to maintain the appropriate buffer distance.

## ***Floodplain Management***

Any future development plans for these towns will also need to ensure that they are outside the 1% AEP flood extent. It is noted that the flood data held by the Authority is considered low reliability for many of the towns included in the settlement strategy. Further flood investigations may be required to define the 1% AEP flood extent prior to future rezoning and development for some of these towns.

For example, any areas planned for development that do not have reliable flood data will need a Flood Impact Assessment to be undertaken to ensure the development does not alter the existing flood conditions through the area.

The flood impact assessment, within the context of land use planning, compares existing conditions flood behaviour with post development flood behaviour. The same hydrological/hydraulics model will need to be used with modifications to reflect different development and mitigation scenarios.

The objective of the flood impact assessment is to demonstrate no adverse impact offsite for a wide range of AEP's and storm durations.

The flood impact parameters to be considered include:

- flood levels;
- velocity (V);
- depth (D);
- VXD ;
- volumes;
- time of inundation;
- rate of rise;
- rate of flood recession;
- accumulative impacts.

Opportunities to reduce the existing flood risk and improve flood evacuation efficacy as a result of development should be maximised.

The flood impact assessment shall be undertaken in accordance with industry best practice and, as a minimum, the Flood Impact Report shall include the following sections:

- Introduction
- Methodology Used
- Data Collation
- Hydrological Model Development
- Hydraulic Model Development
- Calibration and Validation
- Design Event Modelling (Existing Conditions)
- Sensitivity Analysis
- Mitigation Schemes Impact Assessment
- Conclusions of Flood Impact Assessment

It is also important to consider that the Authority will not support the creation of new residential lots within the mapped 1% AEP flood extent. The Authority also recommends that any new lots adjacent to the mapped 1% AEP flood extent include minimum finished floor levels that are 300 millimetres above the applicable 1% AEP flood level.

## ***Stormwater Management***

Any future development associated with these towns must also be consistent with the State Planning Policy Framework Clause 56.07-4 as well as standard C25, which requires urban stormwater to be treated to meet the Urban Stormwater – Best Practice Environmental Management Guidelines (Victorian Stormwater Committee 1999).

A stormwater management plan will need to be prepared that shows how they will reduce water quality parameters (TSS, TN, TP and GP), particularly if the stormwater runoff is proposed to runoff into a designated waterway.

The stormwater drainage system must be designed such that stormwater runoff exiting the land meets the current best practice performance objectives for stormwater quality, as contained in the Urban Stormwater Best Practice Environmental Management Guidelines (Victorian Stormwater Committee, 1999) and Councils Stormwater Management Plans to achieve the following water quality standards:

- 80% reduction of the typical annual load of suspended solids.
- 45% reduction of the typical annual load of total phosphorus.
- 45% reduction of the typical annual load of total nitrogen.
- 70% reduction of the typical annual load of gross pollutant.

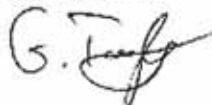
Appropriate stormwater management also needs to ensure that flows downstream of the subdivision site are restricted to pre development levels unless increased flows are approved by the relevant drainage authority and there are no detrimental downstream impacts.

**PLEASE NOTE:** Council is the relevant drainage authority for local drainage and the authority responsible for the local drainage system. Although the Authority has outlined the requirement for stormwater management above you will need to talk to Council's engineering department about this aspect of any future development as Council is the relevant drainage authority.

In accordance with Section 66 of the *Planning and Environment Act 1987*, please provide an electronic copy of the outcome of this proposal to the Authority for our records.

Should you have any queries, please do not hesitate to contact **Jessie McMaster** on (03) 5232 9100 or [floodinfo@ccma.vic.gov.au](mailto:floodinfo@ccma.vic.gov.au). To assist the CMA in handling any enquiries please quote **F-2016-0558** in your correspondence with us.

Yours sincerely,



Dr Geoff Taylor  
**Floodplain Statutory Manager**

The information contained in this correspondence is subject to the disclaimers and definitions attached.

### Definitions and Disclaimers

1. The area referred to in this letter as the 'proposed development location' is the land parcel(s) that, according to the Authority's assessment, most closely represent(s) the location identified by the applicant. The identification of the 'proposed development location' on the Authority's GIS has been done in good faith and in accordance with the information given to the Authority by the applicant(s) and/or Council.
2. While every endeavour has been made by the Authority to identify the proposed development location on its GIS using VicMap Parcel and Address data, the Authority accepts no responsibility for or makes no warranty with regard to the accuracy or naming of this proposed development location according to its official land title description.
3. **AEP** as Annual Exceedance Probability – is the likelihood of occurrence of a flood of given size or larger occurring in any one year. AEP is expressed as a percentage (%) risk and may be expressed as the reciprocal of ARI (Average Recurrence Interval).

Please note that the 1% probability flood is not the probable maximum flood (PMF). There is always a possibility that a flood larger in height and extent than the 1% probability flood may occur in the future.

4. **AHD** as Australian Height Datum - is the adopted national height datum that generally relates to height above mean sea level. Elevation is in metres.
5. **ARI** as Average Recurrence Interval - is the likelihood of occurrence, expressed in terms of the long-term average number of years, between flood events as large as or larger than the design flood event. For example, floods with a discharge as large as or larger than the 100 year ARI flood will occur on average once every 100 years.
6. **LIDAR** (Light Detection And Ranging) is an optical remote sensing technology which measures the height of the ground surface using pulses from a laser. LIDAR can be used to create a topographical map of the land and highly detailed and accurate models of the land surface.
7. No warranty is made as to the accuracy or liability of any studies, estimates, calculations, opinions, conclusions, recommendations (which may change without notice) or other information contained in this letter and, to the maximum extent permitted by law, the Authority disclaims all liability and responsibility for any direct or indirect loss or damage which may be suffered by any recipient or other person through relying on anything contained in or omitted from this letter.
8. This letter has been prepared for the sole use by the party to whom it is addressed and no responsibility is accepted by the Authority with regard to any third party use of the whole or of any part of its contents. Neither the whole nor any part of this letter or any reference thereto may be included in any document, circular or statement without the Authority's written approval of the form and context in which it would appear.
9. The flood information provided represents the best estimates based on currently available information. This information is subject to change as new information becomes available and as further studies are carried out.

### References

1. Guidelines for Development in Flood-prone areas. Melbourne Water 2007.  
[http://www.melbournewater.com.au/content/planning\\_and\\_building/information\\_for\\_developers/guidelines\\_for\\_developers.asp?bhcp=1](http://www.melbournewater.com.au/content/planning_and_building/information_for_developers/guidelines_for_developers.asp?bhcp=1)
2. Australian Rainfall and Runoff Revision Project 10 – Appropriate Safety Criteria for People April 2010.  
[http://www.arr.org.au/wp-content/uploads/2013/Projects/ARR\\_Project\\_10\\_Stage1\\_report\\_Final.pdf](http://www.arr.org.au/wp-content/uploads/2013/Projects/ARR_Project_10_Stage1_report_Final.pdf)
3. Australian Rainfall and Runoff Revision Project 10 – Appropriate Safety Criteria for Vehicles February 2011.  
[http://www.arr.org.au/wp-content/uploads/2013/Projects/ARR\\_Project\\_10\\_Stage2\\_Report\\_Final.pdf](http://www.arr.org.au/wp-content/uploads/2013/Projects/ARR_Project_10_Stage2_Report_Final.pdf)



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CITY OF GREATER  
**GEELONG**

MOORABOOL SHIRE COUNCIL  
CENTRAL RECORDS

25 AUG 2016

File No. 13/01/013

22 August 2016

Andrew Goodsell  
Manager, Strategic and Sustainable Development  
Moorabool Shire Council  
PO Box 18  
BALLAN VIC 3342

Our Ref: PB/jh  
Direct Ph: (03) 5272 4981  
Your Ref: AG:dd 13/01/013

Dear Mr Goodsell

**Re: Draft Small Towns and Settlements Strategy- Community Consultation**

I write with reference to your letter dated 18 July 2016 enclosing the draft small towns and settlements strategy for the Shire.

I have reviewed the draft strategy and consider that it does not represent any policy or directional recommendations that are inconsistent with the City of Greater Geelong. It is noted that the towns of Balliang and Balliang East, which are the most relevant towns contained in the study proximate to the City's municipal boundary, are identified as *Rural Settlements*, with no further expansion supported based on lack of service/infrastructure and the agricultural and environmental value of the surrounding land.

The City is currently not undertaking any land use planning exercises in the northern area of the municipality. However, there may be work undertaken in the future to investigate the You Yangs environs in relation to the role and function of existing land use planning controls. It is considered that this work is unlikely to create any cross-municipal boundary issues.

I trust the above confirms the City's response to the draft towns and settlements strategy. Should you wish to discuss any matter further, please contact me on 52724981.

Yours sincerely



**PETER BETTES**  
GENERAL MANAGER  
PLANNING AND DEVELOPMENT



Department of Environment,  
Land, Water & Planning

402-406 Mair Street  
Ballarat VIC 3350  
(03) 5336 6856  
[Grampians.planning@delwp.vic.gov.au](mailto:Grampians.planning@delwp.vic.gov.au)

Our Ref: SP457392  
Your Ref: AG:dd

24 August 2016

Andrew Goodsell  
Moorabool Shire Council  
PO Box 18  
BALLAN VIC 3342

Dear Mr Goodsell

**DRAFT SMALL TOWNS AND SETTLEMENT STRATEGY-COMMUNITY CONSULTATION**

Thank you for your recent correspondence providing a copy of the *Draft Small Towns Settlement Strategy* (the strategy) to the Department of Environment, Land, Water & Planning (DELWP) for comment.

I congratulate the Moorabool Shire Council (Council) on the preparation of the strategy, which provides an over-arching vision to guide Councils future management of its small towns through to 2041.

DELWP supports the strategy and welcomes the opportunity to work in partnership with Council during its finalisation.

If you have any queries regarding this matter, please contact Ezaz Sheikh, Statutory Planner at DELWP's Ballarat office on telephone (03) 5336 6644.

Yours sincerely

**STEWART DEKKER**  
Senior Statutory Planner  
Grampians Region

**Privacy Statement**

Any personal information about you or a third party in your correspondence will be protected under the provisions of the Privacy and Data Protection Act 2000. It will only be used or disclosed to appropriate Ministerial, Statutory Authority, or departmental staff in regard to the purpose for which it was provided, unless required or authorised by law. Enquiries about access to information about you held by the Department should be directed to the Privacy Coordinator, Department of Environment, Land, Water and Planning, PO Box 500, East Melbourne, Victoria



Doc code:  
Your ref:



28<sup>th</sup> August 2016

Strategic & Sustainable Development  
Moorabool Shire Council  
PO Box 18  
Ballan Vic 3342

Dear Sir/Madam,

**Draft Small Towns and Settlement Strategy – Community Consultation**

Thank you for forwarding Council's recently developed draft Small Towns and Settlement Strategy for comment.

Central Highlands Water (CHW) wishes to commend Council's undertaking to develop long-term strategies to guide growth and development with the goal of supporting vibrant and resilient communities with unique identities.

We note from the study that to support growth, within CHW's area of operation, the extension of reticulated sewerage is identified for Bungaree, Wallace and Dunnstown and in the case of Dunnstown additionally the extension of reticulated water is required. The study notes however there is more work required to ascertain the quantum of growth achievable and that this would be evaluated through a structure plan process and is largely dependent on business case viability and private sector support and inclusion in a future CHW five-year capital works plan.

CHW notes that the consultation processes for its 2018/23 pricing and planning is to commence in coming months with submission to the Essential Services Commission for approval by September 2017.

CHW has however been under a price capping regime for many years and as such our raising and allocation of funding is highly scrutinised with many projects competing for inclusion in our capital works programs. Whilst we acknowledge that Council's considerations are generally based on providing for future growth, CHW's has historically allocated its funding for small towns projects based on public health and environmental improvements, where alternatives were not considered viable, whereas growth is generally funded by developers.

We note however Council's further acknowledgement to seek public/private funding and we would be interested to understand what can be achieved through this process.

Should you require any further information please contact Stephen Carter on (03) 5320 3123.

Yours sincerely,



Paul Clark  
**General Manager Customer & Community**

# Attachment - Item 7.2(c)

## Attachment C – Submissions and Responses to STS

No	Name	Issues	Response
1	Redacted	<ul style="list-style-type: none"> <li>• Great report I think that is a good summary for Elaine.</li> </ul>	<ul style="list-style-type: none"> <li>• Noted.</li> </ul>
2	Goulburn-Murray Water	<ul style="list-style-type: none"> <li>• Moorabool has an approved Domestic Wastewater Management Plan and has an inspection program, which is superior to most local government areas.</li> <li>• The Small Town and Settlement Strategy notes the reliance on the provision of reticulated sewerage for towns and settlements within the Declared Catchment areas (e.g., Wallace, Bungaree) however this is not a consideration for GMW.</li> <li>• Section 6 of the strategy is relevant as it guides population and development to those settlements where the capacity to accommodate growth can be most effectively met, which optimise the use of existing water, energy and utility infrastructure.</li> <li>• Given the high quality soils used for agriculture in the Bungaree and Wallace areas and the economic importance of Agriculture in the Moorabool economy firm controls should be maintained over the development of dwellings in the Farming Zone.</li> <li>• The concept of a Small Town and Settlement Strategy is supported by GMW as it provides a strategic plan to assist development applications.</li> <li>• Based on the information provided, G-MW has no objection to Planning Scheme Amendment for the Small Towns &amp; Settlements Strategy.</li> </ul>	<ul style="list-style-type: none"> <li>• All points noted.</li> </ul>
3	APA VTS Australia	<ul style="list-style-type: none"> <li>• APA has three gas transmission pipelines within Moorabool Shire municipality, as follows:               <ul style="list-style-type: none"> <li>• Brooklyn to Ballan (via Parwan and Ingliston)</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• The proposed Strategy only provides strategic direction and does not identify any land parcels for development or propose any zoning changes to intensify development in</li> </ul>

## Attachment C – Submissions and Responses to STS

No	Name	Issues	Response
		<ul style="list-style-type: none"> <li>• Ballan to Ballarat (2 pipelines via Gordon and south of Bungaree and Wallace)</li> <li>• Ballan to Bendigo (via Spargo Creek &amp; Korweinguboorra)</li> <li>• The proposed Strategy will affect APA assets in various locations within the study area, which increases the risk of our pipelines being detrimentally impacted upon. APA recognises the need for changes in land use and APA monitors its assets and operations accordingly, to ensure that urban encroachment, development and third party crossings are managed appropriately.</li> <li>• APA has developed general guidelines on development within close proximity to its assets to reduce the risk to life and property (see Appendix 1). It is essential for your safety and the safety of others that they are stringently complied with.</li> <li>• It is recommended that Moorabool Council and individual future developers have ongoing correspondence with APA in the future to discuss the scope of issues relating to the development of the study area adjacent to and/or across APA infrastructure to ensure its assets are thoroughly protected.</li> <li>• It is APA's intent to ensure that transmission pressure gas pipelines are safely protected with minimum impact on and mitigating any potential risks and proposed encroachment to ensure the integrity of its pipeline assets.</li> </ul>	<p>proximity to the gas transmission pipelines.</p> <ul style="list-style-type: none"> <li>• The matters raised by APA will be considered as part of any future structure plans prepared to guide development in the settlements.</li> </ul>
4	Port Phillip & Westernport CMA	<ul style="list-style-type: none"> <li>• Thank you for inviting us to participate in this consultation. However, we will decline at this stage.</li> <li>• We contribute to many environment plans for local councils especially in</li> </ul>	<ul style="list-style-type: none"> <li>• Noted.</li> </ul>

## Attachment C – Submissions and Responses to STS

No	Name	Issues	Response
		<p>nature conservation and for nature in open-space/social amenity. These kinds of planning are most closely related to our statutory responsibilities and expertise.</p> <ul style="list-style-type: none"> <li>• We recognise that town planning has major implications for land, water and nature conservation and we strongly recommend that all planning set measurable goals for the future of relevant environmental assets. Explicit, measurable goals for future condition will make it easier to see the connections between different plans across Council responsibilities.</li> <li>• Measurable goals define success. They are then the basis for actions that are easier to evaluate and adapt to change and experience. Adaptation is a critically important planning and strategy response to climate change.</li> </ul>	
5	National Trust	<ul style="list-style-type: none"> <li>• Pleased that Strategy vision respects and builds on heritage values present in the Shire.</li> <li>• Supports idea of Council applying for additional funding to investigate further heritage areas not already covered by the West Moorabool Heritage Study.</li> </ul>	<ul style="list-style-type: none"> <li>• Noted.</li> <li>• A gaps analysis is an important task to consider once the Strategy is adopted and is a likely recommendation.</li> </ul>
6	Redacted	<ul style="list-style-type: none"> <li>• The history of Korweinguboorra and Spargo Creek in the Strategy is spot on.</li> <li>• We need to have a bus service from Daylesford to Ballan and back for the local people to go shopping or to Doctors or visiting. Also a day service would be great for people who travel up by train to go up there, instead of travelling at night. Not everyone drives a car in Korweinguboorra and I know of people there who are getting too old to drive, so a local bus service is essential.</li> </ul>	<ul style="list-style-type: none"> <li>• Noted.</li> <li>• A minimum level of service should be considered in a more wide ranging bus plan for the Shire.</li> </ul>

## Attachment C – Submissions and Responses to STS

No	Name	Issues	Response
		<ul style="list-style-type: none"> <li>• Reduce the speed limit right through Korweinguboorra, not only in certain places. The Daylesford-Ballan Road at Korweinguboorra is a very busy road. We are on a steep hill, where the speed limit is 100km an hour. Far too dangerous trying to drive in and out of our four properties far too many misses.</li> <li>• We need a roadside stop trading store and café, for the local people, and also for tourists at Korweinguboorra while passing through.</li> <li>• I was living in Korweinguboorra when the big bush fire went through in February 1951. That's why I agree the expansion of Korweinguboorra is to be discouraged and also it being a water catchment as well.</li> <li>• We need to have a better mobile phone service for Korweinguboorra.</li> <li>• Korweinguboorra is a place of nature and beauty and I hope it will stay this way in the years to come.</li> </ul>	<ul style="list-style-type: none"> <li>• Any speed limit issues are the responsibility of VicRoads. Staff will discuss further with the representor.</li> <li>• Commercial opportunities can be considered further with the Economic Development Strategy implementation.</li> <li>• Noted.</li> <li>• Council Advocacy is appropriate as it was for Blackwood.</li> <li>• Noted</li> </ul>
7	Redacted	<ul style="list-style-type: none"> <li>• I have read the document and just want to say well done and congratulations to those that put this together.</li> <li>• Long-term subdivision or growth for land to be made available for the construction of homes is what I perceive needs to be on hand for the area to grow. Of the 89 residences we have in Dunnstown due to an ageing population 19 of these homes are lived in by one occupant.</li> <li>• I understand the restrictions we have with water catchment and favourable soil for agriculture. Long term due to cost to extend the town sewer main from the Western Highway to Dunnstown, I find this won't happen</li> </ul>	<ul style="list-style-type: none"> <li>• Noted.</li> </ul>



## Attachment C – Submissions and Responses to STS

No	Name	Issues	Response
		<p>and we need to look at other alternatives, such as, allowing people to invest in the high tech septic system that enable homes to be built.</p> <ul style="list-style-type: none"> <li>• Dunnstown has always be well known for its potato production but over my 40 years locally the numbers of families has significantly decreased due to the cost of this industry and theory that the suppliers believe that big is best and small is no more.</li> </ul>	
8	Dept of Ec.Devt, Jobs, Transport & Resources	<ul style="list-style-type: none"> <li>• The Small Towns and Settlement Strategy provides a long-term strategic plan to guide decision-making and future planning for the small towns and settlements to achieve the goal of supporting vibrant and resilient communities in Moorabool Shire.</li> <li>• The Department of Economic Development, Jobs, Transport and Resources is supportive of the approach taken by Moorabool Shire with the Strategy outlining recommendations for the future role of each small town, settlement or village, the intended vision for each, strategic planning work to be undertaken and general recommendations to support liveability, employment, economic activity and the environment.</li> <li>• The Strategy does not encourage substantial further growth in the smaller settlements, as they do not meet many of the requirements of a sustainable community.</li> <li>• This is consistent with State government policy whereby it is preferable to consolidate growth around existing settlements, which have capacity to accommodate and service additional population growth in a sustainable manner.</li> </ul>	<ul style="list-style-type: none"> <li>• Noted.</li> </ul>

## Attachment C – Submissions and Responses to STS

No	Name	Issues	Response
9	Lal Lal Soldier's Memorial Hall Committee	<ul style="list-style-type: none"> <li>• In general, the Committee supports the presentation and broad thrust of the document, however, a range of basic expression and informational issues were identified that need addressing before the draft is finalised.</li> <li>• The intent to link key elements of the settlement's setting and history to current issues, policies and constraints is evident. However, references to landscape descriptors are often unnecessarily repetitious and tend to either confuse or reduce the impact of the links being sought. To compound this, the choice of language is not always helpful.</li> <li>• Throughout the text, there is an inconsistent use of wording to describe the nature of settlement at Lal Lal. Hamlet, district, settlement, township and village are all used, some interchangeably and that leads to several confusions and some inaccuracy. For instance, in the paragraphs critiqued above, the reference to the quarry being to the east of the settlement only makes sense if 'settlement' refers to the township zone around the railway station. Similarly, the State forest is listed as south -east of the settlement, which is only accurate if 'settlement' means the township. However, the draft usually refers to the settlement as the broader area of habitation beyond the township zone. If the more general use of the term settlement is applied in these instances, then the quarry is north of the eastern section and the State Forest is south of it.</li> <li>• The draft delineation of the settlement into an eastern section and western section is generally reasonable but limited. The description of the eastern zone (p. 152) focuses entirely on the Township Zone and provides no</li> </ul>	<ul style="list-style-type: none"> <li>• Noted.</li> <li>• There will be a full edit of the document before being tabled with Council for adoption.</li> </ul>

## Attachment C – Submissions and Responses to STS

No	Name	Issues	Response
		<p>description of the varied farming, lifestyle and town blocks east of the railway line and south of the Lal Lal Falls Rd.</p> <ul style="list-style-type: none"> <li>• In addition to those already mentioned, two factual errors were also noted. In the third paragraph of the Introduction, it is recorded that La I La I Falls has been a popular tourist destination since the early 1900s (p.152), which is wrong and contradicts later statements in the History section (p.154) noting its popularity, in conjunction with the races, from at least the early 1870s. On p. 153 reference is made to accommodation available in the town. The hotel does not provide accommodation and there is only one bed and breakfast now available.</li> <li>• Issues, Opportunities &amp; Constraints (p156-7) identifies issues and opportunities under specific sub-headings but there is no reference to constraints until the next section. This is misleading. There also seems to be some confusion within the 'Issues' sub-section as what is an issue and what could be seen as a constraint.</li> <li>• Style variations also impact on the coherence of the text. This is most evident in the section on Issues, Opportunities &amp; Constraints. The dot points for 'Issues' are completed in full sentences whereas most of those under "Opportunities 'are only phrases or note points.</li> </ul>	
10	Powercor	<ul style="list-style-type: none"> <li>• Submission explains the electricity supply network of the Shire.</li> <li>• Current network in some locations does not provide capacity for large scale load increases due to distance from zone substations, the conductor type and mix of single phase and SWER high voltage.</li> <li>• Upgrades planned for Ballarat North, Ballarat South and Bacchus marsh</li> </ul>	<ul style="list-style-type: none"> <li>• Noted.</li> </ul>

## Attachment C – Submissions and Responses to STS

No	Name	Issues	Response
		<p>zone substations to provide additional capacity of supply.</p> <ul style="list-style-type: none"> <li>• Supply between Buninyong and Clarendon to be improved via 3 phase power.</li> <li>• Installing third transformed at Bacchus Marsh.</li> <li>• The network needs will need to be assessed further if substantial growth occurs in particular areas in the Shire.</li> </ul>	
11	Dep.t of Ec.Dev.t Jobs, Transport & Resources	<ul style="list-style-type: none"> <li>• Has evaluated document.</li> <li>• Has no objection to the Strategy.</li> </ul>	<ul style="list-style-type: none"> <li>• Noted</li> </ul>
12	City of Melton	<ul style="list-style-type: none"> <li>• Support the Strategy and approach taken.</li> <li>• Believe the Strategy will provide important justification to support the necessary funding for sewerage and additional structure planning for these towns into the future.</li> <li>• Support the use of urban design frameworks to shape the future of townships prior to infrastructure being completed.</li> </ul>	<ul style="list-style-type: none"> <li>• Noted.</li> </ul>
13	Redacted	<ul style="list-style-type: none"> <li>• Seeks rezoning of specific site outside Lal Lal.</li> </ul>	<ul style="list-style-type: none"> <li>• Not within scope of STS. This issue is likely best addressed via a proponent led rezoning request.</li> </ul>
14	Wyndham City Council	<ul style="list-style-type: none"> <li>• The intention by Council to advocate for establishment of a wider network of VLine coach routes on p50 of STS is supported.</li> <li>• Wyndham believe Eynesbury Township should be a settlement serviced by an expanded VLine route out of Bacchus Marsh to Werribee.</li> </ul>	<ul style="list-style-type: none"> <li>• Noted.</li> <li>• Agreed. Regional inter-connection of VLine coaches should consider outlying towns such as Eynesbury.</li> </ul>
15	CFA	<ul style="list-style-type: none"> <li>• Bushfire hazard for each of the townships is well articulated,</li> </ul>	<ul style="list-style-type: none"> <li>• Noted.</li> <li>• Growth is not being advocated in</li> </ul>

## Attachment C – Submissions and Responses to STS

No	Name	Issues	Response
		<ul style="list-style-type: none"> <li>• Identified potential to manage growth in places like Blackwood will need to be tempered in consideration of bushfire risk.</li> <li>• SPSF 13.05 is to prioritise the protection of human safety over other policy considerations.</li> <li>• Need to address inconsistent terminology eg CFA Station and CFA Shed.</li> <li>• Minor modifications to the STS are required,</li> </ul>	<p>Blackwood, though some tourism potential investment exists and investment in improved septic may see some vacant lots developed in time.</p> <ul style="list-style-type: none"> <li>• Noted.</li> <li>• Agreed. This will be addressed in the final document,</li> <li>• Minor changes will be made to the STS to address CFA feedback.</li> </ul>
16	DEWLP	<ul style="list-style-type: none"> <li>• Identifies some inconsistencies with State and regional planning policy which need to be addressed before Council adopts the final STS and thus develop amendments.</li> <li>• State Population projections should use VIF data.</li> <li>• The STS Strategy would benefit from including statements outlining how the strategy aligns with and implements CHRGP and Plan Melbourne.</li> <li>• The STS Strategy should plan to achieve incremental development and sustainable growth of the Shire's small towns and settlements.</li> </ul>	<ul style="list-style-type: none"> <li>• See below.</li> <li>• The VIF and ID figures are similar but cover different timelines. Not sure how Council can do a strategy to 2041 with data that ends in 2031. ID consulting provide demographic data to a host of councils.</li> <li>• Agreed. The updated version will address this matter.</li> <li>• Generally supported. The fundamental issue in identifying sustainable growth solutions for all towns.</li> </ul>

## Attachment C – Submissions and Responses to STS

No	Name	Issues	Response
		<ul style="list-style-type: none"> <li>• STS Strategy uses a different hierarchy of settlements to CHRGP. Prior to adoption the STS Strategy it would benefit from including statements that explain how the hierarchy has been extended. Also recommend that Council review the designation of each settlement to ensure consistency with the CHRGP hierarchy.</li>   <li>• Not clear that servicing authorities were consulted.</li>   <li>• Municipal approach to growth is needed. STS Strategy should justify why growth in the small towns is needed. Statements and a map outlining the Shire's settlement framework and population growth expectations would be beneficial.</li>   <li>• Support idea of clusters of towns to improve access to services.</li>   <li>• Should identify growth expected in Bungaree, Dunnstown, Myrning and Wallace.</li>   <li>• Questions whether growth should occur in Bungaree and Gordon because it may be inconsistent with CHRGP.</li>   <li>• Maps for each small town and rural settlement are difficult to read. Need upgrade.</li> </ul>	<ul style="list-style-type: none"> <li>• This will be reviewed and the hierarchy clarified.</li>   <li>• Extensive engagement occurred with CHW and a range of other agencies. This will be clearly explained in the final document.</li>   <li>• Agreed. That work is implicit in the current strategy but will be more clearly explained in the final document.</li>   <li>• Noted.</li>   <li>• Within limitations there is some scope to provide growth expectations but to a large degree the business case will dictate the quantum of growth needed to fund servicing.</li>   <li>• Gordon is subject to its own structure plan and is therefore not considered in detail in STS. Bungaree should be managed to achieve sustainable growth.</li>   <li>• Will be addressed in next version of the document.</li> </ul>

## Attachment C – Submissions and Responses to STS

No	Name	Issues	Response
		<ul style="list-style-type: none"> <li>• Growth boundaries may be applicable to Bungaree to ensure growth is sustainable and contained.</li> <li>• It is not clear what growth is expected in Dunnstown, Myrning and Wallace. These are designated as rural settlements in CHRGP and not growth. It is unclear why they are identified as having growth potential.</li> <li>• Various comments are made on the structure and language of the document.</li> </ul>	<ul style="list-style-type: none"> <li>• Agreed. Address in structure plan.</li> <li>• The strategic basis of sustainable growth will be further explained in the updated STS.</li> <li>• To be addressed as appropriate.</li> </ul>
17	Barwon Water	<ul style="list-style-type: none"> <li>• Barwon Water does not service any of the towns under the STS.</li> <li>• Barwon Water does have catchment responsibilities and would like to be listed as a referral authority.</li> </ul>	<ul style="list-style-type: none"> <li>• Noted.</li> </ul>
18	Catholic Diocese of Ballarat	<ul style="list-style-type: none"> <li>• Willing to be a stakeholder in further discussions and preparation of STS.</li> <li>• Identified 3 churches in Bungaree Parish, of which two will remain active beyond 2016 – St Brendan’s Dunnstown and St Mary’s Clarkes Hill (St Michael’s no longer active).</li> <li>• Identified 3 churches in Gordon Parish, of which 2 will remain active beyond 2016 (St Brigid’s Ballan and St Patrick’s Gordon). St Michael’s Springbank to close at the end of 2016.</li> <li>• Parishes and schools play a key role in the social fabric of small towns in both Parishes. These buildings and infrastructure could be activated and better utilised through further precinct structure planning.</li> </ul>	<ul style="list-style-type: none"> <li>• Noted.</li> <li>• Noted. Future use of non-active church sites could be investigated further.</li> <li>• Noted. Future use of non-active church sites could be investigated further.</li> <li>• Agree. The Community Infrastructure Framework (in preparation) and work to date in STS has identified church infrastructure because it is important to the functioning of small towns.</li> </ul>
19	Corangamite CMA	<ul style="list-style-type: none"> <li>• 10 of the 17 towns fall within the Corangamite CMA region. Many of these towns are within close proximity to waterways and floodplains. Therefore appropriate floodplain and waterway</li> </ul>	<ul style="list-style-type: none"> <li>• Noted. Updated floodplain mapping will be needed as part of future planning in the small towns. It is a substantial piece of</li> </ul>

## Attachment C – Submissions and Responses to STS

No	Name	Issues	Response
		<p>management will need to be considered in future planning of these towns.</p> <ul style="list-style-type: none"> <li>• Require 30m offset from waterways under Cl. 14.02-1 of the Victorian Planning Provisions.</li> <li>• Towns need to be outside the 1% AEP flood extent. Flood data reliability is low in many of the towns being reviewed in the STS. A flood impact statement is therefore necessary as part of future planning.</li> <li>• The Authority will not support the creation of new residential lots inside the 1% AEP.</li> <li>• Stormwater management plans will be needed to show that reduced water quality parameters (TSS&lt; TN, TP and GP) are addressed where development is being considered.</li> </ul>	<p>work but is likely best addressed as a single study.</p> <ul style="list-style-type: none"> <li>• Noted and agreed. Not a significant issue for the current higher order STS. More relevant as part of future structure planning.</li> <li>• Agreed.</li> <li>• Noted.</li> <li>• Agreed. Detailed stormwater design will be part of the more detailed planning required in each growth settlement.</li> </ul>
20.	City of Greater Geelong	<ul style="list-style-type: none"> <li>• STS raises no strategic issues that cause issues with the City of Greater Geelong.</li> <li>• City of Greater Geelong is planning to do some strategic work in the You Yangs environs but don't envisage this will generate across LGA issues.</li> </ul>	<ul style="list-style-type: none"> <li>• Noted.</li> </ul>
21.	DELWP Grampians Region	<ul style="list-style-type: none"> <li>• Congratulate Council on preparing STS.</li> <li>• Supports the Strategy and welcomes the opportunity to work in partnership with Council during its finalisation.</li> </ul>	<ul style="list-style-type: none"> <li>• Noted.</li> </ul>
22.	Central Highlands Water	<ul style="list-style-type: none"> <li>• Commends Council on the STS.</li> <li>• Consultation on the 2018/23 pricing and planning by CHW to be tabled with the Essential Services</li> </ul>	<ul style="list-style-type: none"> <li>• Noted.</li> <li>• Noted. Any business case for future funding of sewer in towns such as Bungaree needs to</li> </ul>



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No	Name	Issues	Response
		<p>Commission to be finalised by September 2017.</p> <ul style="list-style-type: none"> <li>• CHW funding is highly scrutinised. CHW projects have generally been focused on resolving public health and achieving environmental improvements. Growth is generally funded by developers.</li>   <li>• Note the proposal by Council to explore public private partnerships to address funding key infrastructure such as water and sewer. CHW are interested to understand what can be achieved through this process.</li> </ul>	<p>be prepared well before this timeline.</p> <ul style="list-style-type: none"> <li>• Agree. How a funding model is developed will depend on a range of factors from the degree of interest of landowners, a realistic cost per lot for contributions to trunk mains in new development and likely contributions from other sources.</li>   <li>• Noted. Council will need to liaise with CHW closely on these issues.</li> </ul>